

357 *Motion re : Adjourn-* AGRAHAYANA 4, 1907 (SAKA) *Inland Waterways* 358  
*ment of Debate on Sick* Authority of  
*Industrial Companies* India Bill  
*(Special Provisions) Bill*

Therefore, I would like to draw the attention of the Government to the urgent demands of the railwaymen to take steps to settle the same immediately.

-----

12.25 hrs.

MOTION RE : ADJOURNMENT OF  
DEBATE ON SICK INDUSTRIAL  
COMPANIES (SPECIAL PROVI-  
SIONS) BILL

[English]

MR. DEPUTY-SPEAKER : The Minister of Finance.

THE MINISTER OF FINANCE (SHRI VISHWANATH PRATAP SINGH) : The House was considering the Sick Industrial Companies (Special Provisions) Bill, 1985. The Government wants to bring amendments regarding two matters : One, opening up of the possibility of handing over the company to labour cooperative; and two, to provide in the Act itself that, if the BIFR comes to the conclusion that the management has acted in a way detrimental to the company or has diverted the funds, then it could advise the financial institutions not to extend help to such a unit. On the lines, Government wants to bring forward amendments to the Bill.

Therefore, I beg to move :

"That the debate on the Sick Industrial Companies (Special Provisions) Bill, 1985, be adjourned to the 2nd December, 1985."

SHRI BASUDEB ACHARIA (Bankura) : You can refer it to a Joint Committee...

SHRI VISHWANATH PRATAP SINGH) : This will be much faster.

SHRI BASUDEB ACHARIA : Because the Indian Labour Conference is being held and they will discuss this subject also. We can await the outcome of the Conference.

DR. DATTA SAMANT (Bombay South Central) : You had promised to give me sufficient time to speak on the Bill today. I have come all the way from Bombay. The Rajadhani Express was delayed at Ratlam because of threat by extremists...

MR. DEPUTY-SPEAKER : You can speak on 2nd December.

The question is :

"That the debate on the Sick Industrial Companies (Special Provisions) Bill, 1985, be adjourned to the 2nd December, 1985."

*The motion was adopted.*

-----

12.28 hrs.

INLAND WATERWAYS AUTHORITY  
OF INDIA BILL

[English]

MR. DEPUTY-SPEAKER : The House will now take up Item No. 10. Inland Waterways Authority of India Bill.

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : Sir, I beg to move\*

"That the Bill to provide for the constitution of an authority for the regulation and development of Inland Waterways for purposes of shipping and navigation and for matters connected therewith or incidental thereto, be taken into consideration."

---

\*Moved with the recommendation of the President.

[Shri Rajesh Pilot]

With your permission I would like to say a few words while moving the Inland Waterways Authority of India Bill, 1985 for consideration. From times immemorial Inland Water Transport has served as a cheap and economic means of transport. With the development of Rail and Road, this mode of transport has suffered and got neglected.

Inland Water Transport is even today recognised all over the world for its inherent advantages of being the cheapest mode of transport for bulk haulage, energy efficiency, low pollution and potential for employment generation.

Since independence, the Government has been aware of the need for improving Inland Water Transport and bringing it to its rightful place in the overall transport system of the country.

The subject Inland Water Transport appears in all the three lists of the Seventh Schedule to the Constitution of India. The role of the Union is, however, limited to regulating the 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.

Based on the recommendations of various Committees constituted in the past to go into the development of Water transport in the country as also the recommendations made recently by the National Transportation Policy Committee relating to the assumption of responsibilities for maintaining the waterways by the Central Government, the Government have identified the following waterways as suitable for being declared as National Waterways :

- (i) The Ganga-Bhagirathi-Hooghly river system;
- (ii) The Brahmaputra;

- (iii) The Sunderbans;
- (iv) The Godavari;
- (v) The West coast Canal;
- (vi) The Manlovi and Zuari rivers and Cumberjua canal in Goa;
- (vii) The Narmada;
- (viii) The Mahanadi;
- (ix) The Krishna; and
- (x) The Tapi.

A beginning in this regard has already been made by placing on Statute the National Waterways (Allahabad-Haldia stretch of Ganga-Bhagirathi-Hooghly river) Act, 1982 as Act 49 of 1982 thereby declaring the river Ganga between Allahabad and Haldia as National Waterway. The traffic studies and hydrographic surveys of any waterway are the pre-requisite for its consideration as a National Waterway. Such techno-economic studies of the river Brahmaputra have already been completed, and the hydrographic surveys of the river Brahmaputra are in progress. The hydrographic surveys in the Sunderbans have also been completed. Due to limited resources for undertaking such studies/hydrographic surveys, it is not possible to take up all the waterways for consideration as National Waterways at a time and hence are to be taken up one by one on merits. In the 7th Five Year Plan, the river Brahmaputra, the Godavari and West Coast Canal, the Krishna and the Sunderbans are proposed to be taken up for consideration.

In many parts of the world, the Inland Waterways are developed, maintained and regulated by the authorities set up by the Governments of these countries for this purpose. These authorities have been vested with power and responsibility for developing, maintaining and regulating the Inland Waterways and no operator irrespective of being in private sector or public sector, is called upon

to undertake any improvemental works on the waterway. The neighbouring country of Bangladesh also has set up the Bangladesh Inland Water Transport Authority for the development, maintenance and regulation of their waterways. In India, however, no such authority exists at present and the work relating to IWT, is looked after by the small cells in the States and by the IWT Directorate at the Centre in Department of Surface Transport, Ministry of Transport.

The declaration of the river Ganga as a National Waterways has developed the authority and responsibility for the development, maintenance and regulation of this National Waterway by Government of India. The National Transportation Policy Committee had observed that the existing set up of Inland Water Transport Directorate in the then Ministry of Shipping and Transport, was not geared to undertake and discharge the responsibilities for proper development of national waterways, as this is merely an advisory body without any powers to allocate funds for developmental schemes and their execution. To overcome this difficulty the Committee recommended setting up of an independent Authority for development, maintenance and regulation of National Waterways.

Accepting the recommendations of the National Transportation Policy Committee, Government of India have proposed to set up an independent authority to be known as "The Inland Waterways Authority of India" by placing "The Inland Waterways Authority of India Bill, 1985" on the Statute. The Authority will discharge the responsibilities and functions of the Central Government in respect of National Waterways, with regard to development, maintenance and regulation on such waterways for shipping and navigation and also to organise studies and investigations on Waterways to be taken up for declaration as National Waterways.

"The Inland Waterways Authority of India Bill, 1985" was introduced on

28.8.85 in the monsoon session of the Lok Sabha by Shri Z. R. Ansari, the then Minister of State for Shipping and Transport. The Bill, however, could not be taken up for consideration in that session of the Lok Sabha for want of time. Hence the Bill is proposed to be taken up for consideration and passed by the Parliament in its current session.

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

MR. DEPUTY-SPEAKER : Motion moved :

"That the Bill to provide for the constitution of an authority for the regulation and development of Inland Waterways for purposes of shipping and navigation and for matters connected therewith or incidental thereto, be taken into consideration."

Shri R. P. Das,

SHRI R. P. DAS (Krishnagar) : This Bill, the Inland Waterways Authority of India Bill is one of the most important Bills. I think it will go a long way to develop the inland waterways in India. Therefore, I would like to support this Bill. We were waiting for this Bill for the last one year.

Before I go into the details of the Bill, I would like to point out one or two points. Regarding national waterways there is a cell in the Ministry to see that the national waterways of India are developed but this cell could not take up the case much earlier. I do not know why this case was not taken up much earlier to develop the national waterways which are so important for the transport of inland traffic.

The National Waterways (Allahabad Haldia stretch of Ganga-Bhagirathi-Hooghly river) Act was passed in 1982. The purpose of the Bill was to develop

[Shri R. P. Das]

and maintain the entire length of the National Waterways No. 1. But I do not know how much work has been done on that National Waterway No. 1, that is, the Allahabad-Haldia stretch. There is much apprehension in different circles that the Government is not much sincere about its announcement that it will go in for the development of the national waterways. Though the Bill was passed as far back as three years ago, that is, in 1982, almost nothing has been done since then for the development of that national waterway.

While referring to the Inland Waterways Authority of India one important daily has rightly observed—I quote :

“It is for some inexplicable reason the Government have failed to catch the imagination of planners and policy-makers which is why the entire Sixth Plan allocation for inland water transport was Rs. 45 crores about the total spending under the earlier five plans.”

Although inland waterways is one of the cheapest modes of transport and also labour intensive, yet it failed to attract the attention of the Planning Commission and the policy makers. The Paper is of the opinion that reason has not been explained by the policy makers as to why this national waterways was neglected. I would request the Minister to explain as to why development of the national waterways was not taken up much earlier. It shows laxity on the part of the policy makers.

Sir, the Ministere referred to development of Bangladesh waterways. Bangladesh has been able to develop waterways but we have not been able to develop inland waterways in India. It is true, in Bangladesh, West Bengal, Assam and some portions of Tripura the main communication is through waterways. The government and also the policy makers have mentioned that

inland waterways was once the most important waterways in India. It has a long history. But after Independence we could not develop the age-old waterways in India. We neglected it. Now, it is a welcome move by the government that it has taken up the cause of the development of inland waterways. That is why I would like to support this Bill.

The purpose of this Bill, I think, is to maintain, develop and regulate the waterways in India. The Authority that is going to be created is to look after the development of the waterways. It has been mentioned in Clause 10 :

“In the discharge of its functions under this Act, the Authority shall act, so far as may be, on business principles.”

It is a very good clause, no doubt. But at the same time this very purpose of Clause 10 has been nullified by Clause 25 (1) where it has been mentioned :

“...the Authority shall in the discharge of its functions and duties under this Act, be bound by such directions on questions of policy as the Central Government may give in writing to it from time to time.”

I think the power that has been given under Clause 10 has been taken away through Clause 25 (1) and (2). Therefore, it appears to me that it is contradictory in nature. I am of the opinion that this Authority like many other authorities should act on business principles. If it does not act on business principles, there is no chance of its being economically viable. In the meantime Central Government has set up Central Inland Water Transport Corporation. The Corporation is to help divert congestion in the goods traffic through inland waterways to different places on or near the river banks. But after the establishment of this Corporation, it has been running into loss. I do not know why it is running into loss. It is the cheapest mode of transportation. In spite of that,

it is running into loss. I would like to point out that the authority like this should be run on commercial principle, in the sense that there should be the least intervention from the centre or the Ministries. All the time, if there is to be direction for doing small things or interpretation of rules or of policy matters, then those who are working at the lower level, at the Corporation level, would always look for each and every direction from the Centre. If this continues, I think no authority would be able to run the Corporation or an institution properly. Therefore, there should be a lot of freedom for running the institution. If it is to run like the Delhi Transport Corporation, there will be difficulty. You know that the Delhi Transport Corporation is running into loss worth several crores of rupees annually. I think that the Delhi Transport Corporation is losing about Rs. 50 crores annually. Sir, the business principle is a different thing. There should not be much interference from the Centre or from the Ministry. But the Clause 25 (1) and (2) provide for such intervention. This Clause should be changed or modified. I would suggest that this clause should read as :—

“that the authority shall follow such directions in the discharge of its functions and duties under this Act on question of policy as the Central Government may give in writing to it from time to time and that the Authority shall be left to work as freely as possible.”

