

मार्ग के निर्माण के लिए 53 करोड़ रुपया दिया और 23 सड़क परियोजनाएँ हैं जिसके लिए 25 करोड़ डालर देगा। इसमें उत्तर प्रदेश के छः राजमार्ग भी सम्मिलित हैं।

वाराणसी में जी०टी० रोड के इस बाई-पास के बन जाने से इलाहाबाद से कलकत्ता तक की दूरी तय करने में लगभग दो घंटे के समय की बचत होगी और करोड़ों रुपये के पेट्रोल और डीजल की भी सालाना बचत होगी। वाराणसी एक सांस्कृतिक एवं धार्मिक नगरी है और यहां प्रति वर्ष करोड़ों तीर्थ यात्रियों के साथ ही कई लाख विदेशी पर्यटक भी आते हैं। लेकिन भारी यातायात एवं आबादी के कारण वाराणसी से मुगल सराय तक के 15 किलोमीटर के रास्ते को पार करने में एक घंटे से अधिक का समय लग जाता है तथा आए दिन रास्ता जाम होने से चार घंटे से आठ घंटे तक का भी समय नष्ट होता है और बहुमूल्य डीजल एवं पेट्रोल भी नष्ट होता है, जिसके कारण भारी प्रदूषण भी होता है। जी०टी० रोड के इस बाई-पास और गंगा नदी पर बन रहे पुल में गरीब किसानों की कीमती एवं अत्यन्त उपजाऊ जमीन भी ले ली गई है और अब बीच में काम बन्द होने के कारण लोगों में बहुत ही निराशा एवं असंतोष बढ़ रहा है।

उपसभाध्यक्ष महोदय, मेरा आपके माध्यम से सरकार से अनुरोध है कि कितने कारणों से वहाँ का काम रुका गया है, इसकी जानकारी करें और उत्तर प्रदेश सरकार की भी सहायता करें, जिससे कि अगर उत्तर प्रदेश सरकार के पास संसाधन की कमी है तो वहन रहे। यह जो बाई-पास है, हाई-व है, राष्ट्रीय राजमार्ग है दोनों के सहयोग से इसका निर्माण कार्य तुरन्त पूरा होना चाहिए। लाल बहादूर शास्त्री जी मुगल सराय में पैदा हुए थे। जब वे प्रधान मंत्री थे, उन्होंने वहाँ पर यह घोषणा की थी कि पुल बनेगा। लेकिन अभी तक यह काम नहीं हो पाया है। अतः आपके माध्यम से सरकार से मेरा अनुरोध है कि तुरन्त यह काम पूरा किया जाए।

## THE NATIONAL WATERWAY (KOLLAM-KOTTAPURAM STRETCH OF WEST COAST CANAL AND CHAMPAKARA AND UDYOGMANDAL CANALS) BILL, 1992.

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): Madam, with your permission I would like to say a few words while moving the National Waterway (Kollam-Kottapuram Stretch of West Coast Canal and Champakara and Udyogmandal Canals) Bill, 1992 for consideration. Transportation by inland waterways is recognised all over the world for its inherent advantages of being the cheapest mode of transport for bulk haulage over long distances specially between places located along the water front. Its energy efficiency, low pollution effect and great potential for generation of employment among the rural weaker sections of the society are universally accepted. The Government of India has been seized of the need to develop inland water transport infrastructure and restore to Indian Water Transport its rightful place in the total transport system of the country since this mode of transport has got neglected over the years as a consequence of the development of other faster transport modes of rail, road and air. The responsibility for development of inland waterways is a shared one between the Centre and the States. The Central Government is primarily responsible for the development of waterways declared by law passed by Parliament as National Waterways. The responsibility and executive authority for development and maintenance of all waterways other than the National Waterways rests with the State Governments.

Keeping in view the slow pace of development of inland water transport in our country, several committees constituted by the Government of India in the past have recommended declaration of certain important waterways as National Waterways and the Central Government assuming the responsibility for the unified development of such National Waterways for shipping and navigation. In pursuance thereof, the Allahabad-Haldia stretch of the Ganga-Bhagirathi-Hooghly river and

[Shri Jagdish Tytler]

the Sadiya-Dhubri stretch of the Brahmaputra river have already been declared as National Waterways. The Government of India has also established the Inland Waterways Authority of India for the development, maintenance and regulation of National Waterways for safe and convenient shipping and navigation. Presently, the Inland Waterways Authority of India has taken up the task of developing and maintaining these National Waterways.

Before a waterway can be considered for declaration as a National Waterway, it is essential to undertake hydrographic surveys and techno-economic studies to assess the extent of development works required and their financial implications. Such studies were earlier carried out in the Kollam-Kottapuram stretch of West Coast canal. Based on the studies, the Government has decided to declare the Kollam-Kottapuram stretch of West Coast canal and Champakara and Udyogmandal canals at 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 the 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 stretch between Kottapuram and Kasergode in the North and the stretch between Kollam and Kovalam in the southern section of the West Coast canal pose many difficult problems for development which make their development not cost-effective. Therefore, on the basis of the feasibility studies and the potential of improvement in inland water transport, the Government has decided now 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 kms. and the full traffic potential is estimated at 3.5 million tonnes.

During the discussion on the Bill the Lok Sabha in the current Session several Members had expressed that the waterway should be extended up to Trivandrum in the South and Mahabub Kasergode in the North. As I mentioned in my reply, no doubt the proposal was discussed and feasibility study was done. I would like to inform that the Government's mind is not closed on the Kollam-Kottapuram stretch only. I would, however, like to inform that from Trivandrum to Kasergode, the stretch which is available to the Government is Kollam-Kottapuram where the waterway is wider and deep and sufficient cargo is available. I would, therefore, like to mention that whenever the next opportunity arises, we will examine the fresh economic feasibility of the remaining stretches.

Madam, I hope the development of the proposed National Waterway would contribute greatly to the economic development of the region and hence it is a non-controversial measure. The Lok Sabha had passed this Bill for the second time. With these words, Madam, I move:

"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 purposes of shipping and navigation on the said waterway and for matters connected therewith or incidental thereto as passed by Lok Sabha, be taken into consideration."

*The question was proposed.*

**SHRI O. RAJAGOPAL (Madhya Pradesh):** Madam Vice-Chairman, this is a piece of legislation regarding which there is very little scope for much controversy. Now, the hon. Minister has stated the virtue and the necessity for having waterway transport augmented in Kerala. But according to the Minister, for want of resources and other technical reasons they are not able to consider the demand

for having a waterway from Kasargode in the North and Kovalam in the South. This is the demand of the people of Kerala. At least there is some move on the part of the Government of India to fulfil the aspiration of the people of Kerala to some extent. To that extent, it is welcome. But it is half-hearted and what has been done is comparatively less than what is sufficient. Now the total requirement will be about 900 kms. The present proposal covers only 205 kms. Now this 205 kms. is covered by an area where there is deep backwaters; sufficient depth of water is there. Therefore, much investment is not called for as far as this stretch of 205 kms. is concerned. And I am happy to hear the Minister saying that the Government of India has not closed its mind on this aspect. Now what financial constraints has he pointed out? I would suggest that this should not be looked at solely from the angle of the amount of revenue to be earned from that. We must have an integrated outlook of the problem. This should not be viewed solely on the basis of how much cargo it can convey, how many passengers can be taken. This is one consideration. There are some other considerations also. For example, in a State like Kerala where expansion of roadways is limited and where the road-mileage is already at its peak, further expansion is possible only by this waterway and such other means. Therefore, some emphasis should be laid on this. Moreover, the general feeling in Kerala is that it being far away from Delhi, Kerala is being ignored. This is the general feeling. Neglect of Kerala is a common feeling there. I think if there is some massive investment on this coast, it will go a long way... *(Interruptions)* ..

**SHRI V. NARAYANASAMY** (Pondicherry): Kerala is not ignored. They will not leave Kerala to be ignored... *(Interruptions)* ...

**SHRI O. RAJAGOPAL**: There is a feeling among people that Kerala is being ignored and at least if a Master Plan regarding this West Coast covering from Kasargod to Kovalam of 900 kilometre-

tres if such a proposal is taken up, it will give a feeling that the Centre is really concerned about the desires of the people of Kerala. Madam, when I am referring to this aspect, it should be looked at not only from the angle of earning revenue but also that this is a way by which the potential of tourism can be augmented. Now, Kerala being the most beautiful State in the whole country, I think the Government of India should fully exploit its potential.... *(Interruptions)* ...

**THE VICE-CHAIRMAN (SHRI MATTI JAYANTHI NATARAJAN)**: Not in the world.

**SHRI O. RAJA GOPAL**: This is one consideration. The other consideration is that this area covers places like Trivandrum and Varkala which are associated with Narayanaguru and places like Vaikkom where the first satyagraha of our independence struggle took place, and the most famous religious places like Guruvayur—these are all covered. Therefore, my submission is if we don't take up the whole stretch from Kovalam to Kasargod at a stretch, there can be a method by which the Government can declare the whole way as a National Waterway and then the implementation can be in stages and the amount required for that can be expended over a period of time. It can be implemented in stages. So, as a first step, I submit that the stretch from Thiruvananthapuram to Guruvayur, I mean from Kottapuram to Guruvayur, which is not much, should be first undertaken. So also from Kollam to Thiruvananthapuram. This is the area where during the Maharaja's regime, there used to be regular passenger traffic and it is a pity after so many years of independence, what facilities that the people were enjoying before independence, they are not able to enjoy now. This is the situation. There is a duty cast upon the Government of India to take particular interest in the matter and see that at least stretch from Thiruvananthapuram to Guruvayur is implemented. This is all that I have to say. With this, I support this Bill.

