

Substitute "1992"

The motion was adopted.

(Shri Jagdish Tytler)

16.51 hrs.

MR. CHAIRMAN : The question is :

NATIONAL WATER (KOLLAM-KOTTA-
PURAM STRETCH OF WEST COAST
CANAL AND CHAMPAKRA AND
UDYOGMANDAL CANALS) BILL

"That Clause 1, as amended, stand part
of the Bill."

The motion was adopted

THE MINISTER OF STATE OF
THE MINISTRY OF SURFACE TRANS-
PORT (SHRI JAGDISH TYTLER) : I
beg to move:

Clause 1, as amended, was added to
the Bill.

Enacting Formula

Amendment made :

" That the Bill to provide for the declaration
of the Kollam-Kottapuram Stretch of West
Coast Canal and Champakara and Udyog-
mandal Canals to be national waterway and
also to provide for the regulation and devel-
opment of the said stretch and the Canals for
purpose of shipping and navigation on the
said waterway and for matters connected
therewith or incidental there to , be taken into
consideration."

Page 1, line 1, for " Forty-second"

Substitute " Forty-third" (1) (Shri
Jagdish Tytler)

MR. CHAIRMAN : The question is :
That the Enacting Formula, as amended,
stand part of the Bill."

The motion was adopted.

With your permission, I would like to say
a few words while moving the National
Water (Kollam-Kottapuram Stretch of West
Coast Canal and Champakara and Udyog-
mandal Canals) Bill 1992 for consideration
and passing of the same. From ancient times,
inland water transport has served as a cheap
and economic means of transportation in our
country. However, with the advent and devel-
opment of the faster means of transport
systems by rail, road and air, the inland
water transport has got neglected over the
years.

*The Enacting Formula, as amended,
was added to the Bill.*

The Long Title was added to the Bill.

SHRI JAGDISH TYTLER : I beg to
move :

"That the Bill, as amended, be passed."

MR. CHAIRMAN : The question is :

"That the Bill, as amended, be passed."

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

The motion was adopted.

THE CHAIRMAN : Th question is :
That long Title stand part of the Bill.

Today, transportation by inland water-

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

The responsibility for development of inland waterways is a shared one between the Centre and States. The Central Government is primarily responsible for the development of waterways declared under law passed by Parliament as National Waterways. The responsibility and executive authority for development and maintenance of all waterways other than those declared as National Waterways rests with the State Governments.

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

Before a Waterway can be considered for declaration as a National Waterway, it is essential to undertake hydrographic surveys and techno-economic studies to as-

sess the extent of development works required and their financial implications. Such studies were earlier carried out in the Kollam-Kottapuram stretch of West Coast Canal. Based on the studies this Government had decided to declare the Kollam- Kottapuram stretch of West Coast Canal and Champakara and Udyogmandal Canals as National Waterway. The Bill for enactment of a Central legislation for the purpose was also passed by the Eighth Lok Sabha in October, 1989. However, the Bill had lapsed before introduction in Rajya Sabha due to the dissolution of the Eighth Lok Sabha. Subsequently, surveys and studies were carried out in the remaining stretches of the entire West Coast Canal between Kasergode and Kovalam. The studies revealed that the stretches between Kottapuram and Kasergode in the north and between Kollam and Kovalam in the southern sections of the West Coast canal posed many difficult problems for development of the waterway and would require massive capital investments which make their development not cost effective. On the basis of the studies and the potential of improvement in inland water transport, it is now proposed to declare the Kollam-Kottapuram stretch of the West Coast Canal and Champakara and Udyogmandal Canals also as a National Waterway. This waterway would have a total length of 205 kilometers and the full traffic potential is estimated at 3.5 million tonnes. With these words, Sir, I beg to move that the bill be taken into consideration.

MR. CAIRMAN: Motion moved :

" That the Bill to provide for the declaration of the Kollam-Kottapuram Stretch of West Coast Canal and Champakara and Udyogmandal Canals to be a national waterway and also to provide for the regulation and development of the said stretch and the Canals for purpose of shipping and navigation on the said waterway and for matters connected therewith or incidental thereto, be taken into consideration."

For this Motion for consideration there are amendments. One amendment is for Joint Committee by Shri K.P. Unnikrishnan. He is not present. Then amendment for circulation by Prof. Rasa Singh Rawat.

PROF. RASA SINGH RAWAT (Ajmer)
: I beg to move :

" That the Bill be circulated for the purpose of eliciting opinion thereon by the 15th October, 1992." (1)

MR. CHAIRMAN : There is Amendment No. 11 by Shri Rajendra Agnihotri - Not present.

