

National Highways, and also sought revision of existing formula for release of financial assistance from the Central Road Fund for undertaking major repairs on the National Highways and strengthening the same;

(b) if so, the details thereof and details of action taken/proposed to be taken during the current year to meet the priority needs in Transportation sector in Maharashtra; and

(c) whether the National Highway Authority have formulated a plan in coordination with the Petroleum Ministry to set up service centres on National Highways to meet the requirement of vehicles; and

(d) if so, the details of the centres to be set up during the current year on National Highways in Maharashtra with locations and facilities proposed to be provided?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) Yes, Sir.

(b) 11 proposals aggregating to a length of 4792 Km have been received from the State Government of Maharashtra, but due to paucity of funds none of the state roads could be declared as National Highways. Augmented Central Road Fund is yet to be implemented.

(c) No, Sir.

(d) Does not arise.

National Waterways No. 1 and No. 2

3891. SHRI R.L.P. VERMA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that the major stretch of river Ganga and river Brahmaputra were declared as National Waterways No.1 and No.2 in 1986 and 1988 respectively and that while the Ganga is still to be made navigable, the cargo movement in Brahmaputra has substantially come down;

(b) if so, the reasons therefor, and the steps taken by the Government to make these rivers navigable to create an alternative mode of transport in these corridors; and

(c) if not, the cargo movement, year-wise in tonnes from 1980 to 1995 in each of the two rivers?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) Yes, Sir. The Allahabad-Haldia stretch (1620 kms) of Ganga-Bhagirathi-Hooghly river system and Sadiya-Dhubri stretch (891 kms.) of river Brahmaputra have been declared as National Waterways in 1986 and 1988 respectively. The Ganga between Haldia and Patna is navigable for vessels with draught upto 1.8 meter for 300

days in a year. In the stretch Haldia-Farakka, vessels upto 1.8 meter draught can navigate round the year. As regards the cargo movement in the river Brahmaputra, there has been lesser movement of cargo in the recent past.

(b) The main reasons identified for lower movement in the river Brahmaputra are the lack of night navigational and terminal facilities and the inadequate cargo support. The Inland Waterways Authority of India has planned, in the near future, activities such as providing of terminals at Tezpur, Dibrugarh/Neamati, provision of 24 hours navigation and extension of the fairway with 2 meters depth upto Dibrugarh in National Waterway No.2. During high water period, the waterway No.1 between Patna and Allahabad is open for traffic. However, in order to make it navigable round the year, bed regulation activities, such as dredging, bandalling and provision of terminal facilities are proposed to be included during the 9th Five Year Plan, phasing of which would depend on availability of cargo and funds.

(c) As submitted in reply to para (a) above, the National Waterway No. 1 and 2 were declared in 1986 and 1988 respectively and as such the details of cargo movement in these stretches are furnished as under:-

Year	National Waterway No.1 (the Ganga)	National Waterway No.2 (the Brahmaputra)
		(lakhs Tonnes)
1986-87	2.35	1
1987-88	1.97	-
1988-89	2.17	0.56
1989-90	0.35	0.39
1990-91	3.25	0.38
1991-92	2.57	0.14
1992-93	2.61	0.28
1993-94	1.93	0.32
1994-95	6.22*	0.13

*Includes cargo moved by private operators.

Amount for Protection from Erosion by Brahmaputra

3892. DR. PRABIN CHANDRA SARMA:
DR. ARUN KUMAR SARMA:

Will the Minister of WATER RESOURCES be pleased to state: