

Statement Correcting reply to USQ No. 328 dated 13th December 1991, re: export of rice and other cereals etc.

THE DEPUTY MINISTER IN THE MINISTRY OF COMMERCE (SHRI SAL-MANKHURSHEED):

I beg to lay on the Table a statement (Hindi and English versions) (i) correcting the reply given on the 13th December, 1991 to Starred Question No. 328 by Shri Gangadhara Sanipalli regarding export of rice and other cereals and a supplementary thereon by Dr. Parshuram Gangwar and (ii) giving reasons for delay in correcting the reply.

[Placed in library see No. LT. 2347/92]

14.59 hrs.

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

[English]

MR. DEPUTY SPEAKER: We shall now take up the Bill, moved by Shri Jagdish Tytler, for further consideration. Shri Ramesh Chennithala to speak now.

SHRI RAMESH CHENNITHALA (Kottayam): Mr. Deputy Speaker, Sir, I rise to support the Bill which has been introduced by the hon. Minister, Shri Jagdish Tytler.

Sir, lack of proper transport has been a major bottleneck in the development of our country. So, proper development of Inland Waterways will help to remove this bottleneck. India has got about 14,500 kilometres of navigational waterways.

15.00 hrs.

Unfortunately it was neglected for quite a number of years. But recently the Ministry of Surface Transport has taken adequate

interest and a master-plan was also prepared in this regard. The Inland Waterways Authority has taken up this job and they have done a commendable job. In order to decrease the pressure in the road traffic, this inland waterways has to be developed.

We are all aware of the hike in the petrol prices. So by the development of this inland waterways, the cost of transport will become cheaper. Moreover we can attract more tourists if we develop the inland waterways. More employment opportunities can also be created by this.

Our country needs an integrated transport system. The rail, road and air and also inland coastal navigation have to be integrated into an efficient system to serve the requirements of our country.

A survey has been conducted for working out an effective coastal shipping and inland waterways system which was neglected in the past. Unfortunately adequate fund is not forthcoming. The State of Kerala has got 1900 kms. of inland waterways which should be used properly. RITES of India has been entrusted with the work of conducting the hydrographic survey of the proposed Cochin-Alleppey-Quilon waterways. I was told that the survey is over and the National Transport Planning and Research Centre, Trivandrum will be conducting a traffic feasibility study in this regard also. I was also told that this study is going on.

The proposed Kollam-Kottapuram stretch of West canal should be extended to Trivandrum. As my hon. colleague and the Member of Parliament from Trivandrum Shri A. Charles had rightly mentioned in his speech the other day, the importance of the extension of this canal cannot be overemphasized. If the 1900 kms. of waterways in Kerala is properly developed and used, it will be highly helpful for the development of not only Kerala State, but of the whole nation. Now we are supporting the Bill; but my request to the Minister is to extend this up to Trivandrum, so that more effective traffic can be given to the people.

The Cochin-Alleppey-Quilon-Trivandrum waterways should be declared as a national waterway. The National Transport Policy Committee has submitted its report in May 1980. The Committee report itself mentions that this is a major waterway in Kerala. This is a long-standing demand of the people of Kerala. So I request the hon. Minister to consider this favourably.

The National Transport Policy Committee report of May 1980 recommended for declaring certain important waterways as national waterways and to bring them under the unified control and all assistance may be provided to inland water transport entrepreneurs. This will help. Actually the delay in declaring certain other important waterways as national waterways should be curtailed. There are lots of demands; I do not want to go into the details of them. Delay in declaring this will hamper the development of these waterways. The Minister has always been saying about the inadequacy of funds. One suggestion from my side is that NRIs should be allowed to invest in this area.

If they are to be allowed to invest in this area, it will be highly helpful and that speedy development could be achieved. If you permit them to operate on commercial purposes, in future we can develop, in an extensive manner, the floating restaurants, gardens and floating houses, etc. In future, this Waterway can be developed like this. So, my request to the hon. Minister would be to pay more attention to this and more funds should be provided. If the Government of India cannot provide more funds, NRIs and other private people must be entrusted with this work so that they can invest more money and develop this Waterway.

15.06 hrs.