Thank you, Sir.

श्री एस० एस० अहलुवालिया (बिहार) : उपसभाध्यक्ष महोदय, राष्ट्रीय जलमार्ग (पश्चिमी तट नहर और चंपकरा और उद्योगमंडल नहरों का कोलम-कोट्टपुरम खंड) विधेयक, 1992 जो लोकसभा द्वारा पारित किया गया है, मैं उसका समर्थन करने के लिए खड़ा हुआ हूँ।

उपसभाध्यक्ष महोदय, केरल एक ऐसा राज्य है जहाँ छोटी बड़ी करीब 44 नदियाँ हैं और ये 44 नदियाँ जल मार्ग के माध्यम के काम आती हैं। पर जो भी काम आज तक हो रहा है वह जो ट्रेडिशनल नौकायें थीं उनके माध्यम से होता रहा है और वक्त बे वक्त यहाँ की जो मिटरल्स हैं, जो इंडस्ट्रीज हैं इनका सामान रोड और रेल के माध्यम से ले जाने के बजाय जल स्रोत के माध्यम से ले जाने में अधिक सुविधा होती है। इन 44 दरियाओं में से करीब 41 दरियायें ऐसी हैं जहाँ जलमार्ग बन सकता है या बना हुआ है और करीब 3 दरियायें ऐसी हैं जो पहाड़ी हैं जहाँ पर कोई उपाय नहीं है। अगर पूरे केरल के जलमार्ग का विभाजन किया जाए तो वह तीन हिस्सों में बाँटा गया है। जो उनका नादने सेक्शन है उसे नार्थ ग्राफ पोन्नाणि, जो सेन्ट्रल सेक्शन है उसे पोन्नाणि टू कोल्लम और सर्वन सेक्शन जो है उसे साउथ ग्राफ कालिन कह सकते हैं। यहाँ जलमार्ग की काफी जरूरत इसलिए महसूस की गई कि वहाँ काफी स्कोप था। उसका कारण था जो फेक्ट फटीलाइजर का कारखाना है—अलवाई-कोचीन में है और सीमेंट का कारखाना कोट्टायम में है। हाईब्रियर को कोचीन पोर्ट तक ले जाने और उधर से लाने के लिए, तेल लादने के लिए कोचीन रिफाइनरी से पोर्ट की तरफ ले जाने के लिए या पोर्ट से अंदर की तरफ लाने के लिए इस तरह से काफी स्कोप था। इसमें बहुत सारा काम किया जा सकता था। अभी भी जो कुछ केरल में हुआ है उसमें बहुत सारी कमियाँ हैं, खामियाँ हैं। जलमार्ग के बारे में हम लोग बहुत दिनों से सोच रहे हैं। आज से नहीं जब से ब्रिटिश साम्राज्यवाद हमारे देश में था, मिस्टर काटन ने काफी अरसे पहले 1819 में शायद हमें कहा कि भारत

में जलमार्ग का रास्ता बहुत अच्छा बनाया जा सकता है क्योंकि वहाँ की तरह से हमारे भारत में भी जलमार्ग की व्यवस्था करना चाहते थे। हमारे यहाँ गंगा एक ऐसी दरिया है जो हिमालय से निकल कर नीचे तक जब आती है समुद्र तक, बे ग्राफ बंगाल तक या ब्रह्मपुत्र नदी बे ग्राफ बंगाल तक पहुँचती है उसके माध्यम से बहुत सारे रास्ते निकाले जा सकते हैं। इससे ट्रांसपोर्ट में खर्च बहुत कम किया जा सकता है। जब ब्रिटिश साम्राज्यवादी, ब्रिटिश अफसर हमारे यहाँ भारत में आये और उन्होंने यहाँ पर जलपोतों को देखा, दरियाओं में चलते देखा, नौकाओं को चलते हुए देखा, उन्होंने अपनी पद्धति के हिसाब से यहाँ पर दरियाओं में बड़े-बड़े स्टीम शिप चलाने की कोशिश की, काफी दिन तक चलते रहे। पर ऐसा एक वक्त ब्रिटिशर्स के सामने भी आया, गुनाइटेड किंगडम के सामने आया, जब लोकोमोटिव नहीं था, जल मार्ग ही एक सबसे महत्वपूर्ण रास्ता था, जब रोड्स में गाड़ियाँ नहीं चलती थीं, बड़े-बड़े ट्रक नहीं चलते थे तब भी जलमार्ग ही एक रास्ता था, जैसे-जैसे साइंस में प्रगति होती गई हम तीव्र गति से आगे बढ़ते गये। हम लोगों ने तेज रफ्तार के स्टीम इंजन लगा लिये, रेल लाइने बिछा ली। हम लोगों ने मेटल की सड़कें बिछा ली, जिसपर ट्रक चलाने लगे (समय की घंटों) यह महत्वपूर्ण सवाल है। इसको उठाकर मैं अपना वक्तव्य समाप्त करूँगा। 1930 में ब्रिटिशर्स ने जिस तरह से अपने इलाके में कैवाल प्रोजेक्ट को बंद करके उन्होंने लोकोमोटिव शुरू किया उसी तरह उनके हिसाब से जब भारत में भी लोकोमोटिव शुरू किया तो स्टीम शिप पर, जो जलमार्ग पर जहाज चलते थे उन पर दिन-प्रतिदिन कमी होती गई। 1951 से लेकर आज तक जो भी ट्रांसपोर्ट मिनिस्टर्स हुए हैं हर ट्रांसपोर्ट मिनिस्टर की यह कोशिश रही है कि जल मार्ग में किसी तरह से उन्नति लाई जाय। परन्तु मुख्य मुद्दा यह है कि जल मार्ग में उन्नति लाने पर आज तक ध्यान नहीं दिया जा सका है। अगर इन चीजों पर ध्यान दिया गया होता तो शायद हम बहुत आगे बढ़ गये होते। आज सब से बड़ी जरूरत है कि हम

अपने इतने बड़े जल मार्ग पर कंट्रोल रखने के लिए रीवर मैनेजमेंट पर ध्यान दें। मुझे जहाँ तक पता है, हमारे देश में पर्याप्त रीवर मैनेजमेंट इन्स्टिट्यूट नहीं हैं। आज भी जो हमारे नाविक और मल्लाह हैं वे इस काम को खुद जानते हैं और पुष्टों से अपने मां-बाप से और बाप दादाओं से सीखते आ रहे हैं। नौका बनाना भी वे पुष्टों से सीखते आ रहे हैं। लेकिन हमारे जो हरल एरियाज हैं, रीवर साइड है, वहाँ पर रीवर मैनेजमेंट की कोई ट्रेनिंग उन लोगों को नहीं मिलती है। लेकिन आज रीवर मैनेजमेंट की ट्रेनिंग देने की बहुत जरूरत है जब हम जल मार्ग की स्थापना करने जा रहे हैं तो नौका या स्टीम शिप वहाँ से गुजरेंगे, उनको पता लगेगा कि रीवर बैंड में सिल्टिंग हो गया है और उसके डिमिल्टिंग का प्रोग्राम भी रेगुलर ढंग से होता रहता है। लेकिन अभी तक उसमें चूक रही है। आज जो फ्लड आते हैं उसके पीछे कारण क्या है? आज जो डल्टा डेवलप हो जाते हैं, उसके पीछे कारण क्या है? आज दरियाओं का जो फैलाव हो गया है उसके पीछे कारण क्या है? इसका कारण यह है कि उनका ड्रिजिंग नहीं होता है। हम रीवर मैनेजमेंट से उनको गहरा नहीं करते हैं। उनमें दिन प्रतिदिन सिल्टिंग बढ़ता जाता है और वे चौड़ी होती जाती हैं। लेकिन अगर उनका प्रयोग होता रहे, जल मार्ग पर नौका जहाज चलते रहे तो उनको पता रहता है कि इनमें सुधार की जरूरत है।

एक चौकाने वाली बात है, मैं आपको बिहार के बारे में बताता हूँ। अगर आप पटना से बलिया बाई रेल जायें तो वह 379 किलोमीटर है और बाई रोड जायें तो 407 किलोमीटर है और बाई वाटर जायें तो 130 किलोमीटर है। यह कितने किलोमीटर कम फासला है, यह सोचने की बात है। उसी तरह से पटना से छप्परा जायें तो यह बाई रेल 314 किलोमीटर है और बाया मोकामा जायें तो बाई रोड 268 किलोमीटर है और अगर पानी के माध्यम से जायें तो सिर्फ 80 किलोमीटर है। उसी तरह से पटना से दिगवाड़ा जायें तो यह बाई रेल

283 किलोमीटर है और बाई रोड 248 किलोमीटर है। लेकिन अगर रीवर से जायें तो सिर्फ 40 किलोमीटर है। उसी तरह बस्तर से छप्परा जायें तो 327 किलोमीटर है और यह बाई रेल है और बाई रोड 405 किलोमीटर है। लेकिन अगर रीवर से जायें तो 105 किलोमीटर है।

THE VICE-CHAIRMAN (SHRI-MATI JAYANTHI NATARAJAN): You will have to conclude now.