Clause 14 (1) (i) mentions about the coordination with different modes of Transport. In this Clause, it has been stated that one of the functions of the Authority would be to :

“ensure coordination of inland water transport on national waterways with other modes of transport.”

Here the phrase “with other modes of transport” means ‘road’ or ‘rail’ or something like that. The terminal points

should be connected with the railway stations or it should be connected with the road transport system so that the goods carried by the Inland Water Corporation could be transported to different places. At the same time, I would like to point out that this coordination should also be made with the traditional system of inland water transport, particularly goods carried by the country-boats. In India, still there are fleets of country-boats that are already existing in different part of the country and they carry a large quantity of goods to different places which are situated on or near the river banks. So, there should also be a well-knit system and coordination between traditional transport system and non-traditional transport system.

I would make another point with regard to the establishment of head office of the Authority. The head office should be located at Calcutta. I think, an amendment to that effect has also been moved by some hon. Member of your party and we are also of the opinion that the headquarters of the authority should be located at Calcutta.

Calcutta is at the mouth of the river system of the eastern and north-eastern India. As the Minister has pointed out, so far the inland waterways have been developed in the eastern part of India and the north-eastern part of India is a potential area for inland waterways. The Parliament had already passed a piece of legislation declaring the river Ganga between Allahabad and Haldia as the National Waterway No. 1. The Minister has also stated in his statement that Brahmaputra, Sunderbans and Godavari are the other rivers which are suitable for declaring National Waterways. It is only because between Bangladesh and the eastern part of India, inland water transport is one of the most important transport system. Calcutta has one of the important offices of the Central Inland Water Transport Corporation; I do not know whether their head office is also at

[R. P. Das]

Calcutta. They are now doing their business from Culcutta to Tripura, Assam etc. and they can now extend their business to Farikka and Patna and go upto Allahabad. Calcutta would thus be the originating point of the goods traffic. In view of this, Calcutta should be the head office of the Authority. It should not be located at Delhi or Bombay at least. I do not know whether Bombay could be organized as one of the important centre of inland waterways. Until now, the inland waterways has been developed in the eastern and north-eastern part of India. The head office of this Authority, should therefore, be located at Calcutta. This would be in the interest of the Authority.

The State Government has improved the passenger transport system in Calcutta. The ferry service between Calcutta and Howrah has been very popular. The number of passengers availing themselves of the ferry services across the river Hooghly has reached a peak level of 1.30 lakh per day. Not only that, the river Hooghly passes through the most congested area of Calcutta and Howrah. Calcutta is a place where the road surface area is very little. Only six per cent roads are there in this area. Therefore, the ferry service or the inland water transport service has been very much convenient for the passenger traffic, for those who are coming to Calcutta or going back to their places from Calcutta. This ferry service has become very popular in Calcutta and the people are using this service daily. At the same time, the congestion of Calcutta has been reduced a bit and it may reduce further. The West Bengal State Government is now in a position to utilise the national waterway and in the meantime it has planned a programme to develop inland waterways so that an alternative mode of transport can be made available to the people. They are having some schemes and these schemes have been, most probably, sent to the Centre for their approval. The State Government also

wants to have some additional gangway facilities to be constructed at Chandpalghat and Howrah Station for the convenience of the passengers who are commuting between the two places. The third objective of the Government is to set up an alternative mode of transport along and across the river Hooghly from Nazirganj/Metiaburz Dakshineswar, Belur Ramakrishna Math. This is a long way and our Government has prepared one scheme on this waterway and this scheme should be liberally financed by the Centre. I think there is some allocation for this in the State Plans also and this plan also should be approved immediately.

In the meantime, the Navigation Cell of the Inland Water Transport Wing has undertaken the construction of eight major jettis in the Sunderbans area to provide landing facilities to the travelling public, where water transport is the only means of communication. I request that river front along the inland waterways should be declared backward and entrepreneurs may be encouraged to set up industries in this area.

Inland water transport facilities should also be extended to other parts of the State across and along the Bhagirathi.

**SHRI SHANTARAM NAIK (Panaji):** Mr. Deputy-Speaker, Sir, on account of the increase in population and consequently the traffic throughout the country, this new avenue of inland waterways has become very essential today. Therefore, it is rightly so that the Minister has introduced this Bill to open this new avenue. However, the experience in traffic in general on roads as also otherwise, of the last several decades should be considered in order to improve the functioning of the machinery of this new authority.

Secondly, if transport is available, whether by road or by water, people do not mind staying in rural areas. In that

respect also transport becomes essential, specially in the city areas when we expect people to shift to the rural areas and to the outskirts of the cities. In view of this, it becomes most important.

I am happy to note that Mandovi and Zuari Waterways in Goa have been taken up by the Ministry for this purpose. In Goa, for the last more than 20 years, this avenue is existing. We have got ferry boats to ply from one place to another. For instance, if a man would like to go from South Goa to North Goa, he has to use ferry boat in between for about 10 minutes duration. Now, mostly there are bridges all over, yet the use of the ferry boats in inland waterways in my territory Goa is very much there. But Sir, I would like to say that, well, we have this avenue side by side with road transport. Then about the rates, I would specially refer to the passenger rates. The rates should also be reasonable so as not to penalise those who would like to avail of this new facility.

Secondly, as my learned colleague had pointed out earlier he was rather of the opinion that the business motive should be very much there in inland waterways. I would say that Clause 10 of this Bill is very much objectionable. The concept of "transport" basically has a service motive. When you provide transport for the people, business cannot be the prime motive and certainly not in a manner in which it has been it has been expressed here. Clause 10 says :

"in the discharge of its functions under this Act, the Authority shall act, so far as may be or business principles."

It is specifically provided here that it shall act on business principles; on the other hand, it should not have been there. Nodout side by side, no agency or no machinery just functions. It has to have some sort of basic principles, I will agree. But mentioning specifically would amount to side-tracking of the main moto, that is the service moto.

Then, as far as Seventh Plan is concerned, you have mentioned certain national waterways in which, if I am correct, these Zuari-Mandovi waterways have not been considered. And if that has not been there, then I would like kindly to request you to take into consideration and include it in the Seventh Plan—Zuari-Mandovi. I do not know whether you have included it or not.

Lastly, I would say that you have said certain aspect of managing and executing the transport on these national waterways will be left to the States and only the main thing that is the maintaining and developing will be taken over by the Central Government. In this case, what will happen if there is a vast division and diversification of work? There may not be proper coordination. If the entire aspect of national waterways is vested in one authority, then I think it will become very efficient. Nodout powers are there. Since the Constitution provides that in the relevant entries, certain powers are to be exercised by you, by the Central Government, then the rest is left to the States. But with the cooperation of the State Government, by financing them. I think proper legislation should be provided by the Central Government so as to centralise all the powers with respect to matter of waterways in one authority. That would serve the purpose better.

PROF. K. V. THOMAS  
 (Ernakulam): Sir, I congratulate the hon. Minister, Shri Pilot to have the discussion in his presence because this Bill was introduced in the last Session by Shri Ansariji. As our present Minister is young and dynamic, I think the authority will be moving in a faster manner.

Sir, the formation of this authority will be by transferring the powers of the Inland Water Transport Directorate which was functioning under the Ministry of Shipping and Transport earlier. This new Authority will be helping and coordinating the transport facilities in the country in different ways.

[Prof K. V. Thomas]

Sir, now we have got the rail transport, the road transport, etc. But this road transport is causing a serious problem of population. If water transport can be more developed we can diminish the problem of pollution. Secondly, this water transport will be more economical. In my constituency of Cochin which is the commercial capital of Kerala, we have got the road transport as well as water transport to the port. But it is found that the water transport accounts for only two-third of the expenditure on road transport. Kerala Government has sent a proposal to the Centre that the areas between Alleppey and Cochin should be declared as a national water transport way. But this has not been implemented. If we can have national waterways, it will give more employment opportunities to a large number of people who are now unemployed. This will also help connect the islands which are scattered in different parts.

In a State like Kerala, we have got small islands which are scattered in different parts. It is a very difficult problem to connect one island with the other. If we are going to connect them by constructing roads or bridges, it will be more costly; but if a proper waterway system is implemented, naturally, more islands can be connected. Another advantage is that it will help tourism in a big way.

In Cochin, we have got 2 or 3 boats which go from one island to another, and enable people to see natural beauty. We have found that a large number of tourists are attracted because of this facility. So, any amount that is spent for the implementation of the waterway schemes will naturally help in promoting tourism.

Coming to my State in general, one part of Kerala can be easily connected to another by waterways. From Kasargod i.e. the northernmost part of the State to Trivandrum which is the capital of the State, we have got beautiful waterways,

i.e. either by rivers or backwaters. So, if you are going to implement the scheme in our State, it will help tourism in our State and also employment opportunities. It is going to help us in a big way in the matter of our transportation system because we have got major and smaller ports : e.g. Trivandrum, Alleppey and Calicut are small ports, whereas Cochin is a major part. All these ports can be connected by the inland water system. This will be of help to the State of Kerala. So, when you implement this scheme, States like Kerala which are well connected by waterways should be given more importance.

In this Bill, there is provision for an advisory committee. I think this is a good provision, because when we implement many of these scheme, it will be helpful to find out the reaction from the public. If there are advisory committees people who are interested in this subject will give their opinions, and naturally it will go a long way in implementing the schemes which are to be taken up by this Authority.

MR. DEPUTY-SPEAKER : We now adjourn for lunch, and will re-assemble at 2 p.m.

13.00 hrs.

*The Lok Sabha then adjourned, for  
lunch, till Fourteen of the Clock.*

-----  
*The Lok Sabha re-assembled after  
Lunch at eight minutes past  
Fourteen of the Clock.*

[MR. DEPUTY-SPEAKER : *in the  
Chair.*]

INLAND WATERWAYS AUTHORITY OF INDIA BILL—CONTD.

[*English*]

MR. DEPUTY-SPEAKER : Mr. A. Charles.

SHRI A CHARLES (Trivandrum) : The importance of waterways in a coun-

try like that of ours where the road and railway transport facilities are comparatively limited cannot be over emphasised. The existing means of transport are insufficient for the overall development of the country. The development of water transport system will supplement the available means of transport and will Certainly go a long way to meet the deficiency and in improving both Passenger traffic and the goods transport system.

The need for giving top priority for the promotion of inland water transport has been well explained in the statement of objects and Reasons. In view of its low cost and for securing certain other advantages such as energy efficiency, generation of employment among weaker sections of community and less pollution, inland water transport is important.

