

**SHRI P. CHIDAMBARAM :** These are details which have to be worked out in the agreement, but the three principles which I stated will be followed. We are not going to enter into a contract with a State which does not even have a reasonable bail provision.

I can answer your question in another way. We are anxious to get the witness. That witness is in another country. We are anxious to get him to this country. Now, he is arrested in that country and produced here. Well, as a votary of liberty, I would like that witness to have a provision by which he can get bail and I will try to see as far as possible that that State has a system by which it will grant bail under certain conditions, but I cannot expect every detail of that law to correspond to every detail of our law in which event you will never have another system comparable to our system. But if the broad principles of a good criminal justice system are there in that State, then certainly we will enter into a contract. But if that State has no regard for any kind of justice, we will not enter into a contract with that State.

I think these three principles should answer all the doubts in hon. Members' minds. I request the hon. Members to pass the Bill unanimously.

**SHRI E. AYYAPU REDDY :** I want one clarification only. There is no provision now for trial for foreigners also if they are connected with an offence in India.

**SHRI P. CHIDAMBARAM :** Any person who commits any crime in India can be tried in India.

**SHRI E. AYYAPU REDDY :** If he is here.

**SHRI P. CHIDAMBARAM :** Yes, if he is here only.

**SHRI E. AYYAPU REDDY :** If he is here and if he is arrested, then it is all right. But if he is not in India, if he is an accused....

**SHRI P. CHIDAMBARAM :** If he is an accused and not in India, there must be a Treaty of Extradition with that country.

**MR. CHAIRMAN :** The question is :

"That the Bill further to amend the Code of Criminal Procedure, 1973, as passed by Rajya Sabha, be taken into consideration."

*The motion was adopted.*

**MR. CHAIRMAN :** Now we take up clause-by-clause consideration. The question is :

"That clause 2 stand part of the Bill."

*The motion was adopted.*

*Clause 2 was added to the Bill.*

**MR. CHAIRMAN :** The question is :

"That clause 1, Enacting Formula and the Long Title Stand part of the Bill."

*The motion was adopted.*

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

**MR. CHAIRMAN :** The Minister may move that the Bill be passed.

**SHRI P. CHIDAMBARAM :** I beg to move :

"That the Bill be passed."

**MR. CHAIRMAN :** The question is :

"That the Bill be passed."

*The motion was adopted.*

15 06 hrs.

NATIONAL WATERWAY (SADIYA-DHUBRI STRETCH OF THE BRAHMAPUTRA RIVER) BILL

[English]

**MR. CHAIRMAN :** We will go to the next item, Consideration of the motion

[Mr. Chairman]

regarding National Waterway (Sadiya-Dhubri Stretch of the Brahmaputra River) Bill.

Shri Rajesh Pilot.

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : Mr. Chairman, with your permission, I would like to say a few words while moving the National Waterway (Sadiya-Dhubri stretch of the Brahmaputra River) Bill, 1988 for consideration and passing of the same. From time immemorial Inland water transport has served as a cheap and economic means of transport in India. With the advent of faster means of transport by rail, road and air, inland water transport has got neglected.

Inland water transport has, however, maintained its edge over the other modes of transport in certain areas, where it enjoys natural advantages.

Today it is recognised all over the world for its inherent advantages of being the cheapest mode of transport for bulk haulage over long distance between places situated along the waterfront. Its energy, efficiency, low pollution and potential for employment generation is universally accepted.

Since independence, the Government has been seized of the need for developing inland water transport infrastructure and restore its rightful place in the overall transport system of the country.

The subject Inland Water Transport finds place in all the three lists of the 7th Schedule to the Constitution of India. The role of the Union is, however, limited to regulating shipping and navigation on National Waterways declared as such, by Parliament. The responsibility and executive authority for development and maintenance of all waterways other than those declared as National Waterways rests with the State Governments.