श्री एस०एस० अहलुवालिया : इन सब चीजों का ख्याल रखने की जरूरत है। मैं समाप्त कर रहा हूँ। आप अन्दाजा लगा सकते हैं कि इससे कितना फायदा बचाया जा सकता है। इसके अलावा रोड पर जो कंजेशन होता है, ट्रांसपोर्ट की इतनी प्रोब्लम है उस प्रोब्लम से भी बचा जा सकता है। रेलों के ऊपर आजकल इतना दबाव है, उससे भी बचा जा सकता है अगर हम अपने जल मार्ग को स्थायी करें। लेकिन दुर्भाग्य यह है कि हम रेल के बजट के लिए तो काफी पैसा देते हैं, रोड बनाने के लिए भी काफी पैसा देते हैं और इस बार के रेल बजट में करीब एक हजार करोड़ खपया दिया है 3325 किलोमीटर रेल ट्रैक बनाने के लिए ... (व्यवधान)

THE VICE-CHAIRMAN (SHRI-MATI JAYANTHI NATARAJAN): You will have to conclude now.

AN HON. MEMBER: He is making basic points.

THE VICE-CHAIRMAN (SHRI-MATI JAYANTHI NATARAJAN): But, unfortunately, there are four speakers from the Congress and only 25 minutes are allotted.

SHRI S. S. AHLUWALIA: Madam, that is not the point. The point is that when I am putting something on record, I should get a little more time.

THE VICE-CHAIRMAN (SHRI-MATI JAYANTHI NATARAJAN): I don't mind. But I have to point out the time to you—isn't it?—because there are four speakers.

श्री एस० एस० अहलुवालिया : महोदया, रोड बनाने के लिए 1575 करोड़ रुपया दिया गया है। लेकिन जल मार्ग के लिए कितना रुपया दिया गया है? मैं समझता हूँ कि जल मार्ग के लिए इंफ्रास्ट्रक्चर बढ़ाने के लिए ज्यादा से ज्यादा पैसा देने की जरूरत है। क्योंकि इसमें हमने अनाउन्समेंट तो बहुत कुछ कर दिया। हमने अनाउन्समेंट किया है कि असम से बंगलादेश जाने के लिये हम यह बनायेंगे। कलकत्ता से पांडु, पांडु से कलकत्ता, कलकत्ता से करीमगंज, करीमगंज से कलकत्ता, कलकत्ता से बंगलादेश, कलकत्ता से पटना, कलकत्ता से हल्दिया हल्दिया से कलकत्ता, कलकत्ता से इंटरनल बिहार और इंटरनल हल्दिया से तथा चौरा तथा हल्दिया से बजबज, इन बड़े-बड़े वाटरवेज को लगाकर हम वहां के जो बड़े-बड़े कारखाने हैं, उन कारखानों में जो चीजें बनती हैं, रिफाइनरीज हैं, स्टील इंडस्ट्री है, कोल है, आइरन और है, मैंगनीज है डायनोमाइट है, लाइम स्टोन है, जितने भी मिनरल्स वहां हैं, उनको डिस्पैच करने के लिए हमें जिन रास्तों की जरूरत है, उनमें मुख्य रास्ता यह जल मार्ग है। पर इस जलमार्ग को हम लोगों ने आहिस्ता आहिस्ता बंद किया हुआ था। लेकिन अब इसको खोलना जरूरी समझा गया है और खोला गया है तो इसमें यह जरूरी है कि हम वाटर मैनेजमेंट को सुधारें, रिवर मैनेजमेंट को सुधारें और रिवर मैनेजमेंट की हम ट्रेनिंग भी दें। जिस वक़्त इस तरह के जहाज, इस तरह की स्टीम बोट हमारे इन दरियाओं में इन जलमार्गों के माध्यम से चलीगी तो ये जिन एलाकों से होकर गुजरेंगी, तो रास्ते में आने वाले जो गांव हैं उनमें रहने वालों को नौकरियां मिलेंगी, उनको रोजगार मिलेगा। यह जरूरी है क्योंकि सड़क के किनारे जो बंटे हैं, उनको रोजगार मिलता है। रेल लाइन के किनारे जो बंटे हैं उनको रोजगार मिलता है। लेकिन जो नदियों, दरियाओं के किनारे बंटे हैं वे सारे दिन मछली और केकड़े ही पकड़ते रहते हैं और उनको कोई रोजगार नहीं मिलता है। उनको रोजगार दिलाने के लिए यह जरूरी है। जब ये जलमार्ग खुलेंगे तो इनके साथ रिवर मैनेजमेंट होगा, वहां पर ड्रिलिंग

करनी पड़ेगी और बीच से बालू को निकालन की, डीसिल्टेशन करने की जरूरत पड़ेगी। इसके कारण उन लोगों को रोजगार मिलेगा और काफी लोगों को रोजगार मिलेगा।

महोदया, केरल के लिए यह जो कदम उठाया गया है, यह बहुत महत्वपूर्ण है। मैं इस विधेयक का समर्थन करता हूँ कि गंगा प्रोजेक्ट जो है उसके ऊपर भी ध्यान दिया जाय। कम से कम इलाहाबाद से कलकत्ता का जो रास्ता है, वह आप चालू करें ताकि जी०टी० रोड, जो शेरशाह सूरी की बनायी हुई सड़क है, उस पर भीड़ कम हो और जल्दी से जल्दी और कम से कम पैसों में सामान एक स्थान से दूसरे स्थान तक पहुंच सके और हरल बिहार, हरल उत्तर प्रदेश और हरल बंगाल के लोगों को नौकरी मिल सके। इतना कहते हुए मैं अपना वक्तव्य समाप्त करता हूँ। धन्यवाद।

SHRI ARANGIL SREEDHARAN (Kerala): At the outset I thank Mr. Ahluwalia for highlighting the problems of Kerala as far as inland water is concerned. I rise to support the Bill not because this is concerned. I rise to support the Bill not because this is an ideal measure and touches all aspects of the problem. It does not touch even the fringe of the problem. We have 1900 kilometers of kilometers of navigable inland waterway in Kerala. We have 45 rivers, and life in Kerala has an inseparable link with rivers and water. It is a land of watermen. But we have to look at the picture of the country as a whole.

The hon. Minister rightly pointed out that development of transportation is very important. Development of transportation and communication is vital for the development of any country. What is our progress in transportation? Even today when we are in the threshold of 20th century, our biggest means of transport is the bullock-cart. Our biggest producer of energy is not electricity but bullock-cart. There has not been an integrated policy in regard to the develop-

ment of transportation in this country. This has created a lot of problem. Some of the areas in this country are not accessible by road or rail but most of the parts of the country are accessible by water. If waterways were developed, not only our economy would have developed, but we could have solved our law and order problem also. We have law and order problem in various parts of the country. We are not able to take the law enforcement agencies to these areas due to lack of transportation, due to the meagre communications that we have. When Lenin introduced the NEP system in the Soviet Union, he gave top priority to transportation. Even to food, he gave the second priority because movement is a pace of progress. Today, the hallmark of the Twentieth Century, in its twilight is speed. Everything is decided by speed, the speed with which you can build projects, the speed with which you can tackle problems. Against this background, if you look at Kerala, during the last so many years, nothing has been done. This Bill was introduced in 1989. The estimated cost, at that time, was Rs. 42 crores. Now, it has gone up to Rs. 62 crores. Therefore, because of the delay, the cost has increased. Because of the delay, we have not been able to build this vital waterway, which is a traditional waterway.

Madam, as far as the waterways in Kerala are concerned, in South Kerala, the waterways were built by the Maharajas. In North Kerala, they were built by the British administration. Under their control, the waterways were developed. After the advent of freedom, the waterways have not been developed to the extent they should have been developed.

[The Vice-Chairman. (Shri Shankar Dayal Singh in the Chair)]

The hon. Minister referred to the Kovalam-Kasargod waterway. He said that it would cost Rs. 800-900 crores. ...

SHRI N. E. BALARAM: It is distance.

SHRI ARANGIL SREEDHARAN: I am sorry. It is distance. But this is not a big task before the Government. I would like to point out that when Mr. V. P. Singh's Government was there, they thought of a railway link from Bombay to Kanyakumari. Then, the question of paucity of funds came up. The then Railway Minister took a bold decision to start the Konkan railway project. He moved the concerned States and, with the involvement of the concerned States, the Konkan Railway Corporation was started. Now, the Konkan Railway is in the offing. In the same way, let us have this waterway up to Kasargod. From Kasargod, you can go up to Mangalore. Then, from there, you can go to interior Karnataka. (Interruptions) In the South you can start from Nagarkoil. It will touch a vast part of the southern side of the country.

Therefore, I would request the hon. Minister. He should not just stop by saying that we do not have sufficient resources. If there is a will, there is a way. If there is a capacity, you can do it. Particularly, the hon. Minister is a dynamic person. If he puts his mind to it, the amount can be raised and this waterway can be built. If this waterway is not built, it is going to be very difficult to meet the transportation demands of Kerala.

Another thing I would like to draw your attention to is, there is large-scale unemployment in the country. How do we provide employment to these people? In the U.S.A. when there was recession, President Roosevelt introduced a new system. He took over a number of projects commissioned those projects and a large number of people were employed. In our country, majority of the people who are unemployed are illiterate, even in Kerala. Kerala has its share of illiterate and semi-literate people.

But these illiterate people will 4 P.M. not be able to do any one of those sophisticated jobs.

[Shri Arangil Sreedharan]

We talk of job reorientation. Naturally, more jobs can be given provided such projects are undertaken.

I don't want to lengthen my speech. The Minister has brought a non-controversial Bill. I would request him to look at it from a more national and integrated point of view. Kerala is a part of this country, and development of Kerala is development of India. If we look at it from that point of view, it should not only be taken up as a Central project, but we should also be able to involve the State Government and the District Councils.