In the State of Kerala there is a great scope for the development of inland water transport system in view of its very rich resources like a number of lakes, canals, streams and rivers. Even today, several thousands of workers government servants and other passengers in the Alleppy-Kottayam-Cochin area depend heavily on boats. In the Alleppy region, especially in the water logged areas of Kuttanad every house has a small country canoe which is being used even by the children for going to school. But recently inland water transport system has been awofully neglected in the State. Long before the country became independent, there was a regular boat service from Trivendrum to Cochin. In fact, this was the only means of transport in that region at that time. Especially for carrying heavy loads such as timber, bricks, rubble, tiles, etc. this is the cheapest form of transport. An ordinary country boat without any engines, manned by two persons can carry more than six-lorry load of heavy goods. So you can compare its low cost and less pollution and the overall usefulness of the system. So encouragement has to be given to the water transport system in

that area. But unfotunately when the road traffic became more and more common, water transport had been gradually forgotten. From Trivendrum to Alleppy water transport has become very difficult and in some places traffic is impossible due to lack of conservancy work.

Kerala is a place with a long coastal belt from Trivendrum to Manjeswaram and its length is 1950 kms. Throughout its long coastal belt there are almost everywhere canals parallel to the sea. If these are connected, improved and modernised, it will become one of the best water systems in the country.

It is reliably learnt that more emphasis is being given in the Seventh Plan on improvement of inland water system. The Government of Kera'a has prepared a scheme for modernisation and completion of Trivendrum-Manjeswaram canal system and it is now under the active consideration of the Central Government.

Under clause 2 (h) of the proposed Bill it is only Parliament which can declare any waterway as a national waterway. Considering the need for development of internal water system in Kerala and especially in view of the very rich resources available there, I would strongly plead that under this clause this august House should give top priority to the Trivendrum-Manjeswaram water canal system and to declare it as a national water way.

Kerala is called the Kashmir of the south. With its panoramic beauty, if this canal is improved and modernised, it will certainly attract tourists from all over the world. Even today a journey in the existing canal from Alleppy to Cochin gives a thrill to anybody. With the beautiful coconut trees and other flower bearing plants and trees on either side of the canal all over the area, a journey is more than a picnic, for enjoyment So, I request that this may be treated as a national waterway.

[Shri A. Charles]

Chapter II, clause 3 (3) says, "such number of persons, not exceeding five." No qualification has been suggested for the Members to be appointed on this Authority. It is going to be a very big authority with vast powers, with onerous job and, therefore, I request that it should not be left only to the rule making authority, Parliament should know what are the qualifications fixed. Similarly, in clause 4, the term of office has not been prescribed and I think this is a very important aspect. Clause 9 (2) says, "Every Advisory Committee shall consist of such number of persons connected with shipping and navigation and allied aspects as the Authority may deem fit". I do not think it is desirable to restrict the experience only in the field of shipping industry. Why should there not be an efficient financial adviser in that committee? so, I think, instead of restricting it to that, it should be open to the Government to select suitable persons to be on the Advisory Committee...*(Interruptions)*.

MR. DEPUTY SPEAKER : Please conclude now.

SHRI MOOL CHAND DAGA  
(Pali) : He is from Kerala.

SHRI A. CHARLES : There is no question of being from Kerala. I have firm faith in Daga Ji and I have every hope that Daga Ji will take care of our interests...*(Interruptions)*.

MR. DEPUTY SPEAKER : Kerala is having lot of water but you don't know about Rajasthan.

SHRI A. CHARLES : Since he has made a reference, I may remind this august House that Kerala was never behind anybody when the country was faced with any national calamity. At the time of Pakistani attack and even during the last calamity which the country had to face after the assassina-

tion of Indira Ji, Kerala stood as one behind the Government to keep the unity and integrity of this country. And I am proud to say that Keralites are Indians and Indians to the last drop of their blood. People like Daga Ji should understand the difficulties of our State and should come forward to help us.

MR. DEPUTY SPEAKER : Take him to Kerala.

SHRI A. CHARLES : I shall do so, sir. proviso to clause 37 (1) says : Provided that no order shall be made under this section after the expiry of five years from the commencement of this Act". I do not think it will be wise to have such a proviso here. If the Government feels that there won't be any difficulty after five years then it is another thing, but to restrict the period for removing difficulties to five years, will I think, create practical difficulties for the Government. I, therefore, request that proviso may be deleted.

So, with the fervent hope that my appeal for declaring the Trivendrum-Manjeshwaram waterway as a national waterway will be accepted, I give my wholehearted support to this Bill and congratulate the Minister for piloting this important piece of legislation.

[*Translation*]

\*SHRI R. ANNANAMBI (Pollachi): Hon. Mr. Deputy Speaker, Sir, on behalf of my party, the All India Anna D.M.K. I rise to make a few suggestions on the Inland Waterways Authority of India Bill, 1985. This Bill seeks to establish the Inland Waterways Authority for developing the water transport in the country. But, I do not know why the term of Office of the Chairman and Members of this Authority has not been specified in the Bill itself. It has been stated that since the Inland Waterways Directorate has not been functioning effectively this Authority is being created. In order to assist

\* The speech has originally delivered in Tamil.

this Authority several Advisory Committees are also likely to be constituted. In these circumstances, it is essential that the term of office of the Chairman and Members of the Authority is specified in this Bill itself. I am sure that the hon. Minister will take note of this suggestion and take appropriate action.

While I welcome the proposition of constituting several advisory committees, I suggest that this Authority and these Committees should not become the shelters for the retired Judges and Secretaries to the Government of India. The hon. Minister should ensure that eminent and talented technical people of established reputation should be made the members so that the water transport in the country is developed.

India is a land of several perennial rivers and a long coast-line. It is unfortunate that we have not so far utilised even 5% of the available waterways potential in the country. Sir, you know that not much investment is required for developing waterways. On the other hand, huge investments are required for expanding road and rail transport. Hence it becomes imperative for the Government to improve the waterways for transportation purposes.

Here I would like to refer to one important waterway scheme in Tamil Nadu and that is Sethusamudram Project. The hon. Chief Minister of Tamil Nadu, Dr. M. G. R., has in his address to the recently convened meeting of the National Development Council has referred to the importance of Sethusamudram project. Besides proving a boon for the coastal shipping, it will act as an instrument for removing the backwardness in coastal districts of Tamil Nadu. If this scheme is implemented, the annual saving in petrol and diesel would be of the order of Rs. 200 crores. If our naval ship from east-coast is to go to west coast it has to cover round Sri Lanka in Indian Ocean. Similarly, if a naval ship from west coast is to go to East Coast, then also there is no direct sea route except going

around Sri Lanka through Indian Ocean. The hon. Minister knows that Indian Ocean is presently a hot-bed of international rivalry and in fact a war zone. You can imagine the risk that our naval vessels and merchant vessels have to face if they are to traverse in Indian Ocean. The ship which carries coal from Calcutta to the Super Thermal Power Station in Tuticorin on the east coast, that ship has also to come around Sri Lanka facing hazards on the Indian Ocean. The Sethusamudram Project is the only waterway that can save all this trouble to our naval vessels and merchant fleet.

As early as 1901 the British Government had examined this proposal and given a favourable report about the feasibility of this project. After Independence, Ramaswami Mudaliar Committee had given a favourable report about this project. The present Judge in the International Court of Justice at the Hague Dr. Nagendra Singh had also examined this proposal and opined that this project should be implemented as a national waterway: Pandit Nehru had asked the Planning Commission to examine it for inclusion in the Third Five Year Plan. Somehow it has not yet been taken up for implementation; Even recently an Expert Committee of the Transport Ministry has recommended this project. The former Chief of Southern Naval Command and the former Chief of Indian Navy had stated that this project was of great national importance and of immense strategic value. I suggest that the hon. Minister of Transport should take up this project of national importance for immediate implementation.

I would also take this opportunity to state that the Buckingham Canal starting from Andhra Pradesh and reaching Madras was used as a waterway during the British regime. After Independence, unfortunately the Office of Buckingham Canal Waterway Office was wound up. Now it has become a big drain. This waterway should be utilised for transportation purposes. I wish that

[Shri R. Anna Nambi]

the hon. Minister gives utmost importance for developing Buckingham Canal as a national waterway.

Similarly, the Krishna Canal Project, which is called the Southern Ganges, should be allotted more funds by the Ministry so that this could also be converted into a national waterway; besides supplying drinking water to the people of Madras.

Sir, presently there is only one waterway and that too it is in northern part of the country. There is no national waterway in the South. It is not enough to set up this Authority and subsequently the advisory Committees. It must be ensured that more national waterways are developed throughout the country for transportation purposes.

With these words I conclude my speech.

[English]

DR. V. VENKATESH (Kolar) : Mr. Deputy-Speaker, Sir, the National Transport Policy Committee in its report submitted in 1980 had recommended a change in the status of water way and setting up of an independent authority at the national level for development and maintenance of water-ways in the country.

Several other committees in the past have also highlighted the necessity of an organisation for the development of inland water transport.

The legislation to declare the Allahabad Haldia stretch of the Ganga Bhagirathi Hoogly as a National Waterway was passed by Parliament last year.

Various committees set up in the past had recommended that in addition to the Ganga some other river systems should also be declared as National waterways for unified control and development of navigable waterways.

The river Brahmaputra is being proposed to be taken up next for declaration as a National waterway. A study on Narmada and another one for re-activating the DVC canal for navigation has been taken up. A total outlay of Rs. 520 crores approximately has been recommended for development of inland water transport during the 7th Plan representing a massive increase of 460% over the 6th Plan proposals.

The Union Transport Ministry which is proposing to exploit the country's inland water transport potential in a big way during the 7th Plan period is seeking foreign aid in terms of technology and finance for the purpose.

The development of Inland water transport should form part of the overall transport plan of the country along with Railways, Roads, Airways, Coastal shipping and Pipelines. In view of the emerging energy situation, inland water transport should be developed on a priority basis.

In view of the high unemployment problems in the country, inland water transport development could be used successfully as an instrument for creating employment opportunities especially among the weaker sections of the society.

Inland water transport is the cheapest mode of transport for certain kinds of traffic both over long and short hauls provided the points of origin and destination are located on water front and no transshipment of goods is involved.

It is also one of the most efficient modes of transport from the point of view of energy consumption. Besides, this mode has other inherent advantages as well.

It can provide immediate access wherever navigable waters exist without requiring investment in line-haul capacities as in other modes of transport.

Inland water transport is a labour-intensive mode and generates more employment per rupee of investment than any other mode and so, particularly, benefits the weaker sections of the community.

The share of inland waterways in the country's transport system is one per cent and the density is 0.44 km. per 100 sq. kms. The navigable inland waterways extend nearly to 14,500 K Ms. comprising a variety of river systems, canals, backwaters, creeks and tidal inlets, out of which only 5,200 K Ms. of major rivers and 485 K Ms. of canals are suitable for operation of mechanised crafts. The present level of waterway traffic is negligible which reveals gross underutilisation of a major transport asset.