Shri Dau Dayal Joshi - Not Present.

Shri Harin Pathank - Not Present.

SHRI RAM NAIK (Bombay North) :
Mr. Chairman Sir, I rise to express my views on the National Waterway (Kollam-Kottapuram stretch of West Coast Canal and Champakar and Udyog-Mandal Canals) Bill, 1992. Sir, as explained by the Minister, it is true that the waterways are cheaper and less pollutant. However my general observation is that waterways have been neglected for long in this country. Though everything is good, it has been neglected. It is certainly true that water transport is cheaper. There is less cost of maintenance of roads and so far as fuel is concerned, there is lot of saving of fuel, if we compare it with road transport. Even from the pollution point of view, except electric trains, if we compare the diesel locomotive and coal loading engines with steamers, it is certainly less pollutant and the cost of overall maintenance is also less. One more advantage is it is also labour oriented.

17.00 hrs.

There is a chance that everywhere the local population particularly the working class who have specialised for generations after generations in running the Waterways and have been doing the work in Waterways

could also get better employment. So, from all these points of view the Waterways are definitely better and they are economical. So, from that point of view I support the Bill.

This would be the third Waterway. There has been a first such one, as explained, the Allahabad- Haldia stretch. What is the position of that Waterway? Then the second one is the Sadiya-Dhurbi stretch of the Brahmaputra river. There is no real development. What was aimed at that time has that been achieved? The targets which have been kept at that time, that so many goods would be transported or so many passengers would be transported, have those targets been achieved? If the hon. Minister could be pleased to give that information to the House in the light of the experience of those two waterways, then it would be better. We would then be in a better position to explain our viewpoint on this third waterway. So, while replying the hon. Minister may give us an indication of the experience of the first two Waterways.

Also, what was the time-bound schedule of programme we had at that time and what are our achievements? That information also may be made available to the House. That is my first point.

Secondly, the Inland Waterways Authority of India Act was passed in 1985. The Authority was created at that time. How has it functioned? Is it just on paper only or has it really done some concrete work? That information should also be given. Otherwise, enactment of this Bill will only be an addition to the Library. We had passed the first Waterway Act and the Second and the Third Waterway Act. So, this should not be only for the enlargement of our Library. There should be some practical advantage and the House should be informed of it. That is what I would also expect from the Minister, to tell us about the functioning of the Inland Waterways Authority since its inception in 1985.

In the Statement of Objects and Rea-

sons of the Bill which has been introduced, para 4 says that the infrastructural facilities for safe and convenient shipping and navigation are not available. I can understand that they are not available at this stage. But you are just providing a sum of Rs. 62 crore now. Is this amount of Rs. 62 crore sufficient for the entire Line of nearly 200 Kilometres? If I remember correctly, the hon. Minister had said that the line is about 200 Kilometers in length. So, for the development of the ports and towns which are there and for providing the infrastructural facilities will this amount of Rs. 62 crore be sufficient?

I personally doubt whether when the Government itself says that at present the infrastructural facilities for safe and convenient shipping and navigation are not available, this amount is sufficient or not. That must also be explained. What is the plan for creating further facilities?

My experience is - I had tried to travel by the first national Waterway from Allahabad to Haldia - that the infrastructural facilities are poor. Even in Calcutta they are so poor that we cannot say that we are running a modern Waterway. So, I would feel that infrastructural facilities must come up to the mark and they should be safe. Otherwise while travelling particularly in rivers, people are afraid.

[English]

What will happen if there is flood.

[Translation]

From that point of view, the navigation facilities should be more safe than what is in the Railways. I would like the Minister to explain how are we going to make it safe. Is the amount of Rs. 62 crore sufficient for doing that particular job?

Sir, we are trying to have the third National Waterway. I come from Maharashtra. Maharashtra has a very long coast. Mr.

Chairman, Sir, you also come from Maharashtra. Before 25 or 30 years, on the entire Konkan traffic from Goa and even on the Gujarat side, regular ships used to sail. Commuters used to go and even cargoes used to go in a big way. Because we have neglected the ports, hardly now any ships carry passengers from Goa. In between many ports have just been neglected. The result is that, more State Transport buses run and the cheaper mode of transport has been neglected. When we are considering the third National Waterway I request the Minister to look into this important coastal Waterway, which were used for many years, which were economical at one time and which were cheaper at one time. What has happened to that? The Minister should look into this aspect because Konkan ferry services had been very regular and very economical; from the common man's point of view, that has been lost. We just tell our children that in our childhood we used to go by steamers. Now no one goes. Nothing is available now. I request the Minister to look into this aspect which had been neglected and particularly in post independence period we have forgotten Konkan coastal traffic from Goa.