The District Councils are a dynamic instrument of social change. In my State there were powerful District Councils. But the powers of these District Councils have been taken away when Congress came to power.

SHRI V. NARAYANASAMY: *Achha?*

SHRI ARANGIL SREEDHARAN: Yes, most of the powers have been taken away, and today they have been reduced to figure-heads. That is what you find in Kerala.

SHRI V. NARAYANASAMY: Communists have manipulated... *(Interruptions)*

SHRI ARANGIL SREEDHARAN: Whether they are communists or non-communists, it was the LDF Government which held elections to the District Councils, and out of 14 District Councils, 13 were captured by the LDF. So, after Congress came to power, it took away all the power. So, today the District Councils are namesake bodies.

SHRI N. E. BALARAM (Kerala): Ornamental.

SHRI ARANGIL SREEDHARAN: Ornamental, Yes, because it has been written in the Congress manifesto that decentralisation would be effected by the Congress Party. The Congress Party never believed in decentralisation. Congress never believed in non-violence.

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): You speak on the subject... *(Interruptions)*

SHRI ARANGIL SREEDHARAN: Sir, when I speak, I am prepared to come to the subject. When our partyman spoke, you never said this.

SHRI JAGDISH TYTLER: No, no, I stopped him. I stopped him. *(Interruptions)*

THE VICE-CHAIRMAN (SHRI SHANKAR DAYAL SINGH): In his reply the Minister will speak on that. Don't worry.

SHRI ARANGIL SREEDHARAN: I have hope in this Minister because he carries energy, he carries drive. On the floor of this House I would request him to consider our demands more sympathetically and institute steps to have wider waterways which can become life-line of Kerala.

Thank you, Sir.

SHRI V. NARAYANASAMY: Mr. Vice-Chairman, Sir, thank you for giving me this opportunity. I rise to support the Bill, the National Waterway (Kollam-Kottapuram stretch of West Canal and Champakara and Udyogmandal Canals) Bill, 1992... *(Interruption)*

Sir, this stretch of area is to be taken over by the National Waterways Authority. It will definitely provide more facility for transportation of people and goods. Kerala is a beautiful place. We can find water in the canals throughout the year. The back waters of Kerala are being fully exploited and are being used by the people for navigational purposes, transport purposes.

Sir, I have been regularly visiting some parts of Kerala, especially the Cochin area. There I find in the back waters there is hubbub of activity going on. Transport of goods and passenger movements are taking place regularly in those areas. Especially in Kerala we find that



for the people who live in the islands there which could not be connected either by road or by rail, the waterways are the only source by which they can reach their destinations.

Sir, originally, the Trivandrum-Kasargod Plan was envisaged, and a survey was conducted. According to the survey, it takes ten hours by the waterways to go from Trivandrum to Kasargod. By rail or by road, it will take more than 40 hours, from 38 to 40 hours, to reach Trivandrum from Kasargod. Therefore, it shortens the time and also adds to the economic activity. But the hon. Minister while stating that the Government could not provide more funds for the entire route, has reduced the area. A survey was conducted from Kovalam to Manjeshwar. Between Kovalam and Cochin the survey was conducted initially. Thereafter it was extended to the other areas also. But when we go through the report, we find that Mr. J.V. Rarikal, the then Chairman categorically stated that the area will be covered between Trivandrum and Kasargod. As Mr. Rajgopal has said, we find only 205 kilometres of the total length of 900 kilometres is being covered by the State.

According to the Survey, for transportation of goods alone, in our country 35 per cent of the fuel produced is being used. It is found that one horse power of energy is required for transportation of 150 kilograms of goods by road and 500 kilograms of goods by rail. But in the case of waterways, 4,000 kilograms of goods can be transported by one horse power. Therefore, it is the cheapest mode of transport. It is definitely helping the people for the purpose of goods and passenger movements.

If we go through other aspects, I would like to say that in Kerala alone 1,895 kilometre range of waterway is available. Of the total length of 14,500 kilometres of waterways in the whole country, 20 per cent of it is in Kerala. A little has been done in the waterways in

While supporting the Bill, I would like to submit to the hon. Minister about other schemes which are pending for implementation. As the hon. Minister has said several viable projects have been proved or are at the planning stage e.g. Bramhaputra area, Godavari, West Coast Canal and Krishna. In the case of West Coast Canal, a part of it has been done. But in other State several projects are still pending. Especially in the Delhi area, from where the hon. Minister comes, and where the mass-rapid transport system could not take off the ground, in the Yamuna area 60 kilometre range within the periphery of Delhi was planned. Now that the Delhi population is increasing and the passenger movement is also increasing, and because the functioning of the DTC is very well known to the hon. Minister, if the periphery is developed, I think the major population of Delhi can use that water transport for movement within the Delhi area.

Now I come to the Buckingham Canal. It is a prestigious project and has been pending for a long time. This project was sanctioned and funds were also provided for it, but its implementation has been moving at a very slow pace. Only a part of the amount has been utilised. The authorities from UK have approached the Government of India for taking up this canal system. The Overseas Development Agency of the British Government wanted to help the Government of India in respect of the Buckingham Canal system which I think the Government can very well accept either as a joint venture proposal or get financial assistance from that authority so that the Buckingham Canal project can be implemented. This project covers important States like Andhra Pradesh and Tamil Nadu. If this scheme is implemented, transport of goods becomes much easier between Tamil Nadu and Andhra Pradesh. That will also save a lot of expenditure to the exchequers of the State Governments. On account of transport and rail transport crores and crores of rupees are being spent. This Buckingham Canal system will definitely

[Shri V. Narayanasamy]

save a lot of money to the Government when the initial investment is made.

Sir, in Gujarat some projects have been brought forward. According to the Tapi river and the Narmada river, several schemes have been planned and some of the schemes have not been implemented. The hon. Minister in his speech has said that he could not find funds for implementing various projects through the National Waterways. I would like to submit to the hon. Minister, some private entrepreneurs and companies are prepared to cooperate with the Government for funding certain projects which they find viable. The Government can enter into an agreement with them. The Government can deal with that. Otherwise, the hon. Minister can go very well to the market for floating bonds. The Konkan railway project is being implemented through bonds scheme. Why doesn't he go to the market to float bonds for raising resources? There are various means for raising resources. When the project is made viable, then, there is a scope for getting more resources for implementing the project.

Sir, I visited China and found the Waterways system being fully utilised by that country. I found there the roads and the canals running parallel to each other. The Government of China uses the waterways system for passenger movement and transportation of goods and also for irrigation purposes. This is helping them a lot. China has developed the terways system. The Chinese have overcome the starvation problem inspite of a large population. They are thriving only because of the better waterways system. They have developed it in the rural areas and also in the urban areas.

I support the Bill brought forward by the hon. Minister before this House. Now the Waterways system has been declared between Trivandrum and Kasargod. I request the hon. Minister to declare other areas also stage by stage so that these can be implemented in a phased

manner and the long cherished wish of the people of Kerala can be fulfilled. with these words I conclude. Thank you.

**श्री मोहम्मद स्लील (पश्चिमी बंगाल) :**

उपसभाध्यक्ष जी, मैं इस बिल का स्वागत करता हूँ, लेकिन जो सीमा इस विधायक के द्वारा ठीक किया गया है मैं समझता हूँ कि इसे अगर जो कोलम-कोट्टपुरम स्टेचू एक स्टेट के बारे में बताया गया है, उससे अगर कसाल स्टेट में परवाना तक एक्सेड किया जाए तो पूरा केरला को फायदा करने वाला है। दूसरी बात जो मैं कहना चाहता हूँ वह यह है कि निर्फ सरकार इसे घोषणा कर दे और घोषणा तक सीमित रहे, ऐसा नहीं होना चाहिए। इसके विकास के लिए जो जल मार्ग है और खास कर जब राष्ट्रीय जल मार्ग के रूप से आप घोषणा करते हैं ताकि इसकी सुविधाज नसाधारण को मिले, इसका बंदोबस्त भी मंत्री महोदय के विभाग के द्वारा करना चाहिए। चूँकि हम वर्षों से इस जलमार्ग, सिर्फ केरल नहीं बल्कि पूरे देश में इसको जो तत्कनी होनी चाहिए, श्री, जो विकास होना चाहिए था हमारी जरूरत को पूरा करने के लिए और इसे हम छोड़ दिए। तारीखी तौर पर ऐतिहासिक रूप से हम अगर देखेंगे तो हमारे देश में रोडवेज और रेलवेज पहुंचने से पहले सड़क अलावा ज्यादातर लोग जलमार्ग पर ही भरोसा करते थे। हम देखते रहे, एक के बाद एक जलमार्ग बंद होते गए, चाहे वह नदी-गणन के लिए समस्या जनी हो या दूसरी समस्या बनी है। फिर, दूसरे और विकास की ओर भी हमारा नजरिया था, उसमें हमने जलमार्ग के विकास पर काफी दिनों तक ध्यान नहीं दिया। आखिरकार, जब सड़क-मार्ग में और रेल मार्ग में इतना ज्यादा बोल डाला जा रहा है, ओवरलोडेड श्री है और खर्चीला भी है ज्यादा पैसा उसमें लगता है तो हमें मजबूर होकर पानी की ओर, जलमार्ग की ओर देखना पड़ रहा है।

महोदय, मैं बंगला से आया हूँ। रेल की तरह बंगाल में भी, पूर्वी भारत में आजादी से पहले हमारे देश का वाटरवेज रहा, वाटरवेज में भी जलमार्ग में भी जलमार्ग के ऊपर

