

14.17 hrs.

**NATIONAL WATERWAY (QUILON-KOTTAPURAM STRETCH OF WEST COAST CANAL AND CHAMPAKARA AND UDYOGMANDAL CANALS) BILL**

[English]

MR. DEPUTY SPEAKER: Now we shall go to the next item—Bills for consideration and passing. Mr. Rajesh Pilot, you can pilot your Bill.

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT):\* Sir, with your permission I would like to say a few words while moving the National Waterway (Quilon-Kottapuram Stretch of West Coast Canal and Champakara and Udyogmandal Canals) Bill, 1989 for consideration and passing of the same. From ancient times, inland water transport has served as a cheap and economic means of transportation in our country. However, with the advent and development of the faster means of transport system by rail, road and air, the inland water transport has got neglected adversely over the years.

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

Today, transportation by inland waterways is recognised all over the world for its inherent advantages of being the cheapest mode of transport for bulk haulage over long distances, specially between places located along the water front. Its energy efficiency, low pollution effect and great potential for generation of employment among the rural weaker sections of the society is universally accepted. Ever since Independence, the Government has been seized of the need for developing inland water transport infrastructure and restore to IWT its rightful place in the total transport system of the country.

The subject Inland Water Transport finds place in all the three Lists of the Seventh Schedule to the Constitution of India. However, the role of the Union is limited to regulating shipping and navigation as regards mechanically propelled vessels on National Waterways declared by Parliament by law to be National Waterways. The responsibility and executive authority declared as National Waterways rests with the State Governments.

Keeping in view the slow pace of development of inland water transport in our country, several committees constituted by the Government of India in the past have recommended declaration of certain important waterways as National Waterways. The Allahabad-Halida stretch of the Ganga-Bhagirathi-Hooghly river system and the Sadiya-Dhubri stretch of the Brahmaputra river have already been declared as National Waterways. The Government of India has also constituted the Inland Waterways Authority of India for the development, maintenance and regulation of National Waterways for safe and convenient shipping and navigation. Presently, the Inland Waterways Authority of India has taken up the task of developing and maintaining these National Waterways.

Before a waterway can be considered for declaration as a National Waterway, it is essential to undertake hydrographic surveys and techno-economic studies to assess the extent of development works required and their financial implications. Such studies have been completed on the Quilon-Kottapuram Stretch of the West Coast Canal and Champakara and Udyogmandal Canals. On the basis of the studies and the potential of improvement in inland water transport of this stretch, it is now proposed to declare the Quilon-Kottapuram Stretch of the West Coast Canal Champakars and Udyogmandal Canals also as a National Waterway.

Sir, as may be observed, this is purely a non-controversial measure which, I hope,

\*Moved with the recommendation of the President.

will be accepted by the House. And, Sir, let this Bill be the one which is passed without discussion.

MR. DEPUTY-SPEAKER: Motion moved:

"That the Bill to provide for the declaration of the Quilon-Kottapuram stretch of West Coast Canal and Champakara and Udyogmandal Canals to be a National Waterway and also to provide for the regulation and development of the said stretch and the canals for purposes of shipping and navigation on the said water-way and for matters connected therewith or incidental thereto, be taken into consideration."

Now, Mr Charles may speak.

SHRI A. CHARLES (Trivandrum): Sir, so far as Kerala is concerned, a great dream has come true. For the last several years declaration of West Coast Canal as National Waterway has been the longstanding demand of Kerala and I am happy that the IWAI (Inland Waterways Authority of India) set up in 1986 has done a very marvellous job under the dynamic leadership of the dynamic Minister, Shri Rajesh Pilot and the Chairman, IWAI. The whole State and all the people of Kerala are extremely grateful to the Minister for declaring this West Coast Canal as a Waterway. The statistics will reveal how important it is to develop the Inland Waterway system. One Horse Power is estimated to move 150 km on road, 500 km on rail, but 4000 km on water, that is, just about 30 times the movement of cargo on the road. So also is the generation of employment opportunities for the weaker sections of the society, specially in a State like Kerala. And I am happy that Kerala has a long stretch of about 1900 kilometres in the West Coast Canal stretch alone, which is going to be a National Waterway. In this connection, I have one more request, Sir. The Minister is kind enough to order for the techno-economic study and the hydrographic survey of the stretch from Quilon to Trivandrum and from Trivandrum to Kovalam. We