Inland water transport is facing operational constraints and other constraints. The following are the constraints at present. I am only reading out the points :

The first constraint is, shallow water and narrow width of channels during dry weather, siltation and bank erosions and lack of navigational aids affect free movement of vessels. An analysis of the transit time in the eastern region reveals that due to these constraints, as much as two-thirds of the time is wasted in detentions *en route*.

The second constraint is, little attempt has been made at modernisation of the craft. Most craft used for mechanised operations are overaged and inefficient.

The third constraint is, inadequate coordination in hydel power, flood control, navigation and irrigation projects.

The final one is research and development along with training has not received due attention.

The development of inland water transport commenced only from the

Second Five Year Plan; and up to the end of the Fifth Five Year Plan, the total expenditure in this sector was of the order of Rs. 34 crores. It was only in the Sixth Plan that this sector was given priority and specific schemes of inter-State and national importance for development of inland water transport were taken up. Declaration of certain waterways as national waterways, replacement of overaged vessels, modernisation of dockyard were the highlights of the Sixth Plan.

I want to make the following suggestions :—

- (i) Development of inland water transport in the regions where it enjoys natural advantage.
- (ii) Modernisation of vessels and country crafts to suit local conditions and...

SHRI MOOL CHAND DAGA : Can an hon. Member read his speech in the House ?

MR. DEPUTY-SPEAKER : He is reading only the points.

DR. V. VENKATESH : The third point is, improvement in productivity of assets.

I want to bring to the notice of this august House one important suggestion and that is that in this country the rivers in the North are over-flooded and due to this over-flooding there is vast devastation and there is risk for the life of the common man. In this year there is a drought condition. Even a drop of water is not available in some places. So, the people are suffering for want of drinking water. Therefore, I want to suggest to this honourable House to see that the linkage of Cauvery and Ganga rivers is done. Here I want to stress on the point that the North Indian rivers should be linked to the South Indian rivers and the western rivers should be

[Dr. V. Venkatesh]

linked to the eastern rivers. There should be a network of river system so that a lot of water which is going into the sea from the rivers can be prevented. At present there is a problem of drought and there is also the problem of floods in this country and we have been spending crores and crores of rupees on the schemes to give a sort of help to the drought affected and flood affected people. Therefore, in order to bring the expenditure down and in order to give a permanent solution to this country and to the people, the Government should come forward with technical assistance of the foreign countries and financial assistance from even the International Monetary Fund. They should come forward and see that the river system is linked up so that the inland water transport system can be very well developed. This inland water transport system also prevents the problem of what is called pollution. It is the cheapest one. So, let us make use of this and prevent vast devastation. Therefore, I once again request the hon. Minister to see that something comes out of this and establish a good network of inland water transport and prevent the devastation in the country. Thank you.

MR. DEPUTY-SPEAKER : Now, Mr. Mool Chand Daga. Mr. Daga, there is no water in Rajasthan. What are you going to speak about this inland waterways? Therefore, you should restrict your speech to five minutes.

[Translation]

SHRI MOOL CHAND DAGA (Pali) : Mr. Deputy Speaker, Sir, I respect the feeling expressed by the speakers prior to me and I would like to say that Government should act promptly. The National Transport Committee had submitted its report in 1980 and it is now that the Bill is being moved? Its report was presented long back and follow up action has been taken with a very slow pace despite the fact that our hon. Minister is young. I mean to say that

this will not serve the purpose. This work should have been done with great speed.

The National Transport Commission had submitted its report in 1980. (Interruptions)

[English]

MR. DEPUTY SPEAKER : You address the chair. Whenever he speaks, his look goes towards that side.

SHRI MOOL CHAND DAGA : The Chair is more attractive. That is why, I am looking to you.

MR. DEPUTY SPEAKER : You have already wasted 4 minutes.

SHRI MOOL CHAND DAGA : Today there is enough time. You are a very kind-hearted person.

MR. DEPUTY SPEAKER : You must also be kind hearted. You should also cooperate with me.

[Translation]

SHRI MOOL CHAND DAGA : After 1980, Government is saying this and is bringing this Bill today.

I would like to point out that this work was commenced in the Second Plan and an amount of Rs. 44 crores only was spent on it upto the Fifth Plan. The total amount spent on it upto the Fifth Plan was so meagre that many development works could not be undertaken. We could not achieve our objectives in this regard. In the new Plan, a provision of Rs. 235 crores has been made. This fresh Bill has been brought with this very intention.

Through this Bill, you propose to set up a new Authority. All the hon. Members have referred to the functioning of the existing Authorities. Waterways are very cheap; but there also,

losses are being incurred. The reasons due to which these waterways suffer heavy losses must be ascertained. I do not say that Government should not give financial help for this work. If Government are required to spend some amount to provide facilities to people, it should do so. But at the same time Government should find ways and means by which these waterways can be made economical.

You are going to create a new Authority. But the moot point is how will you effect coordination in this regard? This Bill will be on the statute Book after it has been passed. You must also think of the report of the existing authority for the year 1984-85 which has not so far been presented in this House. The report of your corporation is not laid on the Table of the House every year.

Sir, while drafting and introducing a new Bill, we should ensure that the functions of all our authorities do not overlap. But it is a matter of regret that we do not do so. You know that the Transport Commission had recommended it 6 years ago and Government has brought this Bill in this House after 6 long years.

I would like to say that after passing this Bill, we should not delegate policy matters to subordinate agencies. But what actually happens is this that the policy matters of the Bill passed by Parliament are delegated to the subordinate authorities. It should not be done like that.

You will note one thing that in the Law Department a model Bill is there and whenever they are asked to draft a Bill on such a subject, they make certain changes here and there in the model Bill and submit it to the concerned Department. They do not apply their mind.

In the Bill, the place where the authorised office of this authority will

be located has not been specified. You are saying that it will be in Calcutta. It should be incorporated in the Bill so that people can submit their views. After going through the entire Act one will not be able to know the place where the office of the authority will be located. It is not there in the Bill. This Bill is silent about the location of the headquarters of the authority. It is also silent about the term of the Authority. Do not leave the basic principles to others. Clause 3 reads as under :

[English]

“With effect from such date as the Central Government may, by notification...there shall be constituted for the purpose of this Act an Authority to be called the Inland Waterways Authority of India.”

Here I have suggested, “with head office at Calcutta.” You may or may not agree, but I have suggested.

[Translation]

But nowhere in this Bill a mention has been made about its location. I have said one thing more—

[English]

“The term of office and conditions of service of the members shall be as prescribed,”

[Translation]

It is not a policy matter. It is a decision about the period for which the authority has to function further. Is it 5 years' period—

[English]

Kindly prescribe the period. Do not leave it to the authorities or officers. It is a policy matter. It is not a procedural matter. You should lay down this period.

[Shri Mool Chand Daga]

[*Translation*]

That is why I have said this. Mr. Deputy Speaker, Sir, when you are in the Chair, I feel encouraged to speak. Therefore, I am speaking because you appreciate every point.

[*English*]

Mr. Deputy Speaker : Now I have to ring the bell. The time is over.

SHRI MOOL CHAND DAGA : The Bill says : "The term of office and other conditions of service of the members shall be such as may be prescribed.

[*Translation*]

Please prescribe this term as 5 years. Our hon. Minister is very active. But when it is the question of law and principle, it should be laid down and not left in the hands of officers. It is not a procedural matter. It is a matter of principle. You should fix a limit of 5 years for a Board. I have come to know that he has agreed. The Bill further says :

[*English*]

"The Chairman of the Authority shall, in addition to presiding over the meetings of the Authority, exercise and discharge such powers and duties of the Authority.....

What are the duties and functions of the Chairman? Nothing has been laid down in the Bill. It is only said :

".....as may be delegated to him by the Authority." What will the Authority delegate? Nothing is laid down in the Bill.

Again, in the next paragraph, it is stated in the Bill :

"The Vice-Chairman of the Authority shall exercise and discharge such of the powers and duties of the Chairman as may be prescribed or as may be delegated to him by the Chairman."

I do not want to say anything. The hon. Minister is from Rajasthan. We are proud of him. He will, I am sure, agree that the Chairman cannot delegate his powers to the Vice Chairman; it is the Authority which will delegate the powers. What will happen is this. The Authority will delegate powers to the Chairman, the Chairman will delegate his powers to the Vice-Chairman, and the Vice-Chairman will delegate his powers to the clerk. I know Mr. Rajesh Pilot.

[*Translation*]

Our hon. Minister was earlier a pilot and now he is in charge of surface Transport....(*Interruptions*) Now that he is piloting the Bill, it would help in smooth and efficient functioning and the corrupt officials of DTC would be exposed....(*Interruptions*)

[*English*]

It says that the Central Government may remove from the Authority. All right, it can remove them very well. You can remove them suppose they don't act; they are incapable to act. But what is this clause?

"is otherwise unsuitable to continue as a member." What is this ambiguity? Law must be specific.

(*Interruptions*)

We are fortunate enough that we are having Shri Gadgil sitting here today. Law should be understood by a common man. Law must always be specific.

(*Interruptions*)

It says "is otherwise unsuitable". To whom unsuitable? What is this

suitability? Is it an ugly face or not having good features unsuitable?

MR DEPUTY SPEAKER : Intelligence will be considered.

SHRI MOOL CHAND DAGA : Is it because one is black he is not suitable?

(Interruptions)

MR. DEPUTY SPEAKER : Dagaji, you suggest what is suitable. I will protect your interests. You give suggestions and I will pass them on to the Minister.

SHRI MOOL CHAND DAGA : In Clause 13 (3) it is said:

“No contract which is not in accordance with the provisions of this Act and the regulations shall be binding on the Authority”.

What is the use of it? How can the illegal acts which are not in accordance with the Act be binding? What is the necessity of this Clause? Why do you put this Clause? What is the necessity of putting this Clause? Who has advised term? Is it the Law Department?

(Interruptions)

Why is it necessary?

[Translation]

The entire Act is binding. At least there should have been some procedural method. The qualification of the members have not been provided in it.

(Interruptions)

[English]

The Members from Kerala are very careful and cautious about the improvement of their own State.

[Translation]

The plying of ships in Rajasthan is out of question but at least the ship of desert *i.e.* the Camel can be used for transportation. I have moved some amendments to the Bill which are at your mercy. I will move them at the opportune time....(Interruptions)

[English]

SHRI C. MADHAV REDDI (Adilabad) : I support this Bill to the extent that it deals with the development of national waterways which is a very neglected sector so far. I do not go into details as to tell the House how important this sector is. This has been discussed here. But there are certain clauses in the Bill which require a little scrutiny.

We should understand the scope of the Government of India in this because, as we all know, this is in the Concurrent List and our object is only to make the law and the execution is with the State Government. I admit that the State Governments have so far failed to develop this particular sector as they have developed the roads. The national waterways have not been developed by the States except a few States where there is a canal system where there is a well-regulated traffic. But many States even though the potential existed in those States have done very little. But, for that matter, the Central Government have also done very little and I am happy that for the first time in the Seventh Five Year Plan we are going to have a very big allotment of more than Rs. 500 crores.