लोड ले जाना हो, इस पर डिपेंड करते थे। केरल में भी, जब भी मैं केरल गया तो सारे लैंडरकेप देखने से यह लगता था, जैसे मैं बंगला से आया हूँ। पूरे वस्त कोस्ट में यही स्थिति है।

महोदय, हमारे अहलुवालिया जी कह रहे थे टूडिशनली पुरखों से, कई पुस्तों से इस तरह से चलता आया है कि माझी, मल्लाह अपनी बोट बनाते थे, देशी बोट और उसी तरह से वह अपना काम लेते थे, लेकिन आज जिम्मेदारी सरकार की है कि उसमें किसी तरह के विकास करे और ज्यादा ध्यान देकर उस पर जरा नजर डाले। अभी हम जब पोल्यूशन की बात करते हैं तो आप जानते हैं कि जलमार्ग का जब इस्तेमाल करते हैं तो जो रोडवेज और रेलवेज का पोल्यूशन होता है उसमें मृदाधार लाने की कोशिश कर सकते हैं क्योंकि यह जलमार्ग लस पोल्युटड है। यहां तक खर्च की बात है, हमारी ऊर्जा संकट हम अक्सर सुना करते हैं, लेकिन कम ऊर्जा का इस्तेमाल हम जलमार्ग के माध्यम से कर सकते हैं बनिस्वत रेल मार्ग के।

मैं उस तफसील में नहीं जाऊंगा, जैसा अहलुवालिया जी बता रहे थे, कई उन्होंने उदाहरण दिए, मिसाल दी कि किस तरह से कई सो किलोमीटर का फासला जो है वह कम होता है। हमारे वहां जो गहर और गांव बसे हैं वह नदी के किनारे-किनारे, कैनाल के किनारे-किनारे इस तरह बस गए हैं। इस तरह हम तरक्की देना चाहते हैं तो मंत्री महोदय का मैं ध्यान आकर्षित करना चाहूंगा कि सिर्फ वाटरवेज की सीमा करके और उसकी घोषणा करके काफी नहीं होगा, हम मैं एक कोडिनेटड मूव होना चाहिए क्योंकि अभी अलहुदा-अलहुदा तरीका है। बूँकि

हम अगर नदी का इस्तेमाल करना चाहते हैं, जलमार्ग का इस्तेमाल करना चाहते हैं तो रेल से उसको कई जगह जोड़ना पड़ेगा, सड़क से उसको कई जगह जोड़ना पड़ेगा ताकि उसका पूरा लाभ हमें मिले। हमने चूँकि इतने दिनों तक जलमार्ग के ऊपर ध्यान नहीं दिया, हमारे जो डिफरेंट फार्म्स आफ ट्रांस-पोर्टेशन हैं उनकी डेवलपमेंट की हमने नज़र नहीं दिया कि किस तरह से एक जगह से दूसरी जगह उत्तर कर आया जा सकता है। हमने खुद देखा है। जब मैं बच्चा था। मैंने बचपन से देखा कि हावड़ा-ब्रिज ओवरकाउटड होता जा रहा है, लेकिन गंगा नदी है, नदी के ऊपर से तो गाड़ी लेकर जा रहे हैं, लेकिन नदी का व्यवहार नहीं हुआ। अभी वहां पिछले कई सालों से मैंने यह देखा कि ट्रेन में उतरते हैं हावड़ा ब्रिज पर, लांच पकड़ते हैं और लांच से क्रॉस करके फिर अपने शहर में पहुंच जाते हैं। तो मंत्री महोदय का मैं इस तरफ ध्यान आकर्षित करना चाहता हूँ कि ऐसे इस्तेमाल में ले आया जाए, व्यवहार किया जाए। ऐसे हालात में वह राज्य सरकार को या दूसरे जो म्युनिसिपल कार-पोरेशन है उनको भी सहायता देने का बंदो-वस्त किया जाए ताकि कोडिनेट डेवलपमेंट हो, एक के साथ दूसरे को जोड़कर के।

एक और बात की ओर मैं ध्यान आकर्षित करना चाहता हूँ मंत्री महोदय का, कि अभी सेंट्रल रीजन वाटर ट्रांसपोर्ट कारपोरेशन जो है, जो अगम तक, नार्थ ईस्ट तक कलकत्ता से जलमार्ग के द्वारा बंगला देश के अंदर से वह पहुंचता है सामान, उसकी और भी तरक्की होनी चाहिए। हम यदि यह कोडिनेटड मूव करते हैं तो त्रिपुरा तक कलकत्ता से जोड़ा जा सकता है कुछ जल मार्ग से और ब्रह्म सड़ के द्वारा या रेल के द्वारा। इस

[श्री मोहम्मद सलीम]

तरह म एक के साथ दूसरे को जोड़ सकते हैं ताकि सामान हो या लोग हों, उन्हें हम आसानी से ले जा सकते हैं। अब तो वह विदेशमन्त्री से बात करके वह बंदोबस्त कर सकते हैं ताकि हम बंगला देश के अन्दर से सामान ले जा सकते हैं, असम में, लेकिन लोग नहीं जा सकते। पैसेंजर ट्रैफिक के बाधे में भी क्या सरकार को ध्यान है कि वह यात्रा कर सकते हैं। इस और भी ध्यान दे। और मैं आखिरी बात, मैं फिर अनुरोध करूंगा कि जब मैं इस विधेयक का समर्थन करता हूँ तो इसको आप जरा एक्सटेंड कर दें, परसाला तक, ताकि पूरे केरल के लोगों को इसका लाभ मिल सके और सिर्फ घोषणा तक इसको न रखें बल्कि घोषणा के बाद इसके विकास के लिये, जल थल के विकास के लिये जो काम है वह करें, क्योंकि कलकत्ता से इलाहाबाद हमने देखा है कि राष्ट्रीय जल-मार्गों के रूप में घोषणा कर दी गई थी लेकिन उसका जो मेंटेनेंस करना है और जलमार्गों को आप अगर मेंटेन नहीं करते हैं तो वह खत्म हो जाते हैं। और दूसरे जो सहायता देनी है जलमार्ग के विकास के लिये चाहे वह जेटी हो, चाहे वह फेरी हो और दूसरे बंदोबस्त के लिये, उसमें भी ध्यान देंगे। तीसरा सवाल यह है कि बहुत से केनाल, नदी ऐसे हैं जिनको हम अगर जोड़ लेते हैं, कनेक्ट कर लेते हैं, तो राष्ट्रीय रूप से हम एक जगह से दूसरी जगह को जोड़ सकेंगे। तो कुछ कन्वर्शन या कुछ नया कनेक्शन करके हमारे जो जल-साधन हैं उनको हम और ज्यादा रूप से पैसेंजर ट्रैफिक और गुड्स ट्रैफिक के लिये इस्तेमाल कर सकेंगे और देश को एक किनारे से दूसरे किनारे तक और नजदीक से ले आयेगे, पर्यावरण पर कम आयात करके यह अनुरोध करते हुये मैं अपनी बात समाप्त करता हूँ। धन्यवाद।

شری محمد سلیم "پیشچی بنگال" :-  
 آپ سمجھا ادھیکش جی میں اس بل کا  
 سو اگت کرتا ہوں۔ لیکن جو سیما اس  
 ودھے یک کے دھرا اٹھیک کیا گیا ہے  
 میں سمجھتا ہوں کہ اُسے اگر جو کولم -  
 گوٹا پورم اسٹوئج ایک اسٹیٹ کے  
 بارے میں بتایا گیا ہے۔ اس سے اگر  
 کسال روٹ سے پر سالانگ ایکسٹینڈ  
 کیا جائے تو پورے کیرالا کو فائدہ  
 کرنے والا ہے۔ دوسری بات جو  
 میں کہنا چاہتا ہوں وہ یہ ہے کہ  
 صرف سرکار سے گھوشتا کر دے اور  
 گھوشتا تک سمیت رکھے۔ ایسا نہیں  
 ہونا چاہیے۔ اس کے وکاس کے لئے  
 جو جل مارگ ہیمل اور خاص کر جب  
 راشٹر یہ جل مارگ کے روپ سے  
 آپ گھوشتا کرتے ہیں تاکہ اس کی  
 سویدھا جن سادھارن کو ملے -  
 اس کا بندوبست بھی منتری ہو دے  
 کے ویھاگ کے دورا کرنا چاہیے۔  
 چوں کہ ہم ورثوں سے اس جل مارگ -  
 صرف کیرل نہیں بلکہ پورے دیش میں  
 اس کی جو ترقی ہو نی چاہئے تھی۔ اس  
 کا جو وکاس ہونا چاہئے تھا ہماری  
 ضرورت کہ چوراکر نے کے لئے اور