(SHRI SHARAD DIGHE in the Chair)

SHRI V. DHANANJAYA KUMAR (Mangalore): Sir, the proposal is welcome. The Government has taken a decision to declare the Kollam-Kottapuram Stretch of West Coast Canal and Champakara and

Udyogmandal Canals' as the third National Waterway. It is stated in the Statement of Objects and Reasons that there are certain advantages on account of this, specially in the mode of transport, because the cost of transport would be less, energy efficiency could be acquired, leads to generation of more employment among the weaker sections of the community, etc. Then, something is also said about pollution that there will be less pollution. That is what the Statement of Objects and Reasons say. It is said that the total traffic generation in the area - originating as well as terminating in this region - would be of the order of 16.60 million tonnes. Out of this, the estimated share of this stretch of Inland Waterways would be about two million tonnes and progressively, the anticipated traffic would be 3.5 million tonnes by 1994-95. This would cover 15 terminals, but the cost estimated for creating the infrastructural facilities is as high as Rs. 62 crores. By spending Rs. 62 crores if you enable traffic movement of two million tonnes only, how far this is economical, how far this is advisable and may I know as to whether, as envisaged, that by 1994-95 we would be able to attract traffic of the order of 3.5 million tonnes? That apart, a further sum of Rs. 5.28 crores would be incurred annually which covers operational costs. Taking into account this high-cost project, is it advisable to go ahead with this proposal? This is the third national waterway that would be declared. We do not know what has happened to the earlier two proposals. Allahabad-Haldia stretch of the Ganga-Bhagirathi-Hooghly river are the two Sadiya-Dhubri stretch of the Brahmaputra river are the two other national waterways. Has any progress been made in respect of these two proposals? What has been the achievement made so far? How much energy efficiency has been attained? How much employment has been generated? How much low-cost transportation could be effected? These are the points that would arise for consideration.

Now my friend Mr. Ramesh Chennithala was making a mention about the vast West Coast region - about 1,800 kilometres - available in the State of Kerala. I am really

at a pain to bring to the notice of the hon. Minister the entire West Coast in Kerala and about 300 kilometres in Karnataka and then upwards to Gujarat. Many smuggling activities are going on in the entire coastal region. Now are we giving it a diversion by declaring this inland region as a national waterway? The Government has not been able to check the smuggling activities. Today morning also, an honourable lady Member referred to the smuggling of sophisticated weapons. Recently, a report had appeared in the newspapers that the Mangalore Coast was being used for effective smuggling of sophisticated weapons. (Interruptions) I am just asking him. He should enlighten us in this regard.

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): Make sure that it does not reach your headquarters.

SHRI V. DHANANJAYA KUMAR: My submission is that before venturing to take up such a proposal at high cost - Rs. 62 crore for building up the infrastructure and then Rs. 5.3 crore annually recurring expenses - is it worth taking up? It has also to be considered.

Then, probably this high cost is envisaged because almost all the west-flowing rivers are filled up with silt. Before making these canals fit for transportation of cargo, the desilting will have to be taken up. Probably this canal is full of silt. So, at a high cost the desilting activity will have to be commenced to make it fit for transportation of cargo and also for navigation

I have got a doubt. All along the West Coast, a large section of the community is making a living by fishing operations. (Interruptions)

SHRI A. CHARLES: Is it because that you are against the national waterway in Trivandrum?

SHRI V. DHANANJAYA KUMAR: I am not at all against it. I am trying to bring to the notice of the hon. Minister the doubts lurking

in my mind. Once you constitute some authority and once you give powers to..(Interruptions)

SHRI A. CHARLES: You are speaking against some development work in Kerala which we are funding for the last twenty years. The water canal has been there since 50 years and you want to ruin that.

(Interruptions)

MR. CHAIRMAN: No debate like this, please.

SHRI V. DHANANJAYA KUMAR: Through you, Sir, I would like the hon. Member to know that I am not opposing this. Let him not be under the impression that I am opposing this. But I would like to enlighten him as to what would be the achievement, how much employment would be generated, what is the kind of development they want to make and achieve by declaring a stretch of the water course as the national waterway.

Sir, fishing operations are very relevant and very important. As per our experience, once some authority is constituted and when it exercises its powers, probably the entire fishing operations would come to a standstill and that would affect the fishermen badly. This also will have to be taken into consideration. So, Sir, on the whole, I welcome the proposal. Let the Government make proper investment and let the achievements be made as early as possible. Let us not wait up to 1994-95 to achieve traffic potential of 3.5 million tonnes. Let us do it early. My friend, Mr. Ramesh was referring to the statement of the Minister, rather the grudge of the Minister about paucity of funds. For each and every proposal, the one line answer is 'funds are not available'. At least, in this case, let the financial crunch not come in the way. Let the National Waterway be achieved. I fervently hope that the area would be developed and more and more employment generation will be there for the weaker sections of the society, as has been stated in the Statement of Objects and Reasons.

I would conclude my speech with a last word. Why not a similar thinking be made in respect of the west flowing rivers in Karnataka also? We know about the frequent strikes and the obstructions caused for the movement of cargo in the major and minor ports. Probably, by taking suitable steps and making proper amends, movement of cargo may be made easier. Once the authority is made to act properly and its functions are made easier, movement of cargo can be achieved as has been envisaged. So, I support this measure and I would request the Minister to take into consideration the points raised by me and satisfy the House as to how he proposes to tackle all these problems. Thank you.