Now, coming to the point, we should confine ourselves only with the development of these waterways. Since we cannot develop them unless we declare them as national waterways, so, by this Bill, we are taking powers to declare certain routes as national waterways. And, once we declare them as national waterways, what is it that

[Shri C. Madhav Reddi]

we are giving? We are only having powers to develop them, to regulate them but we are not having powers to operate them.

Now, there are certain clauses in the Bill which go beyond the scope. We are giving powers to the Authority to provide for the regulation of navigation and traffic on national waterways wherever it is—page 6. Then, clause 16 confers powers on the Authority to fix maximum and minimum rates of carriage—freight and passengers fares, so on and so forth. Don't you think that is going beyond the scope and making a little inroad into the State's powers? Because the States must have the power to operate and, there are already certain routes which are being operated by the State Governments

Now take the Godavari. Now we have included it in the national waterway. But the Godavari system is already existing. There is a national network, there is already a network of canals and once Godavari is included in the national waterway, the canals also automatically get included in it. Already the State Government is regulating them, the State Government is auctioning the routes, and the State Government is collecting the fee, so on and so forth.

Clause 27 speaks of the States' Acts. Suppose there is an Act with any State Government, that will remain. Till this day, if there is any State Act already promulgated, we are going to accept it, we are going to honour it, but, in future, we are prohibiting any State Government from making any Act. Suppose our Andhra Pradesh Government wants to create a corporation to run the routes, then that government will not be permitted under this

These are the things to be looked into very carefully. Simply because it

is a neglected sector, it requires a lot of funds, a lot of effort and a lot of centralised authority to do it, we should not take certain powers which inherently belong to the States.

DR. K. G. ADIYODI (Calicut):  
In the Financial Memorandum, in para 2 it is stated:

“Considering there is no organised and sustained inland water transport traffic at present on the waterways and bulk of the visualised traffic will be diverted traffic, only minimal infrastructural facilities are considered necessary.”

I do not know what is the purpose? Only minimum infra structure facilities are considered necessary. I do not agree with that because about 14,500 km length of water transport system is available in this country and oneseventh of it lies in Kerala. In Kerala already there is a transport corporation wherein there is a boat building yard and about a thousand sq. km. of water logged area. This area is below the sea level. The population of that particular district depends upon water transport because there are no roads and national highways. No motor vehicle can ply there. In 1979 about 4 million tonnes of freight and 26 million passengers were transported. This being the case, as already stated by my colleague, the inland waterway extends from Tivandru to Kasargod, namely about 1950 km. and the average width of the canal is 6 meters and the depth is about 2 to 4 meters. So, when we think of developing an area we must have concrete and permanent infra-structural facility otherwise again it will run into loss. When in Kerala there is boat building yard and also availability of freight and passenger traffic and one-seventh of the total navigable area is involved in Kerala it is not fair to exclude Kerala from declaring it as a national waterway.

For the proper running of the system, the cooperation of the State Government is also necessary. There

is a transport corporation already doing this work. Unless according to the programme envisaged by the Kerala Government proper funds are provided and declared as national waterway, it will not come up

The bulk of the material which is transported is bricks, timber, aluminium tiles and other things. If it is transported through waterway, then I am told the cost will be one-tenth as compared to rail and one-fifth as compared to motor vehicles. Therefore, there will be lot of savings. Road accidents can also be avoided. You can avoid pollution also. When we take out our vehicles which are very old and the machinery is not working properly, then carbon monoxide is expelled thus polluting the area. Kerala being thickly populated there will be more effect of this air pollution. These are all the things which we can overcome if we develop the inland waterway. It will also bring in more tourists. It will also generate more employment. It does not require skilled labour. About 70 per cent unskilled labour can be engaged in deepening and widening the system. Then we can have more exports of launches. Even now we are exporting launches to Gulf countries. When the Dutch Team came to Kerala and conducted a study they also gave a report which has been referred to the Central Government for allotting sufficient funds for developing waterways.

With these few words I thank the hon. Minister for coming forward with such a Bill and I wholeheartedly support it.

[Translation]

**SHRI RAMASHRAY PRASAD SINGH (Jahanabad):** Mr. Deputy Speaker Sir, I rise to support the Inland Waterways Authority of India Bill moved in the House.

Ours is a vast country but the number of waterways in the country is insignificant. You may be aware that

the developed nations are developing their waterways and are making huge investments on them.

For the past 8 years there is a proposal to have a waterway between Haldia and Allahabad but it has been on paper only and Government have not taken any step in this direction. But this Bill seeks to develop waterways and set up an Authority for big rivers in the country like the Ganga, Kaveri, Indus and Brahmaputra etc.

This has been said by experts as well. Shri K. L. Rao who was the Union Irrigation and Power Minister was himself an expert. A news item appeared in the 'Hindustan' dated 8th April, 1972 that the hon. Minister had suggested about 2 years back the construction of a waterway by linking Ganga and Kaveri rivers which could benefit a large number of people. Besides, a team of experts of the United Nations had advised on 15th September 1972 that a field survey should be undertaken immediately for the construction of a National Waterways Grid. The experts were of the opinion that the possibilities of constructing a huge canal should be considered and the study team had given its report to the Central Government but no action has been taken on it so far and the report is still pending with the Government.

Needless to say that had the Ganga-Kaveri link project been constructed, it would have served as the first link canal in the country but nothing could be done in this regard and now when this Bill has been introduced, the paucity of funds is being pleaded. The funds that have been allocated are inadequate still whatever is in hand, if it is immediately implemented, it would serve the interest of the country.

According to the study team, this waterway grid could become important for the country by 2000 A.D. The team of experts had visited the country twice during the last one year and emphasized the need of conducting field surveys immediately.

[Shri Ramashray Prasad Sinha]

I would like to draw the attention of the hon. Minister, through you, to the condition of rivers. At some places the rivers play havoc while at other places there is not enough water in them. This can be seen in every part of the country. The main reason behind it is that the width of the rivers is increasing and the river bed is getting silted, which is resulting in reduction of quantum of water in the rivers. This leads to destruction. The rivers should be desilted. If a waterway is constructed by reducing the width of the rivers, Ganga and Kaveri, the country could be saved from floods and this waterway could serve as a mode of transport far cheaper than the road transport or the Railways. Had Farakka Dam been already constructed, it would have been possible to undertake this project immediately. This project would be of immense benefit to the country. It will make the transportation cheap and economical which would further reduce the cost of articles and ultimately the common man would be benefited. To meet this end the construction of waterways is highly essential.

These waterways could serve as an easy link between the main land and many islands that are part of our country. This is very much required but no attention has been paid to it so far. Had this been taken up immediately and launched, then I feel, this project would have been very useful. This was not done and the result is that the progress made in this regard is almost insignificant. Now that you have taken up the scheme, its pace should be increased. If a project is completed within the stipulated time, it would result in saving on expenditure; but if it is not completed in time, it involves heavy expenditure and does not prove useful. Many schemes are left incomplete. I would request you that as this scheme has been taken up it should be implemented immediately. I expect the hon. Minister to launch it immediately so that the people are benefited.

SHRI C. JANGA REDDY (Hanamkonda): Mr. Deputy-Speaker, Sir, as regards water transport, I would like to point out that at least half of the transport requirements could be met through it in Andhra Pradesh. But due to paucity of funds, desired progress in developing water transport has not taken place in the State. You may be aware that water traffic is in vogue in rivers like Krishna and Kaveri. There are places in our State which are not accessible and where neither bus nor cycle can reach. They are accessible only to water transport. For instance, Papilkondulu is accessible for a period of six months only in a year when there is enough water in the river Godavari. The water transport in this way is grossly inadequate. I would like that at least water transport should be open to them round the year. As there is no other mode of transport, the people of this area remain cut-off from the rest of the State for six months. As soon as the water level in the river recedes, the transportation stops. Just now an hon. Member pointed out that the roads in Kashmir Valley are completely blocked after show-fall there. Similarly, there are many dense forests in our State which can be reached only through water transport in the Godavari and Krishna rivers. There are no roads in these areas. Therefore, there is need for water transport which can serve the passenger and goods traffic. As one has to cover a longer distance by road, it is necessary to make necessary provision for water transport. It will not serve the purpose, if the water transport is available only during the floods. I would, therefore, suggest that the rivers should be deepened so that the water transport remains open round the year and even in lean period. Just as cement and concrete roads or metalled roads are constructed for trucks and buses, similarly necessary provision should be made for water transport also after identifying the areas.

The Buckingham Canal which flows from Madras to Vijayawada has enough water for 9 months in a year but it has

not been included in this Bill. It should, therefore, be included therein. The Kaktaiya Canal, which starts from Pochampada project, should also be included in this Bill. Besides, arrangement of ferry-boats should be made at the places where regulators are installed. This would help in saving diesel which is so expensive.

All of us know that expenditure on the transportation of foodgrains comes to Rs. 20 to 30 per quintal. If it is transported through waterways, it could be made available to the poor at cheaper rates.

You may be aware that the national highways are constructed by the Central Government and are looked after by the State Governments which are allocated funds for their maintenance. Under the present system, the State Governments which have not set up corporations to look after the national highways so far, have been deprived of this right in future, under this Bill. I would request the Government that efforts should be made to increase the number of waterways as is done in the case national highways and they should be handed over to the State Governments which may set up water transport corporations to look after them. But it seems that with this Bill, the Centre is snatching all the powers of the State Governments. The Sarkaria Commission has been set up on Centre-State relations because the State Governments are asking for more powers, but here, it seems, the Centre is encroaching upon the powers of the State Governments. The State Governments are complaining because the Centre has the resources and funds but they are not being allocated adequate funds. With this Bill you will further aggravate the situation.

I would, therefore, request you to develop water transport and hand it over to the State Governments. It should be done under their supervision because it is very difficult to supervise it from Delhi. I would request you to amend the provision in clause (3) and then

bring this Bill in the House. I am obliged to you for giving me an opportunity to speak.