اُسے ہم چھوڑ دیتے ہیں۔ تاریخی طور پر اتھاسک روپ ہم اگر دیکھیں گے۔ ہمارے دلش میں روڈ ویز اور ریلوے پہونچنے سے پہلے سڑک کے علاوہ زیادہ تر لوگ جل مارگ پر ہی بھروسہ کرتے تھے۔ ہم دیکھتے رہے۔ ایک کے بعد ایک جل مارگ بند ہوتے رہے۔ چاہے وہ نیوی گیشن کے لئے سمسیا بنی ہو یا دوسرے سمسیا بنی ہے۔ پھر۔ دوسرے اور وکاس کی اور بھی ہمارا نظریہ تھا۔ اس وجہ سے ہم نے جل مارگ کے وکاس پر کافی دنوں تک دھیان نہیں دیا۔ آخر کار۔ جب سڑک مارگ میں اور ریل مارگ میں اتنا زیادہ بوجھ ڈالا جا رہا ہے۔ اور روڈ بھی ہے اور خرچہ لا بھی ہے۔ زیادہ پیسہ اس میں لگتا ہے تو ہمیں مجبور ہو کر پانی کی اور۔ جل مارگ کی اور چاہنا پڑ رہا ہے۔ مہودے۔ میں بنگال سے آیا ہوں۔ کیرل کی طرح میں بھی پوری بھارت میں بھی آزادی سے پہلے ہمارے دلش کا سب سے بڑا اثر و توجہ رہا ہے۔ وہ گنگا برہمپتر اور میگنا۔ زیادہ تر لوگ اسی پانی کے سفر کے اوپر۔

چاہے سامان لے جانا ہو یا دوسرا لوڈ لے جانا ہو۔ اس پر ڈپینڈ کرتے تھے۔ کیرل میں بھی۔ جب بھی کیرل گیا تو سارے لینڈ اسکیپ دیکھنے سے یہ لگتا تھا۔ جیسے میں بنگال سے آیا ہوں۔ پورے ولیم کو سٹ میں یہی استغنی ہے۔

مہودے۔ ہمارے آھلو والیہ جی کہہ رہے تھے ٹریڈ شنلی پر کھوں سے۔ کئی پشتوں سے اس طرح سے چلتا آیا ہے کہ ماچھی۔ ملاج اپنی بوٹ بناتے تھے۔ دیسی بوٹ اور اسی سے وہ اپنا کام لے لیتے تھے۔ لیکن آج ذمہ داری سرکار کی ہے۔ کہ اس میں کس طرح سے وکاس کرے اور زیادہ دھیان دے کر اس پر ذرا نظر ڈالے۔ ابھی ہم جپ پولیوشن کی بات کرتے ہیں تو آپ جانتے ہیں کہ جل مارگ کا جب استعمال کرتے ہیں تو جو روڈ ویز اور ریلوے کا پولیوشن ہوتا ہے۔ اس میں سڑکار لانے کی کوشش کر سکتے ہیں۔ کیونکہ یہ جل مارگ لیس پولیوٹیڈ ہے۔ یہاں خرچے کی بات ہے۔ ہماری ارجا اسٹک ہم اکثر ہٹا کرتے ہیں۔ لیکن کم ارجا

ٹرانسپورٹیشن ہیں اُن کی ڈریپسٹ  
 کو ہم نے نظر نہیں ڈالی کس طرح سے  
 ایک جگہ سے دوسری جگہ اتر کر جایا  
 جاسکتا ہے۔ ہم نے خود دیکھا ہے۔  
 جب میں بچہ تھا۔ میں نے بچپن سے  
 دیکھا ہے کہ ہاوڈا برج اور کراورڈ  
 ہوتا جا رہا ہے۔ لیکن گنگا ندی کے  
 ندی کے اوپر سے کو گاڑی لے جا رہی  
 ہیں۔ لیکن ندی کا ویو ہار نہیں ہوا۔  
 ابھی وہاں پچھلے کئی سالوں سے میں نے  
 دیکھا ہے کہ لوگ ٹرین سے اترتے  
 ہیں۔ ہاوڈا برج پر۔ لاپچہ پکڑتے ہیں  
 اور لاپچہ سے کراس کر کے پھر اپنے شہر  
 پہنچ جاتے ہیں۔ تو منتری مہودے  
 کا میں اس طرف دھیان آکر شت کرنا  
 چاہوں گا کہ اُسے استعمال میں لے  
 آیا جائے۔ ویو ہار کیا جائے۔ ایسے  
 حالات میں وہ راجیہ سرکار کو یا دوسرے  
 میونسپل کارپوریشن جو ہیں اُن کو بھی  
 سہا تادینے کا بندوبست کیا جائے  
 تاکہ کوآرڈینیٹڈ ویو پینٹ ہو۔ ایک  
 کے ساتھ دوسرے کو جوڑ کر کے۔  
 ایک اور بات کی اور میں دھیان  
 آکر شت کرنا چاہتا ہوں منتری مہودے  
 کا کہ ابھی سینٹرل ریلجن میں واٹر ٹرانسپورٹ

کا استعمال ہم جب مارگ کے مادھیم سے  
 کر سکتے ہیں۔ بنسبت ریل مارگ کے۔  
 میں اس تفصیل میں نہیں جاؤں گا۔  
 جیسا اہلو والیہ جی بتا رہے تھے۔ کیسے  
 انھوں نے ادھارن دیئے۔ مثالیں  
 دیں۔ کہ کس طرح سے کئی سو کلو میٹر  
 کا فاصلہ جو ہے وہ کم ہوتا ہے۔ ہمارے  
 وہاں جو شہر اور گاؤں بسے ہیں وہ  
 ندی کے کنارے کنارے کینال کے  
 کنارے کنارے اس طرح بس گئے  
 ہیں۔ اس طرف ہم ترقی دینا چاہتے  
 ہیں۔ تو منتری جی کا دھیان آکر شت  
 کرنا چاہوں گا کہ صرف واٹر ویج کی  
 سیمما کر کے اور اُس کی ٹھوسٹا کر کے  
 کافی نہیں ہے۔ ہم میں ایک کوآرڈی  
 نیٹو ”موو“ ہونا چاہئے کیونکہ ابھی  
 علیحدہ علیحدہ طریقہ ہے۔ چونکہ ہم  
 اگر ندی کا استعمال کرنا چاہتے ہیں۔  
 جل مارگ کا استعمال کرنا چاہتے ہیں۔  
 تو ریل سے اسکو کئی جگہ جوڑنا پڑے  
 گا۔ سڑک سے اسکو کئی جگہ جوڑنا پڑے  
 گا تاکہ اس کا پورا لابیو ہمیں ملے۔  
 ہم نے چونکہ اتنے دنوں تک جل  
 مارگ کے اوپر دھیان نہیں دیا۔  
 ہمارے جو ڈفرینٹ فارمس آف

کارپوریشن جو ہے۔ جو آسام تک۔ نارٹھ ایسٹ تک کلکتہ سے جل مارگ کے دوا بنگلہ دیش کے اندر وہاں پہنچایا ہے سامان۔ اس کی اور بھی ترقی ہوئی جائے۔ ہم یدیہ کو آرڈینیٹ موڈ کرتے ہیں تو تربورہ تک کلکتہ سے جوڑا جاسکتا ہے۔ کچھ جل مارگ سے اور کچھ سڑک کے دوارا یا ریل کے دوارا۔ اس طرح ہم ایک کے ساتھ دوسرے کو چھوڑ سکتے ہیں تاکہ سامان ہو یا لوگ ہوں۔ انھیں ہم آسانی سے لے جاسکتے ہیں۔ اب تو وہ ودیش منتری سے بات کر کے یہ بندوبست کر سکتے ہیں۔ تاکہ ہم بنگلہ دیش کے اندر سے سامان لے جاسکتے ہیں۔ آسام سے۔ لیکن لوگ نہیں جاسکتے۔ بسنجر ٹریفک کے بارے میں بھی کیا ان کا کوئی دھیان ہے کہ وہ یہ کام کر سکتے ہیں۔ اس اور بھی ذرا دھیان دیں۔

اور میں آخری بات۔ میں پھر یہ انورودھ کروں گا کہ جب میں اس دھیک کاسم تھن کرتا ہوں تو اُس کو آپ ذرا ایکسٹینڈ کر دیں پیرالائیک۔ تاکہ پورے کیرل کے لوگوں کو اس کا لا بھ مل سکے اور صرف گھوشتا تک

اس کو نہ رکھیں بلکہ گھوشتا کے بعد اس کے وکاس کے لئے۔ چل پھٹ کے وکاس کے لئے جو کام ہیں وہ کریں کیونکہ کلکتہ سے الہ آباد۔ ہم نے دیکھا ہے کہ راشٹر یہ جل مارگ کے روپ میں گھوشتا کر دی گئی تھی لیکن اس کا جو مینٹیننس کرنا ہے اور جل مارگوں کو آپ اگر مینٹین نہیں کرتے ہیں تو وہ ختم ہو جاتے ہیں۔ اور دوسرے جو ان کو سہا ئیتا دیتی ہے۔ جل مارگ کے وکاس کے لئے۔ چاہے وہ جیٹی ہو۔ چاہے وہ فیری ہو اور دوسرے بندوبست کے لئے اس میں بھی وہ دھیان دیں گے۔ تیسرا سوال یہ ہے کہ بہت سے کینال۔ ندی ایسے ہیں جنکو ہم اگر جوڑ لیتے ہیں کنیکٹ کر لیتے ہیں تو راشٹر یہ روپ سے ہم ایک جگہ سے دوسری جگہ کو جوڑ سکیں گے تو کچھ کنورشن یا کچھ نیا کنیکشن کر کے ہمارے جو جل سادھن ہیں ان کو ہم اور زیادہ روپ سے بسنجر ٹریفک اور گڈس ٹریفک کے لئے استعمال کر سکیں گے اور دیش کو ایک کنارے سے دوسرے کنارے تک اور نزدیک لے جائیں گے۔ پریاورن پر کم آگھات کر کے

یہ انور روڑھ کرتے ہوئے میں اپنی  
سات سمایت کرتا ہوں دھنیے وا۔

**SHRI VITHALRAO MADHAVRAO JADHAV** (Maharashtra): Mr. Vice-Chairman, Sir, thank you very much for giving me this opportunity to speak on this Bill. Though this is a small Bill yet this is very important because water transport is one of the most important modes of transport which has been neglected for a very long time. In fact, this is one of the most energy-efficient transport systems which has a very low pollution effect and which has a lot of potential for employment generation. Sir, long long ago, there was a mode of water transport from Allahabad to Haldia. Ganga-Bhagirathi-Hooghly is the longest water transport route available in our country. In the same way, the Sadia-Dhubri stretch in the Brahmaputra river has been declared a National Waterway. This is a very small National Waterway. Similarly, the Kollam-Kottapuram stretch of West Coast Canal is a very small National Waterway which is based on the Hydrographic survey and techno-economic study. This Waterway has a length of 205 kms only and the estimated traffic potential is 3.5 million tonnes. Water transport is comparatively cheaper. As compared to the National Highways, its maintenance charges are also very much less. It does not create any pollution and there is a lot of potential for employment generation. If we scientifically study the development of the Waterways, we can develop tourist centres on both sides of the canals, we can lay gardens and hanging restaurants on the both sides of the canals which would give rise to beautiful tourist spots in the country. I fully support this Bill and I demand that more and more waterways should be created in our country.