SHRIMATI SUSEELA GOPALAN (Chirayinkil): Sir, I am happy that at least now this Bill is going to be passed and implemented. This Bill was introduced at the end of the year 1989. It was expected to finish this project by 1992-93 but in 1992 we are again introducing the Bill. Last time when it was introduced the estimated expenditure was only Rs. 42 crores. Expenditure now has gone up to Rs. 62 crores. Any delay means that the expenditure will further go up. The expansion of shipping and navigational services in that area is a laudable thing. It has a high potential and I would say that it should be implemented immediately. I fail to understand why the Government is declaring only Kottam-Kottapuram Udyog Mandal portion in Kerala as National waterway. A survey to extend the service from Quilon to Kovalam was also done. I agree that it involves higher expenditure but we do not have to spend it immediately. We can do it step by step. What is the objection to declare Kovalam to Mahi section also as national waterway? In my opinion it can be extended to Nagercoil also and there is immense possibility to develop it upto Kasargod. Kovalam is a big tourist centre. Likewise, in Varkalai also there is a canal and a tunnel which is very impressive to the tourists. I understand that if we enlarge that tunnel it will involve more expenditure but if there is a diversion in Varkalai then it will be less expensive. At present, to extend the

waterway from Quilon to Kovalam costs calculated is about Rs. 500 crores. I would say that the tunnel should be developed separately. That tunnel is damaged due to soil erosion. It is not navigable. When I was a student I used to go there for a trip in the canal through this tunnel. It is a very good place of attraction. If State Government gives a proposal for a project to develop that canal that should also be considered by the Government.

Varkalai is a good tourist centre and a pilgrimage centre also. Janardhanan temple is there and also Srinivasa Guru Samadhi is there is Varkalai. So, there is immense possibility to develop the Kovalam-Varkalai section. I do not say that you should do it at a stretch. You can do it step by step. I consider it to be the government's shortsightedness to declare only one section of the waterway in Kerala. In Kerala immense possibility is there. We can save oil; pollution will be less. All these things are explained here. I would say up to Mahi it is very easy to develop.

I think, the estimated cost for this project to Mahi and to Kazargode is Rs. 800 crore. But that cost will actually come down, if you do the work properly. That is the reality.

But initially, the Government should consider taking up the project from Kovalam to Mahi. After some time, they can give much more perspective to it so that this can be developed in a big way. As Mr. Chennithala has just now said, you can develop this whole length of the West Coast area into a national waterway. When we are confronted with a lot of unemployment, if it is done, the unemployment problem among low income group can be solved to a certain extent. By means of this, you can encourage tourism, navigation, irrigation fishing and so on.

I think, the Kerala Government has got a very big scheme but they could not implement it due to paucity of funds. There was also a plan to use it for irrigation. If that scheme is also taken into consideration, then I think, you can even connect the Madras

region up to Nagarcoil as also it can be extended upto Kamataka. If that is done, that will help for development. This present scheme is expensive also. Its estimated cost is around Rs. 62 crore. But one of my colleague was just now mentioning that it is very expensive. He has not understood the importance of this waterway. I think, that is why, he has said that Rs. 62 crore is a very huge expenditure. I would say, it is too meagre an amount. Even this scheme although we are envisaging much more will help development. This is just to carry 3.5 million tonnes of traffic. I would say, it will be much more when it really comes into effect.

My only request to the hon. Minister is that, he should declare this Kovalam to Mahi area as a national waterway and commence the work. You can, if possible, take up the work from Kovalam to Varkalai immediately so that you can develop tourism on a very big scale. It will definitely have a big effect on the area and by doing so, we will be earning a lot of money also.

I hope, the Government will consider all these aspects and help the Government of Kerala to develop tourism, navigation and so on.

With these few words, I support this Bill.

SHRI P.C. CHACKO (Trichur): Mr. Chairman, Sir, I know the hon. Minister is very much in a hurry to reply to this debate and to have this Bill passed. I am sure, the hon. Minister will appreciate my speaking a few words to him because I want to congratulate him for bringing forward this Bill. The people of Kerala will be thankful to our dynamic Minister. It is because, this is going to be a red letter day as far as the development of the State is concerned. West Coast Canal is going to be declared as National Waterway.

History of this canal dates back to the days of the Maharaja when the canal from Trivandrum to Kollam was dug by the great Maharaja of Travancore. Now, Mr. Tytler is going to add to this glorious past. Due to

density of population; and to density of traffic; and due to several other problems, the national highways in Kerala have almost shrunk to the level of village roads. It has become very congested. As good transportation has become difficult an alternate route is to be developed. So, the waterways are the only alternate means of transport. So, development of waterways in Kerala has become a subject of utmost importance for the last many years as Shrimati Susheela Gopalan has said. The Kerala Government has drawn up many programmes in the past connecting all the coastal towns, ports and roads. The Kerala Government has got a lot of ideas but its coffers are not rich enough to implement the programmes because ours is a poor State.