[English]

SHRI K. S. RAO (Machilipatnam) : Mr. Deputy-Speaker, Sir, I rise to support this Bill. I am of the opinion that the need for having a separate authority is very much there today, particularly in view of the increased costs of transport run through other means of energy. This should have been thought of much earlier. Anyway, we are happy that at least now, this is brought about. Every time we discuss about our foreign exchange reserves going down and all that, particularly because of importing oil which is a difficult resource for us to secure internally. This could have been compensated by improving this navigation facility in inland waters. There are ample number of people in rural areas, who are prepared to take this up. It would be of great help not only in economising the foreign exchange, but also in improving the employment potential in rural areas. While thinking of installing this authority, it may also be considered that most of the canals can be given a concrete lining. In this way, the banks can be protected and this would also, automatically, solve several problems of the agriculturists, by saving the water resources in a very big way, which is wasted by way of percolation and other things. Possibly, this is an additional advantage which is not considered till now. But I request the hon. Minister to assess different types of advantages that may accrue by taking up this work. Every time we hear about commencement of a separate authority details of expenditure that is going to be incurred are being mentioned. But no assessment of the possible benefits and the advantages or the additional income that is going to accrue is done. So, I would request the hon. Minister to make at least an survey of the approximate benefit that is going to accrue by installing such authorities through different major means,

[Shri K. S. Rao]

As regards the development of the banks, I am of the opinion that most of the appurtenant lands in these canals, i.e. adjacement to the canals and reservoirs are not being put to maximum use. Today with the scarcity of lands coming up in a big way, even these lands can be utilised for raising the fruit bearing trees and other agricultural incomes, which will also be improving the employment potentials of the local people there. Atmospherewise and climatewise there is an advantage in doing these things. My request to the hon. Minister once again is that instead of employing people on salary and all that, he should find out whether these appurtenant lands can be given on long lease to the competent people who are really hardworking to raise crops for a specified period without paying extra money for them. Lot of income can accrue in this way also. Even now there are lot of ports which are yet to be developed and transport cost can be reduced by improving or by giving encouragement to transport materials like fertilisers, foodgrains, cotton and all these things from one part of the country to other parts. For example, ports like Machilipatnam, Bheemunipatnam and several other ports between Madras and Vizag which are on the long coastal length of Andhra, about 1100 kms., much can be done by the authority only if you can take it in the real sense, not just installing this authority. I request the Minister to make a detailed report after making adequate survey on the possible ways of bringing more income to this country by installing this authority.

PROF. N. G. RANGA (Guntur) :  
Mr. Deputy-Speaker, Sir, I agree with all the other Members who have welcomed the introduction of this Bill. I also agree with them in bemoaning this Government or the previous Government because the Government has taken such a long time in coming forward with a Bill like this. So there, I would also agree with Shri K. S. Rao, in what he

said regarding potentialities for the contribution that these development of inland waterways can make to the development of our social economy.

Now, I would like to add a few more points, that is in regard to the lining of these canals. So far as the riverways themselves are concerned, as far as possible, Government should try to protect the banks on either side and also prevent the silting up of some of the waterways, not only between the banks of the rivers but more specially in regard to these canals also. The silting up takes place from time to time and unless Government maintains a fleet of dredgers, small as well as big and then tries to remove accumulations of these things, these waterways would cease to be of any utility.

Then there is a need also for the construction of wharfs at convenient places and provide them with not only weighing machines and other equipments but also the warehouses, where warehouse construction is most essential at either one of these wharf so that traders, merchants, industrialists when they bring so many of their own commodities in bales and other fashion, they can keep them there for a few days. A few weeks, sometimes 1 or 2 months also, pending the arrival of small steamers as well as boats.

Then there is need also to insure these steam boats and passengers boats. From time to time, as you all know, we get reports of boats getting capsized, and 20, 30 or 40 people getting drowned. How does it happen? Because the maximum loads that any steamer can be allowed to take on, are not fixed. If they are fixed, they are not enforced. Therefore, the maximum limit of the loads that these steamers can take, have got to be fixed; and there must be the necessary equipment also at the stopping places, wherever wharfs are constructed. The same kind of safety provisions have got to be on the waterways also, as we are making on the Railways. Insurance also has got to be introduced, so far as

the workers are concerned—as also for goods, passengers and the steamers. At whose cost, to what extent the private sector, the local Governments and the Central Government have got to be made responsible for paying insurance—all those things are important details. They have got to be decided in course of time; but the necessity for these things have to be kept very carefully in mind by the Government.

There are workers employed on the steamers; as well as boats. Their interests also have got to be protected. Minimum wages have to be fixed. Till now, no protection has at all been given to these people. These workers have got to be given training also—those who are drivers of these steamers. Minimum conditions have got to be fixed. Then alone can you entrust them with the responsibility of operating these steamers, not only on the rivers but in the canals also. When we develop irrigation projects and multi-purpose dams, we must keep the possibility of developing waterways in mind.

Take the Rajasthan Canal, for instance. There, you have made arrangements for lining up, on both the sides, in order to prevent seepage. In regard to other canals also, we must make similar provisions to line up their banks on either side, so that seepage can be prevented, and accidents can also be minimized.

I do not think the funds that Government have planned to provide for this in the next five years is anywhere near the need for them. It is very very inadequate. We want 3, 4 or 5 times as much more money. Planning Commission has not done justice, so far as this particular aspect of our national economy is concerned. So much more money is needed. I hope hereafter at least, as much attention as possible would be paid to this particular aspect of our national economy.

Finally, Mr. Reddy has raised a very important point. This is a Concurrent

subject, so far as the Constitution is concerned. I do not know what steps have already been taken by the Central Government in order to win the cooperation of the State Governments, and to apportion responsibilities between the State Governments and the Central Government. Adequate and satisfactory steps will have to be taken in order to work out a harmonious policy of sharing responsibilities as well as powers and facilities in regard to this matter between the State Governments and the Central Government.

SHRI CHINTA MOHAN (Tirupati): Thank you for giving me this opportunity to speak on this Bill. The Act 1949 was amended in 1982. After that, we thought that this Bill would be introduced very soon, but the government had taken too much time to introduce this Bill. Anyhow, we are happy that at least the government has come forward to introduce this Bill.

Clause 13 has to be amended immediately. The execution of work goes to the authority and the authority at any time may get into corrupt practices and do several other things. So it should be immediately amended. Then the contract work should not be given to the authority. The financial memorandum is very gloom. It is not mentioned there how much the authority is going to earn and how much they are going to incur loss. This should be made clear. This goes to show how the Minister had worked on this Bill.

Subsidy should be given in the passenger fare and in the freight. Without subsidy, national waterways cannot improve. Then there should be an advisory committee consisting of members from all parties so that it can work effectively. Coming to the Suez-Yamuna-Link the government has adopted a lot of dilatory tactics. It is shown as Telugu-Ganga Project. Now, there should not be any further delay in this particularly aspect, because the common man, the poor man will be

[Shri Chinta Mohan]

affected particularly, Coming to Bay of Bengal, The Buckingham Canal is shown as a Suez Canal. It should be purified on the lines of Ganga Water Programme immediately. In the Seventh Five Year Plan, the Godavari-Brahmaputra-Krishna-Sunderbans River has to be included in the National Waterways Scheme. Then coming to Krishnapatnam, Vellore District, this is a natural sea port where a lot of work is going on. Actually, the villagers of that area have done *shram dan* as they are doing particularly in Andhra Pradesh. They are trying to improve the Port and the British Government has come forward to do something for this; but our government has not come forward to anything. So, I request the government to take necessary steps to improve this Sea Port. Also, the Krishnapatnam Sea Port should be linked with the Buckingham Canal to improve national waterways.

In the Seventh Five Year Plan, you have allotted Rs. 350 crores, but it is not at all sufficient for the waterways development; at least Rs. 700 crores should be provided. Particularly in the year 1985-86, you have allotted Rs. 38 crores, which is not at all sufficient; it should be immediately enhanced to Rs. 100 crores. With these words, I welcome the Bill.

[Translation]

SHRI SHANTI DHARIWAL (Kota) : Mr. Deputy Speaker, Sir, I welcome the Inland Waterways Authority of India Bill and convey my thanks to the hon. Minister Shri Rajesh Pilot, who has introduced the Bill in the House, and hope that the efforts of the young Minister in developing the waterways will succeed. I also welcome the guidelines enunciated in section 10 of the Bill by laying down Business principles.

Today after the expansion of the Railways and the road transport, there

is greater need to expand the water transport in the country. This Bill will also help in arresting the tendency of exodus of the people from the villages to the cities in pursuit of employment and other facilities because water transport is cheap and economical.

The waterways Authority to be constituted under the Bill will help in the survey of waterways, desilting and removing obstacles from the waterways or in changing their course. It will also help in the work of coordination of Inland waterways transport and it will advise the Government and formulate schemes.

In view of the increase in population, the importance of waterways has increased. So I would like to submit to the hon. Minister that our efforts should be to see that this Authority may not become just like other Authorities. It should work promptly and efficiently.

In the end, I would like to submit that you may recollect that when the construction of Indira Canal was started in Rajasthan, there was a provision of water transport but it was removed by the concerned Engineers. I would like to suggest that whenever scheme for construction of a canal is formulated, there must be some provision of water transport in it because this is the cheapest mode of transport which can link more villages. The Authority will have to formulate such schemes. So while giving priority to it, such schemes should be formulated in more and more numbers.

[English]

SHRI P. KOLANDAIVELU (Gobichettipalayam) : Mr. Deputy-Speaker, Sir this is a Bill to provide for the constitution of an authority for regularisation and development of inland waterways. I question with regard to the author of the Bill because actually this Bill was much earlier prepared by our hon. Minister Shri Z. R. Ansari and

now this hon. Minister Shri Rajsh Pilot has come forward with this Bill. He wanted to pilot the Bill.

AN HON. MEMBER : Mr. Pilot is piloting the Bill.

SHRI P. KOLANDAIVELU : But the hon. Minister Shri Z. R. Ansari now actually holding some other portfolio—other than shipping and Transport—and now Shri Rajesh Pilot who is holding the portfolio of Surface Transport has come forward with this Bill. At least his name should have been there, because the name of the Minister who comes forward with the Bill should be there. He is moving a Bill for the first time, he is a practical man, he is a dynamic man, but still his name is not there.

So, I will go even to the extent of asking whether this inland water authority Bill is necessary at all because of the fact that since the hon. Minister is very young and dynamic, and also very practical, he can take the responsibility on his shoulders. He can take that work himself; instead of delegating more powers to the authority he can keep all the powers with him. The fact of the matter is so many programmes and so many schemes have been pending before the Government.

I am asking particularly about the Buckingham Canal project which has been pending for so many years. Even from the time of Pandit Jawaharlal Nehru and even up to this day it has been pending. It is a very very important scheme beneficial not only to Madras or the people of Tamil Nadu but also to the people of Andhra because it actually bridges the gap between Tamil Nadu and Andhra. This Buckingham Canal is useful not only to take care of flood waters, but it can also be useful for navigable purposes and transport of materials from one place to another. So, this scheme must be taken up at least in the interest of the people of Tamil Nadu and Andhra.

Another point is with regard to the Sethusamudram Canal System which has also been pending for so many years. Even Shrimati Indira Gandhi had also promised this project to the people of Tamil Nadu when she came over there for electioneering, and on other occasions also, that the Sethusamudram Canal Project would be taken up. But unfortunately this was not taken up even in the Janata period. Even afterwards when Shrimati Gandhi came back to power it was promised but it has not been taken up. Now that we have a very young and dynamic Prime Minister we hope that at least this time this project will be taken up.

By Clause 34 of the Bill you are delegating more powers to this authority. Actually by delegation of these powers they are encroaching upon the States' powers. In paragraph 2 of the Memorandum regarding delegated legislation it has been stated that the Authority may invest its funds, and the conditions and restrictions with respect to the power to enter upon any land or premises. This kind of delegation of more powers will lead to disputes between the Centre and the States. I request you that this must be stopped once and for all.