Keeping in view the slow pace of the development of inland water transport in

our country, several committees constituted by the Government of India have recommended declaration of certain important waterways as National Waterways. A beginning in this regard has already been made by declaring the Allahabad-Haldia stretch of the Ganga-Bhagirathi Hooghly river system as National Waterway. The Government has constituted Inland Waterways Authority of India for the development, maintenance and regulation of National Waterways for shipping and navigation. Presently, the Inland Waterways Authority of India is executing three schemes at a total cost of Rs. 24.00 crores for development of the Allahabad-Haldia National Waterway.

Before a waterway can be considered for being declared as a National Waterway, it is essential to undertake various traffic studies and hydrographic surveys of such waterways to assess the extent of improvemental works required for their development and their financial implications. Such studies in respect of Godavari, the West Coast Canal (Quilon-Cochin Section), the Krishna and Sunderbans have already been initiated. The hydrographic surveys and techno-economic study in respect of Sadiya-Dhubri stretch of Brahmaputra have been carried out. On the basis of studies and the potential of improvements in inland water transportation of this stretch, it is now being proposed to declare the Sadiya-Dhubri stretch of Brahmaputra river also as a National Waterway.

It will be observed that the Bill is purely a non-controversial measure, which, I hope will be accepted by the House.

I beg to move :

"That the Bill to provide for the declaration of the Sadiya-Dhubri Stretch of the Brahmaputra river to be a national waterway and also to provide for the regulation and development of the said stretch of that river for purposes of shipping and navigation on the said waterway and for matters connected therewith or incidental thereto, be taken into consideration."

MR. CHAIRMAN : Motion moved :

“That the Bill to provide for the declaration of the Sadiya-Dhubri Stretch of the Brahmaputra river to be a national waterway and also to provide for the regulation and development of the said stretch of that river for purposes of shipping and navigation on the said waterway and for matters connected therewith or incidental thereto, be taken into consideration.”

SHRI AMAR ROYPRADHAN (Cooch Behar) : I welcome this Bill. But, at the same time, I would like to say that the inland water transport is the cheapest one in comparison to rail, road or air transport. So water transport should be developed and all the rivers should be connected, Brahmaputra should be connected with the Ganges, and Ganges should be connected with Krishna and Cauveri so that the entire country would be connected through water transport. Water transport should be developed in a cheaper manner.

Sadiya-Dhubri has been kept in the national water transport grid. After Dhubri, it is Bangladesh. So, just to avoid Bangladesh, it should have link in between Brahmaputra and Ganges. A survey was made to save the Calcutta port. In the first Five Year Plan, a survey was made and the estimated expenditure was about Rs. 500 crores. It is from Dhubri to Cooch Behar, then Jalpaiguri, then West Dinaspur, then to Malda and then to Farakka and then to Calcutta port. If you go through the record, you will find that the survey was made and I suppose records are in the record room or as may be in the archaeology, I do not know. I do not know for what reasons the proposal was dropped. Now many voices are raised in the country that at least 40,000 cusecs of water in the lean months is a must at Farakka Point to save Calcutta Port. But at present we are getting only 16,000 cusecs which is not at all sufficient. But ultimately Calcutta would be dry. But only Brahmaputra canal up to Ganges can save Calcutta port. My request to you is that

you must give a second thought to have a canal from Brahmaputra to Ganges and from Farakka to Calcutta port. I think we should not leave the proposal altogether. It is proper that we should develop this canal. Better late than never.

15.13 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

SHRI A. CHARLES (Trivandrum) : I support the National Waterway, (Sadiya-Dhubri Stretch of the Brahmaputra river) Bill, 1988 which has been brought forward to declare the Sadiya-Dhubri of the Brahmaputra river, as a national waterway.

It is a matter of great sorrow that during the last 40 years of independence, this very important sector of our transport and communication has been almost neglected. The main reason for such a neglect is that it has been left to the care of the State and unfortunately, in view of the resources constraint, it had not gained the priority it deserved.