I have a very mild criticism about Mr. Tytler that he is going to declare these waterways from Quilon to Cochin, that this segment alone is going to be declared. Of course, I know that the Minister is a very generous person and he has got a very special consideration for Kerala, so we expect something more from his speech. But in spite of that I expect that the entire stretch from Trivandrum to Mahi be included in this Bill. For which that techno-economic survey was conducted. Otherwise, Shri Tytler will have to come to this House for passing another Bill to include other stretches. It be a comprehensive Bill. To that extent, I agree with Shri Dhananjaya Kumar also.

West cost canal is not simply a waterway. This is not simply a Canal but this is the embodiment of the aspirations of the people of the State of Kerala. So this waterway, which is going to pave for the development of the entire State, if it is to be effective then the entire stretch upto Mahi has to be taken up. Finance also is a constraint in this. I know that there is no dearth of any willingness on the part of the Government or the Minister. If necessary we should think of availing of loans from international agencies also to develop such a scheme.

As Shrimati Susheela Gopalan has mentioned, when this programme was origi-

nally envisaged in 1957. A Committee was appointed to study this waterway and transportation system. What is the cost escalation every year? We may blame each other but it is a fact of life that 20 per cent cost escalation is there annually. So the project which costs Rs. 100 crores this year will cost Rs. 120 crores next year. The stretch of waterways from Trivandrum to Mahi was envisaged long ago; now the cost would have risen to ten times of that. The more we delay it the more will be the escalation. The project may become still born. The thing is that we have to invest more money because this is a viable scheme. Many people have laboured on this issue and many have contributed to this. Now Shri. Tytler is now in a position to bring out this legislation, of course, unfortunately the last Bill which was brought had lapsed. Now this is the second attempt. So, I hope there will not be any problem in passing this Bill, this is a potential scheme. Now the scheme is coming upto Cochin, from Cochin to Trichur via Cranganore, the famous port town, where is AD52 St. Thomas landed. From Cranganore to Canoli the canal reaches upto Ponnani and further to Mahi. It is easy to extend it upto that point. It will not be very expensive. The whole stretch is almost a natural canal which is 75 per cent navigable. So this is just connecting and digging wherever it is absolutely necessary. By that one of the most profitable transportation network can be developed. This is more important and economical than what it appears to be. This is going to be a historic thing as far as development of the Kerala State is concerned. I once again request the hon. Minister to be liberal in approach as he may think of making the scheme more longer and at least reaching upto Trichur and beyond that upto Mahi. Then only this dream will be fulfilled. So we still have much hope in even though this is, for the time being confined to a segment. Of course, the Minister can and we expect that he will in his reply be more liberal than what he has explained while introducing the Bill the whole stretch upto Mahi or if possible the entire coastal route upto Kasaragode be included.

Now there are new mode of transport

like hovercrafts and others which can solve the problem of transportation to a great extent. Here is a fertile area for experimentation for all this the hon. Minister may take up this as a very special case.

Shri Charles has made a fervent plea to extend it up to Kovalam the internationally famous tourist resort. My request is that it may be extended towards the Northern side to reach up to Mahi or Kasargode from Kovalam. This may be given top priority in the future schemes of the inland water authority.

I once again express heartfelt thanks on behalf of the people of Kerala and I also congratulate our dynamic Minister for introducing this Bill. I request the hon. Minister to fulfil the dream of the Kerala people to make it more comprehensive and useful. With all my heart and soul I support this Bill.

[Translation]

SHRIBHOGENDRAJHA (Madhubani): Mr. Chairman, Sir, I support this Bill. The development of inland waterways in our country is still quite unsatisfactory. A reference has been made to Allahabad-Haldia, Sadiya-Dhubri, the West Coast Canal and Champakara and Udyog-Mandal Canals. Their development is also not possible. It is my submission to the hon. Minister and especially the Government that there is an urgent need for a change in the attitude on its part of approving just in name, but not doing anything concrete. During the British Raj, there used to be a steamer service on the Ganges right from its opening in the sea upto Prayag. Now, it is falling into decay and after the passage of this Bill, it needs to be rectified.