There is one other important aspect. I come from Bombay city. There is always a heavy traffic; so much crowding and heavy crowding - nothing to compare in the world - in our suburban trains. Bombay city has coastal lines. There have been proposals. We read in the newspapers that coastal water transport can be made available to Bombay and if that is made available to Bombay, the pressure on suburban trains can be reduced. What the Government is doing about that? When we consider important projects, I personally feel that the Minister should look into this aspect as to how we can relieve the congestion, overgrowing in suburban trains. And better lines are available there. Water transport can be used. I would recommend the Minister to get this particular aspect thoroughly examined and have a meeting of Bombay Members of Parliament to consider this very important

aspect. Otherwise we would be trying to provide something new and at the same time we are neglecting the areas where we can do it very easily. And from that point of view, the problems of the Bombay commuters should also be considered.

Sir, I will be moving my amendment. I would like to say about my amendment now itself so that at the time of moving my amendment, I will not take much time. Particularly I would invite the attention of my friends from Kerala about my amendment. The name of this Bill is National Waterway (Kollam-Kottapuram Stretch of West Coast Canal and Champakara and Udyog-Mandal Canals). Now my amendment says, wherever the word 'Kollam' is used, the word 'Quilon' should be used. Now, Kollam and Quilon words are identical. (*Interruptions*).

I congratulate the Kerala Government that they have done it in 1990. It is immaterial that whichever Government has done it. But, they have taken a very good decision that wherever anglican name were there, they changed, even in English because anglican names mean British colonial Rule. They have rather substituted, to do away with the colonial impacts, the original Malyalam names even in English and that notification of February, 1990 is with me. Now, in that notification, the names of 21 important cities have been changed from English to Malyalam. Both English and Malyalam names have been shown. (*Interruptions*). So, the names of 21 cities have been changed. The Malyalam name for 'Trivendrum' is 'Thiruvananthapuram' and the Malyalam name for 'Quilon' is 'Kollam'. I do not know the subsequent things. I will not repeat them because this House has heard it many times. When I asked the Government of India whether they have approved the changes made by the Government of Kerala, I received a reply, which I am just reading and it is with me. I received a reply from additional Secretary, Ministry of Home

Affairs, Shri A.K. Basak on 4th April, 1991. The 2nd para says:

"A copy of this Ministry's letter dated 11.9.1953 prescribing procedure for changes in the names of villages, towns etc. is enclosed. It does not seem possible to furnish the details of names of cities whose names have been changed after 1953. However, an illustrative list of names of a few places changed during the recent years is enclosed. This Ministry is aware that the State Government of Kerala have changed the name of certain Districts and Taluks. Approval of the Ministry of Home Affairs was, however, not obtained."

That means the Home Ministry has not given approval to the names of the cities which the Kerala Government has changed.

Now, as late as on 29th April, 1992, I raised this issue in the House. I am just reading the reply which has been given by the Home Minister. now, the Home Minister, Shri S.B. Chavan, says :

[Translation]

"My hon. colleague Shri Ram Naik had raised the issue of changing the name of Bombay to Mumbai. He has cited the example of some of the cities and towns of Kerala. I have gone through all the records. In fact, this proposal was sent in 1988. (*Interruptions*) I had requested the State Government whether the guide-lines issued in 1953 to change the names of vilages and towns were obseved or not? I do not think that this can be accepted if it being done only because some people do not like a paticular name or if this porposal is there only on the basis of language. These things have not been considered in Kerala therefore, the Central Government did not allow any change in the name of these States.

[English]

This is the reply given by the Home

Minister on the floor of the House. When the Home Minister says that they have not accepted the Malayalam changes in English, the Bill has come in the name of Kollam is it not against the Government of India's attitude? That is why though I am for the word Kollam, I want to be on record that this information was brought to the notice of the House. It is my duty to say that when the Home Minister says repeatedly that this has not been approved and if the Ministry of Transport brings the Bill in the name of Kollam, certainly it does not look proper. So, from that point of view I have brought my amendment and I would like to have a proper explanation from the Minister as to why the word 'Kolam' has been used and why the word 'Quilon' has not been used, though the Home Minister by Home Minister I mean the Government of India - has repeatedly said that this has not been approved. This is one of the important points on which the Minister should reply and from that point of view, I have brought this amendment to draw the attention of the House.