I am happy that the Bill has now been brought forward and I am particularly happy that during the last three years, a lot of work has been done for the development of inland waterways,

I must congratulate the hon. Minister for the very dynamic leadership he has given during the last three years. In 1985 the Inland Waterway Authority Bill was passed and thereafter, the hon. Minister, the Ministry, the Authority and the staff of the Ministry and the Authority worked as a team round the clock and a lot of good work has been done and it is as a result of that work that it has been possible now to bring forward this Bill. This Bill is meant for declaring, at least as a first step, one of the most important sectors of the river as a National Waterway. If I understand correctly, a few other Waterways are being looked into and the hon. Minister has said that the hydrographic survey and the techno-economic studies are being conducted in respect of a few other Waterways also. The need for development of inland

[Shri A. Charles]

Waterways cannot be over-emphasised. In the Statement of Objects and Reasons it has been rightly said that it is one of the lowest cost transport systems with energy efficiency and giving employment opportunities to a large sections of the weaker sections of the community and it will result in less of pollution. These are some of the most important advantages of Inland Waterways. There is another salient feature. It attracts the tourists all over the world. In this connection, Mr. Deputy-Speaker, Sir, through you, I would like to bring to the notice of the hon. Minister the need for developing and declaring the West Coast Canal, which has been mentioned by the hon. Minister, as a National Waterway. 20 per cent of the Inland Waterway Systems of this country is in Kerala alone. Therefore, I would plead that Kerala should be given the due share and priority. It has already been said that even after 40 years of Independence, this section has been neglected. I remember correctly, during my younger days, I myself travelled about 162 Kms. from Trivandrum to Cochin by the country boats. But, unfortunately this has been neglected. So, my personal request to the hon. Minister is to declare the entire West Coast Canal as National Waterway and then start the work from Cochin to Trivandrum. Hydrographic survey has already been over.

Sir, I have got one more point to mention. You will be very glad to know that Kovalam is roughly 13 Kms. away from Trivandrum Airport. There is a proposal for a package scheme. From Trivandrum to Kovalam if this 13 Kms. work is taken up immediately, all of us can land in the Airport in Trivandrum, then we can travel by the Inland Waterways to the Beach Resort. This will be a thrill to all. It will attract the international tourists also. Therefore, I plead with the hon. Minister that the West Coast Canal should be declared as a National Waterway and Trivandrum-Kovalam section should be given due priority. I would plead with the hon. Minister to throw some light on this. I give my whole-hearted support to this Bill. I am happy that the present hon. Minister is

doing his work with full dynamism. He has given the lead. He is in full command of the things. I am sure he will lead this Ministry to greater glory.

SHRI SATYAGOPAL MISRA (Tamluk): Sir, I welcome this Bill and whole-heartedly support The National Waterway (Sadia Dhubri Stretch of the Brahmaputra River) Bill, 1988. I whole-heartedly support this Bill because the water transport system is the cheapest mode of transportation. A very low amount is necessary for making the necessary infrastructure and at the same time a very low amount is also necessary for the maintenance of the infrastructure. For that reason, in a country like ours, we must put our full strength for the development of Inland Waterways. Now, it has become all the more necessary to save fuel consumption. Fuel consumption can be saved by the development of Inland Waterways infrastructure. There is a very strong transport lobby which has been pressurising the highest level of the Government not to go in for inland waterways. This is not my observation. The Estimates Committee of this august House has said so many times that the transport lobby pay lakhs of rupees to the highest level of the Government so that the inland waterways are not developed. This is the finding of the Estimates Committee, not mine. Please try to see this.

The national inland waterways was for the first time introduced in the year 1982 in our country. Now we are in 1988. Six years have gone just to declare another stretch of river as the inland waterway. A very small amount has been spent in the Haldia-Allahabad stretch for developing the infrastructure. I would request the Hon. Minister to see that more rivers are included in the national inland waterways and money spent for making necessary infrastructure.

In the Financial Memorandum the Hon. Minister has said that the first phase will be of the order of Rs. 29.50 crores. What about the second phase? Is there any third phase also? What is the cost of the total project? We must know it.