Mr. Chairman, Sir, it is also my plea to the Government that it should also take up the work of dredging in River Ganges, as it is a very important river. As dredging is not done the condition of Satiya-Dhubri stretch of River Brahmaputra is also the same and it can create problems. It is well-known that River Ganges is one of the largest and most

important sources of water supply and it used to be cleaned annually. Talks are being held with the Royal Nepalese Government for the construction of a dam, at the site where Kosi meets Ganges, but unfortunately, the Indian Government has opposed the Nepalese proposal for a steamer service, on the grounds that it is prejudicial to the interests of this country. One wonders as to which official adopted the approach that Nepal should suffer. If Nepal suffers, it doesn't matter, but here both countries will suffer equally. The Allahabad-Haldia waterway links up with it which in turn goes till Monghyr Bhagalpur. This is in the interest of both the countries. Therefore, Mr. Chairman, Sir, through you, I would like to submit to the hon. Minister that in the statement of objects and reasons, it is mentioned that the Allahabad-Haldia Stretch of Ganges river and the Sadiya-Dhubri stretch of Brahmaputra river have already been declared as national waterways and that it is now proposed to declare a stretch of the West Coast Canal and Champakara and Udyogmandal canals as the third national waterway. Now I would like to know as to what the Government proposes to do for their development. We will support the Bill, and pass it, but what plans have been formulated for the development of these waterways. What is in the mind of the hon. Minister which will make this Bill bear fruit, and not allow it to remain merely on paper? Similarly, although, I do not have any specific information on the Satiya-Dhubri stretch of Brahmaputra river, its development is impossible.

Now, the most dangerous thing is, as I mentioned just now, the Indian Government has opposed the Nepalese proposal but we should retrace our steps, forthwith. Nepal is a friendly country. Apart from that, it is in the interest of both India and Nepal. Upto the Barah region—now Barah is an ancient region, where an Avatara of Lord Vishnu took the form of a boar and salvaged the earth from beneath the ocean. Now the Himalayas are also in the shape of a boar, i.e. why I called it 'Barah'. If I use the term 'Suar', some people may take offence to it. It is because of this. That I called it the 'Barah' region.

I would like the hon. Minister to give an assurance in the House that we will review our initial opposition to the Nepalese proposal and take a positive stand, as it is in the larger interests of both the countries. With these words, I support the National Waterway Bill 1992, so that the Government can successfully fulfil its objects, and properly develop the inland waterways in the country. Thank you.

[English]

SHRI JAGDISH TYTLER: Sir, first of all I would like to thank all the hon. Members who have taken part in this discussion and I see that every one of them had supported the Bill. The hon. Members have raised certain queries and certain apprehensions. I would like to give my views in a nutshell.

Sir, I would like first to inform that the National Transport Policy Committee in 1980 had identified ten Waterways to consider as National Waterways. I think, these have not been announced till now. Now I would announce them. They are: Ganga-Bhagirathi-Hooghly Rivers; Brahmaputra river; Sunderbans; West Coast Canal; Godavari; Krishna; Mahanadi; Narmada; Tapi; Mandovi and Zuari rivers and the Cumberjua Canal in Goa.

There are certain conditions for declaring as National Waterway. They are:

It should possess capability of navigation by mechanically propelled vessels of a reasonable size.

It should have about 45 metre wide channel and minimum 1.5 metre depth.

It should be a continuous stretch of 50 kms, the only exception to be made to waterway length is for urban conglomerations and intra-port traffic.

It should pass through and serve the interest of more than one State.

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It should connect a vast and prosperous hinterland and major port. being set up at Dhubri, Pandu, Karimganj. So, the work is going on. (*Interruptions*).

It should pass through a strategic region where development of navigation is considered necessary.

Keeping these in view, the Government of India in 1982 and in 1988 had declared two National Waterways: (i) Allahabad - Haldia Stretch of the Ganga-Brahmaputra-Hooghli (1620 Kms); and (ii) Sadiya-Dhubri Stretch of Brahamaputra river (891 kms).

Some of the hon. Members have said that no development has taken place and no money has been spent. That is not right. I would like to inform the hon. Member.. (*Interruptions*)

SHRI BHOGENDRAJHA: I am not talking of money. I am talking of the actual development.. (*Interruptions*)

SHRI JAGDISH TYTLER: Can I complete my sentence? Once I complete my sentence, I think, the second part of your point will also be answered.

The proposed expenditure is Rs. 240 crores in the Eight Plan. This is more than double the outlay right from the time, that is 1991. Now the total expenditure from Seventh Plan was Rs. 27.55 crores on National Waterway No. 1; and Rs. 3.75 crores on National Waterway No. 2.

Regular cargo service on a promotional basis has commenced between Calcutta and Patna from October 1991 on National Waterway No. 1.

On National Waterway No. 2, there is regular service between Calcutta - Pandu (Gauhati) and Calcutta - Karimganj (Silchar).

Development has been done in the two National Waterways. Temporary terminals are already there at Patna, Bhagalpur. Navigability has been ensured from Calcutta to Ballia. Terminal has been sanctioned at Patna at a cost of Rs. 4.90 crores. Terminals are

DR. ASIM BALA (Nabadwip): You have taken some project names like Hooghly-Bhagirathi Allahabad Haldia for navigation purposes. I want to know when these projects for navigation purposes will be started.