On this the expenditure estimated would be Rs. 35 crores non-recurring and Rs. 3 crores recurring per year. But what is the programme that you are having? Already the shipping system is under recession. How are you going to do it as all these shipping and transport systems as viable ones?

Since you are a very young and dynamic Minister, I request you that all the pending programmes must be taken up immediately, because the hon. Prime Minister has allotted Rs. 520 crores for this in the Seventh Plan, thus providing relief to the people of this country.

SHRI RAJESH PILOT : First of all, I must thank all the hon. Members who have taken part in the debate.

AN HON. MEMBER : Including the listeners.

SHRI RAJESH PILOT : Yes, of course.

It has been really a very educative debate. In particular, I hope, their suggestions would not be limited to the debate only, but I would always welcome any suggestion from them for improvement or development of the transport system in the country.

I also deem it my privilege to pilot such a Bill which will benefit the country's economy in the long run.

Shri R.P. Das mentioned about the seriousness of the Government on the project. I do share his feeling that it has been a bit neglected side. Now we have taken it up as the hon. Prime Minister has mentioned in his speech on the water resources that we must give more attention to the water resources. Our seriousness can be judged from the fact that in the Seventh Plan allocation for water resources has been increased and the Bill has been brought forward before the House to give more importance to this subject as also to get results out of it.

He has referred to clauses 10 and 25 of the Bill regarding running of the Authority on business Principles. He has also mentioned that basically we have to see that the Authority survives and we have to earn out of it so that the structure sustains. Side by side, we have also to see that it remains the cheapest means of transport. Then he has compared it with DTC. It is a fact that DTC is running in losses. But it is also a fact that it is the cheapest transport in the whole country.

He has also mentioned about the headquarter of the Authority. I agree that Calcutta is a good location. But after the Bill is passed, we will consider about the location of this Authority. He has also given some suggestions

about the jetties at Sunderbans and all that. I will certainly look into it and come back to him.

[Translation]

SHRI C JANGA REDDY (Hanamkonda) : The Transport service in Rajasthan is earning profit. The reason for the losses being incurred by Delhi Transport service is that the maximum fare is 40 Paise.

[English]

Mr. DEPUTY SPEAKER : Now we are discussing only about inland waterways. Why you are going into all that ?

SHRI RAJESH PILOT : That is O K., Sir. I am agreeing to his suggestion.

My friend from Kerala—he is not here—talked about some of the projects to be declared in the Seventh Plan. We will certainly give consideration to that.

My colleague from Cochin has asked to give more priorities to Kerala because they have more openings for the inland water and other resources. He has also mentioned about the Advisory Committee. All these suggestions will be taken into consideration.

SHRI SAIFUDDIN CHOWDHARY (Katwa) : What about Trivandrum—Manjeshwar and that all ?

SHRI RAJESH PILOT : He has also asked about the Trivandrum-Manjeshwar canal. The way he has explained, he has talked more of beauty than the resources I would also request the Tourism Minister to make it a tourist spot for the honeymoon goers and we will also give a priority to declare it as a beauty canal.

He has also mentioned about the term of office of the members and

about the appointment of experts on the Advisory Committee. It is a fact that till such time the expert advice of the Advisory Committees is not taken, it would not be worthwhile. We will keep it in mind that experts from various sectors, like finance, water resources, technical and social, are taken on these committees. We will keep that in mind and will put persons from various sectors on the Advisory Committees and take their valuable opinion.

AN HON. MEMBER : What about the State powers? You have not clarified that point.

SHRI RAJESH PILOT : That is a common point. Everybody has pointed out about that and I will come to that. Let me explain everything and if anything is left, you can ask me again.

An hon. Member from DMK has suggested that retired judges and senior officers should not be forced to become members of such Advisory Committees. I assure him that we will take only that individual, that citizen, who will be worthwhile to be kept on the Advisory Committee. That includes politicians also.

My colleague Mr. Peruman has pointed out about the Buckingham Canal and the Krishna canal. He has also mentioned about Sethu Samudram project. I fully share his views. These are very important projects. We have been in touch with the West Germany Government. Some money has also been allocated in the Seventh Plan. A study is being made and I assure the hon. Members that very soon we would come back to the House and inform the hon. Members as to what progress has been made about these and how far we have reached on these projects. We are very serious about these and we will soon take up all these projects.

Dr. Venkatesh has suggested some of the measures. He specially asked about the linking up of the northern rivers and the southern rivers. It is a

very good suggestion, from the integration point of view also. Let me see the feasibility as to how far we can go ahead with this. It is a technical point and I would come back to him after getting the complete feasibility report on this .... (Interruptions)

MR. DEPUTY SPEAKER : Many reports have been submitted on the feasibility of linking up Ganga and Caveri. The feasibility is there. If we have the will power, we can take up the project.

SHRI RAJESH PILOT : I would note down the Deputy-Speaker has also shown his interest.

MR. DEPUTY-SPEAKER : I am showing interest of the Members.

SHRI RAJESH PILOT : My colleague, Shri Mool Chand Daga—

[Translation]

—Has raised a number of points in his speech. First, he said that the report of this Committee was submitted in 1980 and the Bill was introduced in 1985. There has been delay and we concede it. But due to some technical and administrative problems, this Bill could not be introduced earlier. However, this Bill should have been introduced earlier. The contention of Daga Sahib is correct and we agree that this Bill should have been introduced much earlier.

He has also raised the point that the location of the Head Office and the tenure of the Chairman have not been mentioned in the Bill. I think if the entire spade work is done by us, no work will be left for the Authority. So, let the Bill be passed and, thereafter, the Authority will take up this work.

He has also said about the delegation of powers and he has moved his amendment in regard to mode of

[Shri Rajesh Pilot]

delegation of the powers of the Chairman to the Vice Chairman. I agree with him and this is correct. We will definitely accept the Amendment which he has moved and we will effect whatever improvement is possible.

Shri Madhav Reddiji has mentioned 2 to 3 points. He has said that through this Bill we are encroaching on the powers of the States. For his information I may tell him that as per the Constitution, inland water transport comes in all the three lists namely State list, Concurrent list and the union list. So we are not encroaching on the powers of the States. The work done under this Bill will not affect the rights of the States. The States are free to make their own contribution in this regard. In the development of waterways, States can prove helpful to us and we can be of help to them. I can assure you that we are not taking away the powers of the States. It may be that after the passing of the Bill, States may be able to get resources with the help of the Centre which they were not able to mobilise earlier. So far as the question of coordination and mutual understanding is concerned, we will keep it in mind and see that the purpose for which the Bill has been brought is served properly.

[English]

SHRI H. A. DORA (Srikapulam) : But the problem arises when there is conflict between the State law and the Central law.

SHRI RAJESH PILOT : It would not be. When the subject is in Concurrent List, there will not be any conflict between the State and Central laws.

SHRI H. A. DORA : I think in the Concurrent List subjects, if the State also passes a particular law which is in direct conflict with the Central law...

SHRI RAJESH PILOT : The moment it is the benefit of the country, there would not be any contradiction.

SHRI H. A. DORA : But the question is, is it not making inroads on the powers of the States.

SHRI RAJESH PILOT : There would not be such an occasion.

SHRI C. MADHAV REDDI : Kindly read clause 27. After commencement of this Act, no State Legislature can pass any Act.

SHRI RAJESH PILOT : Act on what? Your idea was that we will be getting powers of the State; I feel this Clause does not really indicate this. Any way we can discuss this point of view.

[Translation]

Shri R. P. Singh has raised some points. In one of the points he has said that there is delay in the completion of the projects which results in cost escalation. It is quite true and it is engaging the attention of the Government and we will see that there is no delay in the completion of the project.

Shri Janga Reddy has also given the same suggestions about Godavari river. I have told him —

[English]

—Sir, these are various points which are being taken into consideration. Government is on the job. Mr. Rao pointed out certain suggestions; I think they are slightly beyond the purview of this Ministry. I will however pass on the suggestions to the Water Resources Ministry. Whatever suggestions could be implemented, I would request them to do so. The hon. Member asked how much is the expenditure and how much is the profit by this measure. We have gone through

it and this authority is going to yield some very good results; it is beneficial; that is why Government has decided on all these arrangements. Shri Rangaji has gone; he has given some very good points about dredging and giving facilities like warehouses and insurance cover to goods, passengers and other people. I am keeping it in mind when we are working on it. Shri Chinta Mohan—if I am right—has given some good suggestions; he has mentioned in his speech that contracts should not be entrusted to that Authority which we are going to bring forward. I can assure the House that in a democracy on every head there is a public representative and responsibility ultimately lies with the persons who head the departments. Till such time a Minister is above all these things he should be responsible and he should see that these things move properly. Just by taking out contracts from them and giving them to somebody else we will not be able to stop corruption. For stopping corruption we will have to take proper measures. We will not allow any malpractices to get into the system. (*Interruptions*) The Chairman will also be under us. Why do you worry about it? The hon. Member has given suggestion about the Advisory Committee. He has given some suggestions that people in the Opposition Benches should be associated. It is a constructive suggestion and we will try to see that it is implemented. These are points which I have specifically covered. If any points are left over, as I have mentioned in my initial speech, we are always open to suggestions. This should not be the end of the matter in the House. If any hon. Member feels that his suggestion is valuable and it should be considered and it is in the national interest and will lead to national development, he is always welcome to give his suggestion and we would take the suggestion into consideration and try to implement the same.

SHRI ANIL BASU (Arambagh) : What about minimum wage for agricultural workers and trade union facilities ?

SHRI RAJESH PILOT : That also, we will have in mind. With these words I conclude.

MR. DEPUTY SPEAKER : Now the question is :

“That the Bill to provide for the constitution of an authority for the regulation and development of Inland Waterways for purposes of shipping and navigation and for matters connected therewith or incidental thereto, be taken into consideration.”

*The motion was adopted.*

MR. DEPUTY SPEAKER : We now take up Clause-by-clause.

MR. DEPUTY SPEAKER ; Clause 2 No amendments are there to Clause 2. The question is :

“That clause 2 stand part of the Bill.

*The motion was adopted.*

*Clause 2 was added to the Bill.*

MR. DEPUTY SPEAKER : Clause 3. No amendments are being moved to Clause 3. The question is :

“That Clause 3 stand part of the Bill.”

*The motion was adopted.*

*Clause 3 was added to the Bill*

Clause 4—(conditions of service of Members)

SHRI ANOOP CHAND SHAH (Bombay North) : I beg to move :

Page 3 —

after line 8, insert—

“(2) The term of Chairman shall be for five years,” (9)

SHRI MOOL CHAND DAGA : I beg to move :

Page 3, —

for clause 4, substitute— —

“4. (1) Subject to the provisions of section 6, every member shall hold office for a period of three years from the date on which he assumes office.

(2) The other conditions of service of the members shall be such as may be prescribed ” (15)

MR. DEPUTY SPEAKER : Hon Members who have moved amendments may now speak on their amendments.