With these words, I support the Bill. I expect the Minister to reply on the points which I have raised.

SHRI A. CHARLES (Trivandrum) : Sir, I am thankful to you for giving me the time for speaking on this Bill. For the last nearly nine years, in the Eighth, Ninth and Tenth Lok Sabha (*Interruptions*).

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF SCIENCE AND TECHNOLOGY (DEPARTMENT OF ELECTRONICS AND DEPARTMENT OF OCEAN DEVELOPMENT) (SHRI RANGARAJAN KUMARAMANGALAM) : Just one minute please. Mr. Chairmen, Sir, as all the hon. Members know, at 6.15 we are having a farewell function for the President of India. Therefore, may I request the House to agree that we adjourn at 5.30 so that some Members can get ready for the function?

SHRI A. CHARLES : Sir, We want the Bill to be passed.

MR. CHAIRMAN (Shri Sharad Dighe) : Does the House agree that we rise at 5.30?

SEVERAL HON. MEMBERS : Yes.

MR. CHAIRMAN : So, we shall rise at 5.30.

SHRI A. CHARLES : Sir, I shall take very short time because we are interested in getting this Bill passed.

SHRI OSCAR FARNANDES : (Uduki) I shall also like to speak, sir. I shall take only two minutes.

MR. CHAIRMAN : Yes, yes, if not today, tomorrow.

SHRI JAGDISH TYTLER : We want the Bill to be passed today, Sir.

MR. CHAIRMAN : We will rise at 5.30, at whatever stage the Bill is. yes, Mr. Charles, proceed Please.

SHRI A. CHARLES : Sir, in the Eighth Lok Saba, on the last day this Bill was really passed. I was the only speaker who spoke on that Bill on that day. There was categorical assurance given by the hon. Minister while he was replying to the debate on the Bill. The proposal was first to declare the whole of West Coast Canal as a National waterway. In 1985, I wrote to our late Prime Minister, Rajivji, about this Bill and he gave a direction that Quilon-Trivandrum sector should also be studied. So, a study was made and the then Minister, when he was answering, gave an assurance on the floor of the House that Quilon- Kovalam sector will also be included. I quote :

" Sir, the suggestion which has been given by the hon. Member is a very good suggestion so that tourists could also be attracted. But I will check up, Sir, and if it is

possible, I will include. If the hydrographic survey and all these things have been completed and with the rules and regulations it could be included in this, we will include, sir. That I assure him."

Sir, the hydrographic survey has been completed, the techno-economic study has been completed. The only thing the Minister was now saying was that economically this is not viable. I personally know that in the study report, economic side is not correct because a large portion of the land that has to be acquired is the Government land occupied by the squatters. Therefore, no compensation need be made. So, for land acquisition, only very meagre amount is required. If this portion is also included, it will attract tourists and the long cherished dream of the people of Kerala will be fulfilled. I submit that this was considered in the 8th Lok Saba and in 9th Lok Saba and is being considered now also. I only urge upon the Minister of surface Transport for the approval of this Bill and for providing Waterway upto Kovalam. I may mention that while I was in the primary school, I travelled in the country boat from Trivandrum to Emakulam. The long waterway is there. That has to be improved. I plead with the hon. Minister to include upto Kovalam and take up this work. I am very keen that this Bill is passed today.

I request the hon. Minister that the direction given by late Prime Minister Rajiv Gandhi and the assurance of the then Minister of surface Transport may be accepted. I know that the present Minister of surface Transport has a soft corner for Kerala.

It has to be extended upto Kovalam. I submit that the real work can be started from Quilon only after the work upto Quilon is finished and Quilon-Kovalam can be taken up as second stage. With these words, I once again request the hon. Minister to include that stretch also. If not I do not find words to express my feelings and I will be totally disappointed. I request the hon. Minister to help me and help the State of Kerala.

I request that the Bill be passed.