SHRI JAGDISH TYTLER: It has been taken up in 1988 and we have started the work. In about overnight's time, I cannot tell what is being done. I am answering to those hon. Members who have said that no development work has been done. I just want to inform the Members that the work has started. It does not mean that the work is completed in all the national waterways. This is a beginning of what we have done. The amount already sanctioned has been doubled in the Budget and rest of the work will be taken up. (*Interruptions*). If you let me complete, probably assurances would come on certain points because I have noted down the points of the hon. Members who have taken part in the Debate and I would like to answer them first.

Many hon. Members from the South have asked that this West Coast Canal should be extended from Trivendrum to Kasergode. No doubt a proposal was discussed and a feasibility study was done. I would like to inform them the Government's mind is not closed on this stretch only. I know so many hon. Members from the South particularly Shri A. Charles who have been raising this matter for the last ten years. As soon as I took over, I said that this is a necessity which should be given. But, I have my difficulties. I would like just to inform the hon. Members that from Trivendrum to Kasergode, the only stretch which is available to the Government is Kollam to Kottapuram where the waterway is wider and deep and sufficient cargo is available also that is 3.9 million tonnes. But, if I were to take from Mahe to Kasergode, now there is no canal waterway which is continuous. in 54 kms and very high cutting of laterite rocks is required. (*Interruptions*).

SHRI E. AHAMED (Manjeri): There is a beautiful waterway between Mahe through

Korapuzha to Cochin which can be used as a very good inland water way. There was also a draft project prepared for the same.

SHRI JAGDISH TYTLER: We are not taking it up. I am thankful to all the hon. Members. I can assure them that whenever next opportunity arises, we will examine a fresh the economic feasibility of the projects which are remaining. I would just like to inform that even in that stretch from Mahe to Kasergode, there is not enough cargo. It is only 0.01 million tonnes and the cost of the whole project from mahe to Kasergode is going to cost Rs. 277.70 crores, from Kottapuram to Mahe which is a stretch of 242 kms, the total cost is about Rs. 507.50 crores and 50 per cent of the water-way is not having a width of more than 20 meters. There are no canals. Waterway is only 18 kms and at present not much cargo potential is there. Even from Trivendrum to Kollam, it will cost the Government Rs. 550 crores. Only 26 per cent of waterway is having a width of more than 20 mtrs. The two tunnels are of a total length of 1 km and cargo potential is very less. But that does not mean that the Government is going to close its mind. (Interruptions). The ideas which the hon. lady Member has given, we will get examined by experts.

I would just like to inform you that the total length of the proposed National Waterway which is going to be declared, is 205 kilometres. From Kollam to Kottapuram, it is 168 kilometres; Champakara canal is 14 kilometres and Udyogmandal canal is 23 kilometres.

I have just given you the full picture as to why it is not possible at this particular juncture to declare other stretches as National Waterways. I would like to inform the hon. Members that in view of the better navigational condition in Champakara and Udyogmandal Canals, we are going to declare them as National Waterway. Potential cargo is available there and, no doubt, we are going to have a job potential there.

As the hon. Members have said, we are

going to inform the State Government that they should allow commercial exploitation of the land on both sides of the canal for building houses, building hotels and restaurants or for any other purpose that is possible, so that in future we are able to utilise this land for potentially commercial purposes. Not only this, I would also request the State Government that whatever little portions are left for being connected, they should take them up at their own so that at least when the time comes, we would have this full canal. Government of India will be prepared to help them in whichever way they would like us to.

The terminals which are proposed to be constructed at Kollam are: Ashtamudi, Chavara, Kayamkulam, Arattupuzha, Trikkunnapuzha, Ambalapuzha, Alleppey, Vechoor, Shertallai, Vaikom, Arookutty, Ernakulum, Cochin and Kottapuram.

As regards Champakara Canal and Udyogmandal Canal, the improvement works have already been undertaken under Centrally Sponsored Scheme at a total cost of Rs. 5.46 crores. I think most of the work has been completed but there are some works which have been left. So, there will be no works which, in future, will be required to be taken up in these two canals.

The traffic potential in 1989-90 was 16.6 million tonnes and the share of inland water transport was two million tonnes. I think once it is fully developed, in 1994-95 we expect that 3.5 million tonne commodities would move on this.

In the end, I would say that it is a good proposal which the Central Government is bringing out, and this is only at the request of the Members. I can give assurance, as I have given also, that a fresh Feasibility Report would be got prepared on the suggestions you have given.

Keeping this in view, I hope you would pass this Bill.

SHRI V. DHANANJAYA KUMAR: What

699 National Waterway (Kollam- July 27, 1992 Kottapuramstretch of West 700
Coast Canal and Champakara and UdyogmandalCanals) Bill CONTD
about the likely obstructions for fishing operations?

SHRI JAGDISH TYTLER: In the other two National Waterways, we have had no problems as far as fishing is concerned. Rather, fishermen feel happy that we are able to create some more facilities for them. So, there is no hindrance for fishing.