[*Translation*]

SHRI ANOOP CHAND SHAH (Bombay North) : Mr. Deputy Speaker, Sir, regarding the term of the Chairman, the hon. Minister has just said that if we fix the term, what work will be left for the Authority ? It is correct but the term of the Chairman should be fixed for the reason that the Authority may not fix the term arbitrarily.

I would request the hon. Minister to fix the term of the Chairman at five years and my amendment to this effect should be accepted.

[*English*]

MR. DEPUTY-SPEAKER : Mr. Daga, are you going to speak ?

SHRI MOOL CHAND DAGA : If the Minister agrees to his arguments, it is well and good.

SHRI RAJESH PILOT : There is no harm. The hon. Member is saying that the term could be fixed. The only problem is, when you fix the term of a particular post, frankly speaking, the efficiency slightly becomes difficult to check. So, I would suggest, you leave

it to the Government. Whatever Government feels better in this respect, they will take action.

SHRI ANOOP CHAND SHAH : I seek leave of the House to withdraw my amendment.

MR. DEPUTY-SPEAKER : Is it the pleasure of the House that the amendment moved by Shri Anoop chand Shah be withdrawn ?

*Amendment No. 9. was, by leave  
withdrawn.*

SHRI MOOL CHAND DAGA : I seek leave of the House to withdraw my amendment.

MR. DEPUTY-SPEAKER : Is it the pleasure of the House that the amendment moved by Shri Mool Chand Daga be withdrawn ?

*Amendment No. 15 was, by leave  
withdrawn.*

MR. DEPUTY-SPEAKER : The question is ;

“That clause 4 stand part of the Bill.”

*The motion was adopted.*

*Clause 4 was added to the Bill.*

**Clause 5—Powers of Chairman and Vice chairman**

SHRI MOOL CHAND DAGA : I move :

Page 3, line 15,—

for “Chairman”

substitute “Authority”

As the hon. Minister has already agreed to it, I think it will be accepted.

SHRI RAJESH PILOT : Yes. I have gone through this Amendment and he is right that delegation of power

to the Vice-Chairman should be from the Authority and not from the Chairman.

MR. DEPUTY-SPEAKER : Are you moving your own amendment or accepting Shri Daga's amendment ?

SHRI RAJESH PILOT : We will accept his amendment.

MR. DEPUTY-SPEAKER : The question is :

Page 3, line 15,—

for "Chairman"

substitute "Authority" (16)

*The motion was adopted.*

MR. DEPUTY-SPEAKER : The question is :

"That clause 5, as amended, stand part of the Bill."

*The motion was adopted.*

*Clause 5, as amended, was added to the Bill.*

MR. DEPUTY-SPEAKER : Clauses 6 to 8. There are no amendments to clauses 6 to 8. The question is :

"That clauses 6 to 8 stand part of the Bill."

*The motion was adopted.*

*Clauses 6 to 8 were added to the Bill.*

Clause 9—(Advisory committees)

SHRI SHANTARAM NAIK (Panaji) : As there is a good spirited Minister, would like to move my amendment No. 1.

Sir, I move :

Page 4,—

af ter line 6, insert —

"(3) Due regard shall be given to the advice tendered by the Advisory Committees." (1)

16 hrs.

Sir, this amendment is a very simple one. It only adds one sub-clause to clause 9. It says, due regard shall be given to the advice tendered by the Advisory Committees. If you specify it in the Bill itself, it carries weight.

SHRI RAJESH PILOT : Suppose when you put an advisory committee on the panel, you have to listen to its advice. Due weightage would naturally be given. There is no sense in ignoring their advice. Their advice would be taken seriously. So, there is no necessity of putting it in the Bill.

MR. DEPUTY-SPEAKER : Are you withdrawing your amendment ? Has Shri Shantaram Naik leave of the House to withdraw his amendment No. 1 ?

MANY HON. MEMBERS : Yes.

*Amendment No. 1 was, by leave withdrawn.*

MR. DEPUTY-SPEAKER : If the hon. Members feel, we can finish this clause-by clause consideration in 5 or 10 minutes and then we can take up the next item, namely, Discussion under Rule 193.

MANY HON. MEMBERS : Yes.

MR. DEPUTY-SPEAKER : The question is :

"That clause 9 stand part of the Bill"

*The motion was adopted*

*Clause 9 was added to the Bill".*

MR. DEPUTY-SPEAKER : The question is :

“That clause 10 stand part of the Bill”.

*The motion was adopted.*

*Clause 10 was added to the Bill.*

MR. DEPUTY-SPEAKER : Now, clause 11, Shri Mool Chand Daga — not present.

The question is :

“That clause 11 stand part of the Bill”.

*The motion was adopted.*

*Clause 11 was added to the Bill.*

MR. DEPUTY-SPEAKER : The question is :

“That clause 12 stand part of the Bill.

*The motion was adopted.*

*Clause 12 was added to the Bill.*

MR. DEPUTY-SPEAKER : Now, we come to clause 13.

SHRI MOOL CHAND DAGA — not present.

The question is :

“That clause 13 stand part of the Bill”.

*The motion was adopted.*

*Clause 13 was added to the Bill.*

Clause 14 Function of the Authority

MR. DEPUTY-SPEAKER : Now, we come to clause 14.

SHRI R. P. DAS (Krishnagar) : I beg to move :

Page 6, line 24,—

after “making” insert—

“available alternative site and” (2)

Page 7,—

after line 5, insert

“(i) study the requirement of the traditional water transport operators and help them carry on their transport operations with their fleet of country boats all along the national waterways.”

Sir, I am of the opinion that a mention should be made about the traditional mode of transport, particularly country boats. They should be given soft loan from the banks and other financial institutions.

SHRI RAJESH PILOT : Sir, as the hon. Member has pointed out, the proposed amendment says that the Authority shall make available alternative sites to the party concerned before removing or altering any obstruction or impediment in the national waterways and the appurtenant land which may impede the safe-navigation or endanger safety of infrastructural facilities. It cannot be possible for the Authority to provide alternative sites for the affected parties because the Authority would not be having in its possession sufficient extent of land. More over, if such a provision is made in the Bill, it would result in undue delay in carrying out the project.

SHRI R. P. DAS : I am satisfied more or less with the Minister's answer.

MR. DEPUTY-SPEAKER : Has Shri R. P. Das leave of the House to withdraw his amendment Nos. 2 and 3 ?

SOME HON. MEMBERS : Yes.

*Amendment Nos. 2 and 3 were, by leave, withdrawn.*

MR. DEPUTY-SPEAKER : The question is :

“That clause 14 stand part of the Bill”.

*The motion was adopted.*

*Clause 14 was added to the Bill.*

MR. DEPUTY-SPEAKER : The question is :

“That clauses 15 to 24 stand part of the Bill”.

*The motion was adopted.*

*Clause 15 to 24 were added to the Bill.*

MR. DEPUTY-SPEAKER : Now, we come to clause 25. Shri R. P. Das.

SHRI R. P. DAS : I am not moving.

MR. DEPUTY-SPEAKER : All right. Now the question is :

“That clauses 25 to 31 stand part of the Bill”.

*The motion was adopted.*

*Clauses 25 to 31 were added to the Bill.*

**CLAUSE 32—(Protection of Action Taken in Good Faith)**

SHRI R. P. DAS : Sir, I beg to move :

Page 10,—

*omit lines 32 to 34. (6)*

I would like to say that the breaches caused by natural calamities and the breaches or damages caused by organi-

sational or human failure should not be put in the same category. In the case of breaches caused by organisational or human failure, the persons or organisations concerned should be held responsible and punished.

SHRI RAJESH PILOT : I do share the hon. Member's feelings. But as per the existing provisions of the Inland Waterways Authority of India Bill, the Authority shall not assume any responsibility in respect of the relief measures necessitated by floods or by breaches and failure of works as flood control is not the concern of the Authority.

MR. DEPUTY-SPEAKER : Is the hon. Member withdrawing his amendment...

SHRI R. P. DAS : No, Sir. I am pressing. I am not satisfied with the reply.

MR. DEPUTY-SPEAKER : I shall now put Amendment No. 6, moved by Shri R. P. Das, to the vote of the House.

*Amendment No. 6 was put and negatived.*

MR. DEPUTY-SPEAKER : The question is :

“The Clause 32 stand part of the Bill.”

*The motion was adopted.*

*Clause 32 was added to the Bill.*

*Clauses 33 and 34 were added to the Bill.*

MR. DEPUTY-SPEAKER : Clause 35. Mr. R. P. Das.

SHRI R. P. DAS : I am not moving my amendment.

MR. DEPUTY-SPEAKER : The question is :

[Mr. Deputy-Speaker]

“That Clause 35 to 38 stand part of the Bill.”

*The motion was adopted.*

*Clauses 35 to 38 were added to the Bill.*

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

SHRI RAJESH PILOT : Sir, I beg to move :

“That the Bill, as amended, be passed.”

MR. DEPUTY-SPEAKER : The question is :

“That the Bill, as amended, be passed.”

*The motion was adopted.*

16.09 hrs.

DISCUSSION RE : CRASH IN PRICES  
OF AGRICULTURAL COMMODI-  
TIES LIKE COTTON, PADDY,  
SUGARCANE JUTE, COCONUT,  
ETC.—CONTD.

[English]

MR. DEPUTY-SPEAKER : The House will now take up further discussion, under Rule 193, on the crash in prices of agricultural commodities like cotton, paddy, sugarcane, jute, coconut etc.

Shri K. Kunjambu.

[Translation]

\*SHRI K. KUNJAMBU (Adoor) : Mr. Deputy-Speaker Sir, the economy of Kerala basically depends on coconut. Precisely for this reason any fall in the

prices of coconut will adversely effect it. This discussion is taking place against the background of a steep fall in the prices of coconut and its products.

Last year the prices of thousand coconuts was Rs. 3150. Today it has come down below Rs. 1000. This fall in prices has seriously affected the ordinary farmers. There is not a single homestead in Kerala which does not have 4 or 5 coconut trees. The influence of coconut and its products on the life of Keralite has been tremendous. Every part of the coconut is put to one use or the other.

There are thousands of families in the coastal belt of Kerala who entirely depend on coconut for their livelihood. The decline in the prices of coconut has made their life miserable.

Sir, the Government reports to import of coconut oil from time to time which has an adverse effect on the economy of Kerala. The moment the Government decides to import coconut oil prices of coconut and copra falls. Every year the Government imports these products and on all such occasions prices also fall. Thus there is a state of uncertainty prevailing in the coconut economy. We have to put an end to it. First of all what is required is to bring about stability in the prices of coconut. In order to bring about stability the Government should stop all imports of coconut products and fix a floor price. Unfortunately there is a general complaint that the Government does not show much enthusiasm to protect the interest of Kerala farmers. Now this situation has to end. There were newspaper reports that the Government was prepared to fix the floor price of coconut and some exercises were on in this respect. I request the Government to take an early decisions in this matter. Similarly there must be a permanent arrangement for procuring copra. Although we the Kerala State Marketing Federation made some efforts in this

\*The speech was originally delivered in Malayalam.