Lastly I once again appeal to the Minister to have a new thinking so that we can declare more and more rivers as national inland waterways and develop the necessary infrastructure which is the cheapest mode of transportation.

SHRI BIPIN PAL DAS (Tezpur) : I welcome this Bill. I know that only a dynamic minister like Mr. Rajesh Pilot would come forward with this Bill. I am happy that the Brahmaputra river is going to be declared as a national waterway and we shall go a long way in developing the inland transport.

I have only two points to make. Firstly, as far as I know, navigation and shipping will not be easy in the river unless dredging operations are undertaken at several points in the river particularly from Tezpur to Dibrugarh. That area is not fit for free navigation and shipping unless dredging operations are undertaken at several points.

I would like to know from the Minister whether in the estimates he has made regarding costs particularly non-recurring costs, this particular point has been taken note of while planning for spending money for making this river navigable and fit for shipping.

Secondly, he has mentioned in the Financial Memorandum that seven ports will be developed. Out of these seven ports particularly the Neamati Port is vulnerable to erosion. Even Dibrugarh Port is not safe from erosion. Erosion is a major problem in this river. Even in Tezpur which was free from erosion for quite some time, in the last three years current is attacking it. Therefore, in order to develop these ports and their infrastructure, you will have to take care of the erosion problem. There you have to spend money.

SHRI ATAUR RAHMAN : The Brahmaputra Board is there.

SHRI BIPIN PAL DAS : Don't bring in that. I am asking the real Minister here.

I hope that the Minister while preparing this Bill and undertaking the responsibility of developing this river as a shipping river and navigable river will have taken into consideration all these aspects and made sufficient provisions and allocations for taking steps to solve the erosion and also dredging problems.

I hope he will clarify this.

SHRI V.S. KRISHNA IYER (Bangalore South) : Mr. Deputy Speaker, Sir, I welcome this Bill. The Minister promised in this House that a comprehensive list of all those waterways will be brought and placed before the House. I would like to know from the hon. Minister whether the Government of India has it identified which are the waterways which could be utilised in our country and which could certainly become fit for navigation. The present Bill refers only to one stretch on Brahmaputra river. There are so many rivers. This work cannot be undertaken by the States. There are inter-State rivers and water disputes also. So the Minister may see that a list is prepared of all the rivers.

So far as Madras is concerned there was talk of providing water transport for the Madras city from the Coom river but due to lack of funds it could not be taken up. It is worth trying. It will save lot of funds which we are spending on metro railway.

SHRIMATI BASAVARAJESWARI (Bellary) : I welcome this Bill for the reasons stated by the hon. Minister, namely, cost of transport, energy efficiency, generation of employment and less of pollution. For these reasons I support this Bill. As you are aware we are constructing huge dams to irrigate the lands. Apart from irrigating the lands we will be having more facilities like producing of energy from the small drops and also some of the main canals can be used for navigation purposes. So I would request the hon. Minister to have a technical survey of the main canals. Tungbhadra dam is huge project in Karnataka. There is a main canal running from Hospet to Andhra Pradesh. Navigation facility has

[Shrimati Basavarajeswari]

already been provided in this canal at the time of construction. So I would like the hon. Minister to make a survey of these canals.

As you are aware in Karnataka roads are in a bad shape. That being the case if you give such facility of inland waterways transport it would be not only easy but also cheaper for the grains to be transported within the State and outside. So please get it surveyed by the technical experts and try to implement the navigation scheme in all the main canals wherever such facilities are existing. With these words I thank the Chair once again.

**SHRI RAJESH PILOT :** Mr. Deputy Speaker, Sir, I am highly thankful to the suggestions of the hon. Members on inland water transport system. I totally share the feelings of the hon. Members. This is one sector which was required to be improved very badly. I can assure the House that Government intentions could be seen that in the First Five Year Plan we made an allocation of Rs. 33 lakhs whereas today in the Seventh Five Year Plan we have allocated Rs. 155 crores. So it is clear that Government is keen to develop this sector. One hon. Member that said there are some lobbies working. Let me assure the House that any amount of lobby be there, we shall do what is good for the country and we shall not be hurdled by any lobby in this country.