[*Translation*]

SHRI GIRDHARI LAL BHARGAVA (Jaipur) : MR. Chairman, Sir, there cannot be to opinions about the sincerity with which this Bill has been brought forward. The fact of the matter is that the Central Government wants to take the management of the canals flowing out of rivers and crossing through States and it is because the State Governments have not been able to develop them. If they are developed, transportation charges will be lessened, Petrol can be saved and the standard of living of the people living on the banks of the canals will improve. This has been specifically mentioned in it. The Central Government has already formed the Inland Waterways Authority of India under the Inland Waterways Authorities of Indian Act 1985. For the time being there is a provision for it at two places. There is a plan of such arrangement at the third place. There is no contradiction in it any where. Trade will increase and there will be allround development. Waterways Corporation of India is interested to do this. It will help in raising the standard of life of those who are benefited by these canals and it will also reduce transportation cost and fuel can also be saved. The income should also be shared by the State Government so that they can utilise the money in their development. I think that the hon. Minister does not visualise any contradiction in giving the amount to State Governments. I welcome this Bill particularly the basic sentiment with which it has been brought forward and I do believe that by this the people of our country will certainly be benefitted to a large extent. This is my humble submission and I think that the hon. Minister will accept my suggestion.

[*English*]

SHRI N. DENNIS (Nagercoil) : Mr. Chairman, Sir, while welcoming the Bill I wish to make a few points.

My very first point that I would like to bring to the notice of the hon. Member through this august House that hon. Members Mr. Charles who have spoken earlier on this Bill has stated that the inland water transport facility has to be extended from Quilon to Kovalam. My proposal is that it should be extended on the southern most national terminus, Kanyakumari.

From Quilon to Kanyakumari, the national terminus, the distance is only about 94 miles. Previously there was inland water transport facility between Trivandrum and Kanyakumari through a canal called Anantha Victoria Marthanda Verma Puthanaru canal called A.V.M. canal. During the time of former Maharajas when our place was also under Travancore that facility was there. Of course, boats have been operated, not ships. But subsequently breaches occurred closed to the canal in several places and affected the inland water transport system. If these breaches are removed, a very good and convenient inland water transport facility from Kanyakumari to Trivandrum and from there to Quilon could be formed. Earlier, the water transport facility was operated up to Ernakulam and Quilon. My request is that it should not be stopped half way at Quilon or at Kovalam, but it should be extended up to the national boundary terminal at Kanyakumari. Such a facility would accelerate economic and tourist activities in South-Western part of the country. This inland water transport facility would be very cheap and convenient. A large number of fisherman and common people are living in that locality. The marine products trade activity would greatly increase by this facility and also in the congested atmosphere of trains and buses, if this facility is provided, without pollution and by cheap means the common people could travel through the waterways conveniently. I have been raising this matter on the floor of the House on several occasions. On 23rd August 1991 in answer to my Starred Question the hon. Minister has stated that no feasibility study has been conducted

for inland water transport facility between Trivandrum and Kanyakumari. So, the feasibility study has to be conducted at the earliest and such an extension of the facility would touch the southern National boundary and thus it can be termed as National inland water Transport way I would request the hon. Minister to provide inland water transport facility not only up to Quilon and Kovalam, but also up to Kanyakumari.

SHRI OSCAR FENANDES (Udupi) :
 Mr. Chairman, Sir, I should like to congratulate our Minister for introducing the Bill. It is big achievement for the people of Kerala. At the same time, we are from other parts of country, the coastal States, especially Shri Ram Naik has spoken about Konkan, I also come from Konkan, and there are a lot of rivers flowing westward. water is also being wasted, flood water is being wasted. If the rivers are connected and inland waterway is developed, a lot of money could be saved by way of fuel and for fisheries also it can help in a big way.

Sir, when we were school children, as Ram Naikji has said, we used to have steamer service right from Kochi to Karachi. In between, we had the ports of Mangalore, Malpe, Karwar, Goa and Bombay. This should be resumed; whatever be the reason for which it was given up, it is high time that both passenger and cargo service should be restored so that this will be the cheapest mode of transport. Even today, the cost of transport is very high, either by road or by any other mode. So, I urge upon the hon. Minister to kindly resume this service. When I asked a question, the hon. Minister replies that there is no proposal like that. But, I once again urge upon the hon. Minister to kindly resume this service and also order for a survey of the potential inland waterways in different parts of the country. I also request him to place before Parliament, a perspective plan for inland waterways for the entire country.

SHRI A. CHARLES (Trivandrum) :
Mr. Chairman, Sir, if you extend the sitting of
the House for five more minutes, tis Bill can
be passed today itself.

adjourned to meet again on Wednesday, the
22nd July, 1992, at 11.00 a.m.

17.31 hrs.

MR. CAIRMAN : No; we have decided
to adjourn at 5.30 p.m. The House stands

*The Lok Sabha then adjourned till Eleven
of the Clock on Wednesday, July 22,
1992/Asadha 31, 1914 (Saka).*