SHRI BHOGENDRA JHA: What about the issue of Ganga, Bhagirathi and Hooghly?

SHRI JAGDISH TYTLER: That does not come under us. I have told you about the ten waterways which have been identified and I also told you the projects which have been sanctioned.

SHRI RAMNAIK (Bombay North): About the English name of Quilon and Kollam, you have not explained the position.

SHRI JAGDISH TYTLER: You have proposed an amendment also with regard to this, which I hope very kindly you would withdraw. I would say that this Bill has come with the word 'Kollam'.

I would like to mention that these names are of the same place. The official name given to this place by the State Government of Kerala is 'Kollam'. Therefore, there was no need to go in for an amendment because this is the official name given by the Government of Kerala. (Interruptions)

DR. ASIM BALA: Sir, I want to mention that in the Allahabad-Haldia Stretch of the Ganga-Bhagirathi-Hooghly and a stretch of Brahmaputra river, the river beds are being silted. The water level is also very less and requires desiltation. I want to know whether the hon. Minister will assure the House that they will start work in that area for navigation purpose? The water-bed is silted.

SHRI JAGDISH TYTLER: Sir, as far as Calcutta-Ballia section is concerned, we are seeing to it that it is navigable. The rest is all on-going projects. Work is going on there. The desilting is going to be there all the time.

MR. CHAIRMAN: Yes. Let us try to pass the Bill early. there is no time. At 4 O'clock we are taking up discussion under Rule 193. (Interruptions)

MR. CHAIRMAN: Shri Charles, do you want this Bill to be passed today or not?

SHRI A. CHARLES (Trivandrum): Sir, In 1988 when the Bill was taken up, there was a categorical assurance by the then Minister of Surface Transport that a separate study upto Kovalam will be conducted. I only want to know from the hon. Minister whether that assurance will be respected or not? (Interruptions)

SHRI JAGDISH TYTLER: That assurance will be respected by the Government.

MR. CHAIRMAN: Prof. Rasa Singh Rawat, are you pressing your amendment?

[Translation]

Prof. Rasa Singh Rawat (Ajmer): Sir, through you, I would like to tell the Government only this much that maximum efforts should be made to develop inland waterways in the country, wherever possible. We all unanimously support the decision to declare the river stretched mentioned in the Bill as national waterways. It is indeed something very positive. If such waterways become functional in the Sea Coasts and Canals of Kerala, then proper development of the adjacent areas would also be its natural fallout. There is the Ganges, the Brahmaputra..(Interruptions)..By declaring them as National waterways, ships and boats operating there can boost commercial activities. This trade facility should definitely be expanded. In my State, the Rajasthan Canal is nearing completion. It is so long and wide that it will reach upto Jaisalmer..(Interruptions)

[English]

MR. CHAIRMAN: Now I am putting amendment no. 10 of Prof. Rasa Singh Rawat to the vote of the House.

**Amendment No. 10 was put and
negatived**

MR. CHAIRMAN: The question is:

"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".

The motion was adopted.

MR. CHAIRMAN: The House will now take up Clause by Clause consideration of the Bill.

Clause 2 Declaration of Kollam-Kottapuram stretch of West canal and Champa Kara and Udyog mandal canals to be a national waterway

SHRI RAM NAIK (Bombay North): I beg to move:

"Page 2, line 3,

for "Kollam",

substitute "Quilon".

The hon. Minister has contradicted himself by what he has said. He says that the Kerala Government has given this name. But the Central Government has rejected it. (*Interruptions*)

SHRI JAGDISH TYTLER: It is wrong. I did not say that. The Central Government cannot reject. (*Interruptions*)

Once we take this Bill to the Government it will be considered. Otherwise I will

not bring a Bill here. I am just saying that we have accepted the name because the Kerala Government has done it. (*Interruptions*)

SHRI RAM NAIK: I may say that the Home Minister has rejected this demand. (*Interruptions*) I am not connecting with that at all. I want this Government to be common to all. There should not be any discrimination and only from that point of view I press my amendment.

MR. CHAIRMAN: I shall now put Amendment No. 8 moved by Shri Ram Naik to the vote of the House.

**Amendment No. 8 was put and
negatived.**

MR. CHAIRMAN: I shall now put clause 2 to the vote of the House.

The question is:

"That clause 2 stand part of the Bill."

The motion was adopted.

Clause 2 was added to the Bill.

Clause 3 Declaration as to expediency of control by the union of Kollam-Kottapuram stretch of West coast canal and Champakara and Udyog mandal canal for certain purposes

SHRI RAM NAIK: I move:

Page 2, line 8,—

for "Kollam"

substitute "Quilon"

MR. CHAIRMAN: I shall now put amendment No. 9 moved by Shri Ram Naik to the vote of the House.

Amendment No. 9 was put and negatived.

MR. CHAIRMAN: I shall now put clause

The question is:

for "Kollam"

"That clause 3 stand part of the Bill."