One hon. Member wanted to know the list of the waterways which we have selected for declaration as national waterways. At the moment, we have identified ten waterways, namely :

1. Ganga-Bhagirathi-Hooghly ;
2. Brahmaputra ;
3. Sunderbans ;
4. West Coast Canal (Cochin-Quillon Section) ;
5. Krishna ;
6. Godavari ;

7. Narmada ;

8. Tapi ;

9. Mahanadi ;

10. Mandovi and Zuari Rivers' and Cumberjiua Canal (in Goa).

We plan to take up ;

1. Brahmaputra ;

2. Sunderbans ;

3. West Coast Canal (Cochin-Quillon Section) in Kerala ;

4. Krishna ;

5. Godavari.

in the Seventh Plan itself, Allahabad-Haldia stretch of Ganga-Bhagirathi-Hooghly has already been declared as national waterway.

**SHRI V.S. KRISHNA IYER :** For every national waterway, are you bringing a legislation like this ?

**SHRI RAJESH PILOT :** This is also a decision of the Government that after passing this as national waterways, in future, we can declare waterways by Government notification.

An hon. Member from Assam wanted to know about some problems locally, like erosion at places called Neamati, Dibrugarh and Silghat. It is a fact that we have taken this case. That's why in our allocation of the funds, we have got roughly Rs. 980 lakhs, that is, round-about Rs. 10 crores, to avoid erosion, and other things and dredging also. We will make sure that this system works out.

May I inform the House that when a survey was conducted in 1951, the cargo by road was 11 per cent and 89 per cent by railways or by other means ? The road sector was increasing. That's why we have developed inland water so that we can take off the load from the road to the inland water. Our authority is working on the similar lines.

Hon. Members from Kerala wanted to know about the hydrographic survey of the West Coast Canal. It has been completed. It has come to the authority. The moment other formalities are completed, we will also take that coastal canal in the national waterways. I think it is up to Quillon.

SHRI A. CHARLES : What about the Trivandrum-Kovalam package scheme ?

SHRI RAJESH PILOT : The hon. Member has given another suggestion about the 13 km. stretch from Trivandrum airport to Kovalam. I will certainly get it checked up. In case it can be developed and if it can help the passengers or commuters going by air and they can go by water, we will certainly take this suggestion and help it out.

At the end, I am very thankful to the hon. Members for their cooperation. We brought the Bill at the last stage. There was a very short time. With these words I move that this Bill be considered.

MR. DEPUTY SPEAKER : The question is :

“That the Bill to provide for the declaration of the Sadiya-Dhubri Stretch of the Brahmaputra river to be a national waterway and also to provide for the regulation and development of the said stretch of that river for purposes of shipping and navigation on the said waterway and for matters connected therewith or incidental thereto, be taken into consideration.”

*The motion was adopted.*

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

“That Clauses 2 and 3 and the Schedule stand part of the Bill.”

*The motion was adopted.*

*Clauses 2 and 3 and the Schedule were added to the Bill,*

MR. DEPUTY SPEAKER : The question is, “That clause 1, the Enacting Formula and the Long Title stand part of the Bill ”

*The motion was adopted.*

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

SHRI RAJESH PILOT : I beg to move :

“That the Bill be passed”

MR. DEPUTY SPEAKER : The question is :

“That the Bill be passed”

*The motion was adopted.*

MR. DEPUTY SPEAKER : Now we go to the Private Members' Business. Shrimati Usha Rani Tomar.

15.35 hrs.

COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS—(Contd.)

[Translation]

Fifty-third Report

SHRIMATI USHA RANI TOMAR (Aligarh) : Sir, I beg to move :

“That this House do agree with the Fifty-third Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 11th May, 1988”.

[English]

MR. DEPUTY SPEAKER : The question is :

“That this House do agree with the Fifty-third Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 11th May, 1988.”

*The motion was adopted.*