are grateful to him for this. This study is going on now. So, I would plead that action may be taken for declaring the stretch from Quilon to Kovalam also as National Waterway so that the Capital city can be connected with the Kasargod area in the northern most part of Kerala. The fast moving vessels, if plied, can reach from Trivandrum to Kasargod in 10 hours. For your information I will tell you that if it goes from Kovalam, there is another proposal to connect it with Kanyakumari. That will benefit Tamil Nadu also.

With this, I give my wholehearted support to this Bill and I thank the hon. Minister for this. Thank you.

SHRI RAJESH PILOT: Sir, I do agree with what the hon. Member has said that this is one of the very cheapest modes of transport and the Government is so aware of this requirement and from the First Five Year Plan in which allotment was a few lakhs of rupees for the Inland Waterway, today we have gone up to Rs. 150 crores in the Seventh Five Year Plan and we are hopeful that the Eighth Plan will have a very high figure so that this sector can be doubled further.

Sir, the suggestion which has been given by the hon. Member is a very good suggestion so that tourists could also be attracted. But I will check up, Sir, and if it is possible, I will include. If the hydrographic survey and all these things have been completed and with the rules and regulations it could be included in this, we will include, Sir. That I assure him.

With these words, Sir, I thank the hon. Member and the whole House which has supported this measure.

MR. DEPUTY-SPEAKER: The question is:

"That the Bill to provide for the declaration of the Quilon-Kottapuram stretch of West Coast Canal and Champakara and Udyogmandal Canals to be a National Waterway and also to provide for the regulation and development of

the said stretch and the canals for purposes of shipping and navigation on the said waterway and for matters connected therewith and incidental thereto, be taken into consideration."

*The motion was adopted*

MR. DEPUTY-SPEAKER: we 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 Title stand part of the Bill."

*The motion was adopted*

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

SHRI RAJESH PILOT: Sir, I beg to move:

"That the Bill be passed."

MR. DEPUTY-SPEAKER: The question is:

"That the Bill be passed."

*The motion was adopted*

14.26 hrs.

SCHEDULED CASTES AND SCHEDULED TRIBES ORDERS (AMENDMENT) BILL

[English]

THE MINISTER OF STATE OF THE MINISTRY OF WELFARE (DR. RAJENDRA KUMARI BAJPAI): Sir, I beg to move:

"That the Bill to alter the names of certain castes and tribes in the lists of Scheduled Castes and Scheduled Tribes and for matters connected therewith, be taken into consideration."

In the lists of Scheduled Castes and Scheduled Tribes notified through the various Presidential Orders, there are some entries which have been subject of criticism on the ground that they sound derogatory because of their disrespectful or undignified connotations. The various State Governments/Union Territory Administrations were requested to send their proposals for the removal of derogatory names from the lists of Scheduled Castes and Scheduled Tribes and suggest dignified alternative names so that the derogatory names could be substituted. The response of the State Governments/Union Territory Administration to our suggestion was not encouraging and only a few proposals were received from them which were examined in consultation with the Registrar General of India. The Registrar General of India while furnishing the comments had suggested that suitable alternative names for each of the community would have to be found out with full knowledge of all the members of the concerned community.

The present Bill seeks to provide for the removal of derogatory names from the lists of Scheduled Castes and Scheduled Tribes and substitute them with dignified names and at the same time ensuring that members of these communities continue to be treated as Scheduled Castes or Scheduled Tribes without facing any difficulty.

MR. DEPUTY SPEAKER: Motion moved:

"That the Bill to alter the names of certain Castes and tribes in the lists of Scheduled Castes and Scheduled Tribes and for matters connected therewith be taken into consideration."

[Translation]

SHRIMATI PRABHAWATI GUPTA