Coming to my State, we don't have any National Waterways. But a ship service was there from Bombay to Goa for a long time and the people from Bombay who had to go to Goa, used to

start their journey in the evening and used to reach Goa in the morning. There is a close relationship between Bombay and Goa. But that service has been totally stopped. If you see the coastal area, the entire area has got scenic beauty. It is just like a tourist spot. Right from Bombay to Ratnagiri and from Ratnagiri to Goa, you will find a beautiful sea coast. If we develop this area, a lot of tourists will be attracted to that place.

The hon. Railway Minister has sanctioned the Konkan Railway and the work is going on very fast. But travelling by a ship or a boat is much more pleasant than travelling by a train. It saves time, it saves money and at the same time, it does not create any pollution. So this should be started.

Another thing is that we are more concerned with the problems of Bombay city. Sir, we are having three main local lines in Bombay—the Central Railway, the Western Railway and the Harbour line. There is a proposal to start a boat service right from the Gate Way of India in front of the Taj Mahal Hotel up to Nheva Sheva. If the boat service is started up to Nheva Sheva, it will reach within half-an-hour. Even by the railway it will take more than one and a half hours.

The New Bombay Project is also coming up. The New Bombay is as large as the Old Bombay. There is a huge population residing in both the big towns. I request the hon. Minister to consider this because the problems of the Bombay city are vast and it is beyond the capacity of the State Government to tackle them. Unless the Central Government comes to the rescue of the State Government, those problems cannot be solved.

I would also like to suggest another thing. If a boat service is started from Nariman Point to Juhu or beyond that, then also we can reach from Nariman Point to Juhu in less than half-an-hour. Due to heavy traffic and load of passengers it is difficult to travel by a bus or by a train. There is an unbearable rush in the trains. A large population is



travelling by the railway during the daytime. If you go by train, you will find how inconvenient it is. If the boat service is started, that will be very convenient.

In the past there was a scheme, Ganga-Cauvery Link Scheme, which had been given by Dr. K. L. Rao, a former Irrigation Minister. In the Northern India there is chaos caused by floods. Every year we discuss in this House drought and floods. We raise various issues, so many people, animals and others have lost their lives and there is a great loss of property. A huge quantity of water is diverted towards the South. Like the Ganga-Cauvery Link Scheme we should have a national rivers link scheme. We have the national highways. We can go from Kashmir to Kanyakumari. Like we must go right from Mansarovar to Kanyakumari...

**SHRI VITHALBHAI M. PATEL** (Gujarat): What will be the cost?

**SHRI VITHALRAO MADHAVRAO JADHAV:** The cost is Rs. 20,000 crores.

**SHRI VITHALBHAI M. PATEL:** At that time it was Rs. 20,000 crores.

**SHRI VITHALRAO MADHAVRAO JADHAV:** Rs. 20,000 crores. Now it may go to more than one lakh crores or two lakh crores. We have a plan of Rs. 8 lakh crores. Two crore hectares of land will come under irrigation. It is the biggest national water system. It is the biggest national waterway and you will get employment for crores of people. We have the greatest problem of employment. I don't say you complete it within one Plan-period. You can take two five year plans or three five years plans to complete the project. We want you to at least start thinking of that project. Brahmaputra, Ganga-Cauvery, these are the rivers which do dance and cause great loss of life every year in the rainy season. It is very necessary to link these rivers.

As far as Maharashtra is concerned, we are having two big rivers, Godavari and Krishna. These river starts from Maharashtra and flow through Karnataka

and Andhra Pradesh. They go to the Bay of Bengal. More in Andhra Pradesh. I am not worried if the waterways are created in Andhra Pradesh also. I am equally interested in it. Andhra Pradesh and Maharashtra, both are parts of India. I request the hon. Minister to have some survey conducted. Can a waterway be created in Maharashtra on Godavari and Krishna rivers? We have some dams there. Big dams are there. If we can get the water from Jayapari, we can start a waterway right from Aurangabad up to Nanded, and beyond that, up to Pochampad, the project is coming up in Andhra Pradesh. Even on Krishna which starts from Mahabaleswar and goes up to Nagarjunasagar there are so many projects. Godavari and Krishna are the biggest rivers of South India. It should also be seen that wherever rivers are there, wherever floods are there where human life and property is getting perished by floods or due to nonmanagement of waterways, waterways could be created and there should be a long-term planning. I have full faith in my dynamic Minister, Mr. Jagdish Tytler, who seriously thinks to create some water transport system in this country. Sir, water transport system is comparatively cheap. It is a very old transport system. Even Britishers had also come to India by this Hooghly river to Allahabad. An old steamer was running from Allahabad to Calcutta on the Ganga river. This is a very old transport system in this country. It should be properly, scientifically studied and a waterway should be created. At present we are having only 19000 kilometres of waterways. I hope that in the Eighth and Ninth Five Year Plans 50,000 kilometres of waterways will be created in our country. And a large number of people of rural areas and tribal areas who are living on the bank of the river will get employment. With these words. I support this Bill.

**THE VICE-CHAIRMAN (SHRI SHANKAR DAYAL SINGH):** Mr. N. E. Balaram. Mr. Balaram, your time is very limited.

**SHRI N. E. BALARAM:** Sir, I would like to support this Bill, of course, with some criticism. But before coming to criticism, I take this opportunity to thank the Congress Members who spoke from that side supporting the cause of Kerala on the question of expanding the West Coast Canal. Sir, my reasons for criticism are two. It has been brought after nine years of establishment of the Waterway Authority in India. They took so much time to come with a project. Of course, it will help Kerala, but it took too much time. According to my information, from 1967 onwards the successive Government in Kerala have been recommending for it. He can refer to the files. He can see that they concerned, all of you know that the rail-Central Government they should help to construct a big canal through out Kerala. *(Interruptions)*. It was in 1967. I know that. I was a Minister at that time. A project was sent to the Central Government. Unfortunately, it was not heeded to. I am not criticising, but it is a fact. Now, when they have come with a project, it is very limited. Even with this criticism I think, it is my duty to support this Bill. As far as Kerala is concerned, all of you know that the railway haulage system is very poor. Somebody was saying that they have got many opportunities as far as railway is concerned. No, it is very poor. If you check up the trains you can see what is the real position of railway haulage system in Kerala. It is very poor. I don't want to take much time on that. If you can develop this canal system, the easiest area to develop the canal system, is according to my information, Kerala. Because from one end to other the length will be about 850 to 900 kilometres. There are about 10 or 11 canals. I am speaking for the information of the Minister also. I don't know whether he has got that file, he may be having. There are more than 11 canals. Some canals are big like Canoli Canal which was constructed by a British Collector 130 years back. That canal was there and another 4 big canals are there. If some efforts are made to link all these canals and widen those old canals, it is not a big thing to construct the West Coast Canal.

The West Coast Canal is only a misnomer. It is only a piecemeal legislation. It does not even cover one-fourth of the area. In addition to these canals we have three big lagoons, back-waters. All these things are connected—it requires a big master plan, a big plan, part of the work was done by the Kerala Government—it would be helpful. According to my information two hydrographic and techno-economic surveys were conducted. One from Trivandrum to Kottur and another from Cochin to Badagara. This is my information and I don't know how far it is true. The surveys are of the opinion that construction of canals from Trivandrum to Badagara is a feasible scheme. That is what I understand. If the Minister says that there is no finance to construct such canals, then I have nothing to say. What can I say? If there is any possibility of getting finances, my request is that we could have a canal from Kottapuram to Badagara which is not a long distance—it may be only 120 kilometres or 150 kilometres. This would be very much useful as far as Kerala is concerned because large number of products, products like coffee, products like tea have to come from North Kerala. Our main transport is done by lorries. I do not know, everybody says that the cheapest transport system is navigation. So if such a long canal—it is not a very long one, another stretch of 150 or 200 miles—if that could be added, if we can make a project like that, it will be useful to the people of Kerala. That was the demand one or two years back. It was raised in this House and the other House. Whenever we raised it the Members received the same reply that it will be considered positively. Now also the Minister was saying that he was submitting the Bill with an open mind and whenever there is an opportunity he would take it up. But I do not know what are the schemes that we are envisaging in the Eighth Five Year Plan. If there is some idea about the second stage of expanding the scheme. I have no idea about the Eighth Five Year Plan. So my request is, when you finalise the Eighth Five Year Plan you could seriously consider extending the canal from Udyogmandal—in fact Udyogmandal is

only a part of it—from Kottapuram to Badagara. I am not suggesting Mangaswara immediately, that will take some time. But at the second stage if it can go up to Badagara it will be immensely helpful to most parts of Kerala. I think the Government should seriously consider this proposal when they finalise the Eighth Five Year Plan For the present I do not know what the Minister is going to do because he says there is no finance. What can I say? This is not only a demand but a desire. Some of the Kerala Members have said that there is a feeling in Kerala now that the area is being neglected by the Central Government. I know the Central Government will not agree to it. Whenever they hear the sound of neglect or the voice of the neglected they will say, "What is this? We are doing whatever is possible". But I will give you one example. They were having two trains for the last twenty years from Delhi to Trivandrum or Delhi to Kerala. But now we are having only one train. There are lakhs of Malayalees—we don't have jobs for all of us there, the jobs available are very, very minimum. The industry is not well-developed there, we come and stay in different parts of the country. How can they go back to Kerala alone. So, Sir, But what I for full utilisation of this is very bad. Kerala. you can area.

here have supported our cause of extending it further by some 200 kms. I think that this can be and should be considered seriously by the Minister. These are the points which I wanted to make. Thank you.