Substitute "Quilon"

The motion was adopted.

MR. CHAIRMAN: I shall now put amend-
ment No. 6 moved by Shri Ram Naik to the
vote of the House.

MR. CHAIRMAN: The question is:

"That schedule stand part of the Bill."

**Amendment No. 6 was put and
negatived.**

The motion was adopted.

MR. CHAIRMAN: I shall now put the
Long Title to the vote of the House.

Clause 3 was added to the Bill.

The Schedule was added to the Bill.

The question is:

Clause 1 - Short Title and Commence-
ment

"That the Title stand part of the Bill."

SHRI RAM NAIK: Sir, I move:

The motion was adopted.

Page 1, line 3,—

The title was added to the Bill.

For "Kollam"

SHRI JAGDISH TYTLER: Sir, I move:

Substitute "Quilon"

[*Translation*]

"That the Bill be passed."

MR. CHAIRMAN: I shall now put amend-
ment No. 7 to clause 1 moved by Shri Ram
Naik to the vote of the House.

MR. CHAIRMAN Sir, I would also speak
something

**Amendment No. 7 was put and
negatived.**

[*English*]

MR. CHAIRMAN: Do I have the permis-
sion to continue with this now? I take some
more time. (*Interruptions*).

MR. CHAIRMAN: I shall now put clause
1 to the vote of the House.

MR CHAIRMAN: Then, motion moved:

The question is:

"That the Bill be passed."

"That motion was adopted.

Clause 1 was added to the Bill

Now, with the permission of the House
I continue with it for ten minutes more. Now,
Mr. Nitish Kumar may speak.

The Enacting Formula was added to
the Bill.

[*Translation*]

Long Title

SHRI RAM NAIK: Sir, I move:

SHRI NITISH KUMAR: Mr. Chairman,
Sir, I would like to finish in one sentence. I
would like to know from the hon. Minister,

whether the Government proposes to concede to the long pending demand for declaring the Allahabad-Bengal stretch of river Ganges as a national waterway, on the lines of the declaration made with regard to Kerala and also the time by which it is expected to be done? (*Interruptions*)

[*English*]

MR. CHAIRMAN: The question is:

"That the Bill be passed."

The motion was adopted.

16,03 hrs.

DISCUSSION UNDER RULE — 193.

DROUGHT SITUATION IN VARIOUS PARTS OF THE COUNTRY.

[*English*]

MR. CHAIRMAN: Now, we shall take up the next item, that is, the discussion under rule 193 on the prevailing drought situation in various parts of the country.

Shri Subrata Mukherjee — Not Present.

Dr. Laxminarain Pandey.

[*Translation*]

DR. LAXMINARAYAN PANDEYA (Mandsaur): Mr. Chairman, Sir, although rainy season has now set in yet, the country is facing drought conditions, and this situation has not changed a bit. Seven crore people of only five states are affected by the drought. Madhya Pradesh, Maharashtra, U.P., Bihar, West Bengal, Orissa, Goa and other states are in the grip of severe drought. In this connection, when a discussion was held here, an answer was given on behalf of the Central Government that all possible efforts will be made to render assistance to the states affected by drought. The help which has been given by the centre, is negligible and insufficient. Madhya Pradesh has

made a demand of Rs. 250 crore, but only Rs. twenty crore have been given. In the same way, Maharashtra had made a demand of Rs. 138 crore, but Maharashtra has been given a very little amount. Even to other states, the help that was sought has not been given by the centre, and the situation continues to be the same. The rainy season has set in, but people have not yet got any relief from the drought. Among the states under the spell of drought, Maharashtra, Madhya Pradesh and Rajasthan are the worst affected. The problem of drinking water continues to be there for the cattle. The situation of fodder is grave. The quantity of foodgrains, wheat and rice supplied by the centre to various states is inadequate to meet their requirements. Just two days back, the honourable Shri Naik had raised the question of Kalahandi area of Orissa, and narrated the conditions under which drought stricken people have been compelled to flee from there and how pathetic their condition has become. I would like to further draw your attention to this. I would also like to talk about the states, visited by central study teams. Even after the reports of the study teams, the states have not been given the help they had solicited and among the Madhya Pradesh is the main. After the Prime Minister's visit to Madhya Pradesh, central team was sent to Sarguja and other areas of the state. A period of three months has elapsed since then. Honourable Minister is sitting here he will tell us the recommendations made by that team and the steps taken by the government thereon. I would like to say that Madhya Pradesh has not received assistance as per the recommendations of that team nor any concern has been shown in this regard. Normally, 25-30 C.Ms. rain is received by now, but it has been received even less than 5 cms. so far.

16.05 hrs.

[SHRI PETER G. MARBANIANG in the Chair]

I would like to quote a news item released by a news agency, 'Hindustan Samachar'. The people are fleeing from the