**SHRI JOHN F. FERNANDES (Goa):**  
Thank you, Mr. Vice-Chairman, Sir. I rise to support this Bill for declaring the Kollam-Kottapuram stretch of West Coast Canal and Champakara and Udyogmandal Canals to be a national waterway. Sir, this Indian Waterways Authority of India Act was passed in 1985. This has

been in force for the last seven years. But it is disheartening to note that this is only the third National Waterway being declared by the Government. With the modern energy crisis throughout the globe, we have to go to nature. And it is sad that the Indian road condition is so bad that every year we waste Rs. 1500 crores worth of fuel. This is because of the very bad road condition. The same fuel if it is put to use on the waterways, we can carry 10 times the goods and passengers. In the Statement of Objects and Reasons, the hon. Minister has mentioned that the main thrust of this is to lower the cost of transport, energy efficiency, generation of employment among the weaker sections of the society and less pollution. Sir, I would like to mention here that it is not only going to create less pollution but we can also have zero pollution because transportation on the sea can be done by using the man power and the wind power. So I request the hon. Minister to see that more and more rivers throughout the country are declared as National Waterways. For example, in my State, we have two main rivers, Rivers Zuari and Mandovi, which had been identified by the Committee set up by the Government to be declared as National Waterways. These two rivers have formed a major port at Marmugao harbour. I am happy that these two rivers are also joining the harbour in Cochin which is a major national coast in our country. The Minister had replied in the last Session that there is paucity of funds. We do agree that our country is not very rich. We don't have much of resources. But as the Minister has come with innovative ideas, may I know from the hon. Minister whether they will think of privatising this National Waterway also as they have planned to privatise the National Highways? I think the Minister should give priority to the natural harbours, especially Marmugao harbour, because the income of this State is Rs. 150 crores per year by way of foreign exchange. But from this, hardly anything is used. Sometime, we get a little fund from the Centre to maintain this waterway. And most of this is used to maintain the bunds because for the movement of mineral-ore barges through these two rivers to the harbour,

[Shri John F. Fernandes]

the bunds embanking the river and paddy fields are being demolished and this money goes only for maintaining these bunds rather than dredging these rivers. Our country has been in the forefront to be the champion of many international foray. Recently, we have seen at the Rio Summit India has taken the lead to be a champion of global environment. Already the hon. Minister for Industries has mentioned in this House that the European countries are not ready to buy our Maruti vehicles. It is because the rate of emission is very high and so it is not permissible. It is said Delhi is the fourth largest populated city in the world. It is as good as a gas chamber. So, it is a very good move that the hon. Minister moving to sea transport.

The second problem throughout the country is that whenever there is reclaiming of land from sea or river, it is seen that the earth or hill-side is cut and reclamation is done. It will be appropriate for the Ministry to pass a legislation to make it mandatory that whenever land from the sea or river is reclaimed, the silt from the river is used in these areas. This is the most modern technology. It is done in the Gulf countries which will not only help the waterway but also cleanse the river and help the marine life. With these few observations, I happily support this Bill and request the Minister to see that the waterway in other States like Goa and elsewhere are also taken on a priority basis.

Thank you, Sir.

**DR. NARREDDY THULASI REDDY** (Andhra Pradesh): Sir, after going through the Bill, I got tear of pleasure in my right eye and tears of weeping in my left eye. Why I got tears of pleasure in my right eye is because of the movement of Inland Waterways Authority of India from northern and north-eastern region to south. Why I got tears of weeping in my left eye is because of non-inclusion of any one of the waterways in Andhra Pradesh, especially Buckingham Canal-Eluru Canal System or Krishna waterway or Godavari

waterway in the present Bill. Anyhow in the coming days, waterways will play a major role in transportation. It is because by 2000 AD, our population will become 960 million. By that time, our freight traffic would be 6 billion-tonne kilometres and our passenger traffic would be 1500 billion-passenger kilometres. So it will not be possible for roads or rail to meet the passenger and freight traffic demands by that time. So, waterway will play a major role in the coming days. Not only that, waterways are the cheapest mode of transportation. One horse-power would move 150kg. on road, 500 kg. on rail and 4000 kg. on water. So, the figures clearly show that it is the cheapest mode of transportation. Not only that it provides more employment. According to one estimate in 1988, an investment of Rs. one lakh will provide 14.8 man-years by road, 4.3 man-years by rail and 24.3 man-years by water. So, it provides more employment. Apart from these, the congestion on roads will be eased. Pollution can be minimised. There will be less fuel consumption also. Bulk cargo, especially fertilizers, cement, food-grains, iron and steel, can be transported. Tourism can also be developed by waterways.

The Inland Waterways Authority of India was set up in 1986. So far, it is confined only to northern and north-eastern region. Now, I am happy it is moving towards south. There is tremendous potential in south, especially East Coast and West Coast. They are taking up West Coast. As far as Andhra Pradesh is concerned, Buckingham Canal was under-used previously. It connects two important States—Tamil Nadu and Andhra Pradesh. It connects two important ports—Madras and Kakinada. This Buckingham Canal-Eluru Canal will be highly useful in the transportation of coal from Singareni Collieries to Vijayawada Thermal Power Stations. It will be highly useful in the transportation of fertilizers from Kakinada port. And, Sir, it will be highly useful for the transport of tobacco, cement, etc. to the Madras port or the Kakinada port. So, it is very essential to declare the Buckingham Canal as a national waterway. Already, according to

my information, hydrographic and technical surveys have been completed on the Krishna waterway, on the Godavari waterway, on the Buckingham Canal and the Eluru Canal System. I sincerely request the Minister to take up one of these waterways for declaring as a national waterway.

With these words, I support the Bill and I also hope and trust that the Government will come up in the next session itself with a Bill declaring any one of these waterways as a national waterway. Thank you, Sir.

#### MESSAGE FROM THE LOK SABHA Appointment of a Joint Parliamentary Committee

SECRETARY-GENERAL: Sir, I have to report to the House the following message received from the Lok Sabha, signed by the Secretary-General of the Lok Sabha:

"I am directed to inform you that Lok Sabha at its sitting held on Thursday, the 6th August, 1992, adopted the annexed motion regarding appointment of a Joint Committee to go into the irregularities and fraudulent manipulations in all its aspects and ramifications in transactions relating to securities, shares, bonds and other financial instruments and the role of the banks, stock exchanges, financial institutions and public sector undertakings in transactions relating thereto, which have or may come to light."

"I am to request that the concurrence of Rajya Sabha in the said motion, and also the names of the members of Rajya Sabha appointed to the Joint Committee, may be communicated to this House."

#### Motion

"That a Joint Committee of both the Houses consisting of 30 members, 20 from Lok Sabha and 10 from Rajya Sabha be appointed:

(i) to go into the irregularities and fraudulent manipulations in all its aspects and ramifications in transactions relating to securities, shares, bonds and other financial instruments and the role of the banks, stock exchanges, financial institutions and public sector undertakings in transactions relating thereto, which have or may come to light.

(ii) to fix responsibilities of the persons, institutions or authorities in respect of such transactions.

(iii) in the above context, to identify the misuse, if any, of and the failures/inadequacies in the control mechanism and the supervisory mechanism.

(iv) to make recommendations for safeguards and improvements in the system for elimination of such failures and occurrences in future.

(v) to make appropriate recommendations regarding policies and regulations to be followed in future.

2. That the Committee shall have the following 20 members of the Lok Sabha as its members.

- (1) Shri Mani Shankar Aiyar
- (2) Smt. Basava Rajeswari
- (3) Shri Vijaya Kumar Raju Bhupathiraju
- (4) Shri P. C. Chacko
- (5) Shri Nirmal Kanti Chatterjee
- (6) Shri Kamal Chaudhary
- (7) Shri Murli Deora
- (8) Shri George Fernandes
- (9) Shri Jaswant Singh
- (10) Shri Ram Niwas Mirdha
- (11) Shri Ram Naik
- (12) Shri P. G. Narayanan
- (13) Dr. Debi Prasad Pal
- (14) Shri Sriballav Panigrahi
- (15) Shri Shravan Kumar Patel
- (16) Shri Harin Pathak
- (17) Shri Rabi Ray