

THE VICE-CHAIRMAN (SHRI M. P. KAUSHIK): We shall now take up the clause-by-clause consideration of the Bill.

Clauses 2 to 34 and the Schedule were added to the Bill.

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

SHRI KHURSHID ALAM KHAN: Sir, I beg to move:

"That the Bill be passed."

The question was put and the motion was adopted.

THE VICE CHAIRMAN (SHRI M. P. KAUSHIK): I shall now put the motion regarding the second Bill. The question is:

"That Bill to provide for the levy and collection, by way of cess, of a duty of customs on the export of certain agricultural and processed food products for the development and promotion of their export and for matters connected therewith as passed by the Lok Sabha be taken into consideration."

The motion was adopted.

THE VICE-CHAIRMAN (SHRI M. P. KAUSHIK): We shall now take up clause by clause consideration of the Bill.

Clauses 2 to 4 were added to the Bill.

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

SHRI KHURSHID ALAM KHAN: Sir, I move:

"That the Bill be returned."

The question was put and the motion was adopted.

INLAND WATERWAYS AUTHORITY OF INDIA BILL, 1985.

THE MINISTER OF TRANSPORT (SHRI BANSI LAL): Sir, I beg to move:

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

From times immemorial, inland water transport has served as a cheap and economic means of transport and continues to be so. With the development of rail and roads, this mode of transport had remained neglected.

The Government has been aware of the need for bringing inland water transport to its rightful place in the overall transport system of the country.

Under the Constitution, the role of the Union is, however, limited to regulating the shipping and navigation of national waterways declared as such by Parliament as also the regulations of shipping and navigation on other inland waterways as regards mechanically propelled vessels.

Based on the recommendations of several committees including the National Transport Policy Committee relating to the assumption of responsibilities for maintaining the waterways by the Central Government, the Government have identified the following waterways as suitable for being declared as national waterways:

- (i) The Ganga - Bhagirathi - Hooghly River System;
- (ii) The Brahmaputra;
- (iii) The Sunderbans;
- (iv) The Godavari;

- (v) The West Coast Canal;
- (vi) The Mandovi and Zuari Rivers and Cumberjua Canal in Goa;
- (vii) The Narmada;
- (viii) The Mahanadi;
- (ix) The Krishna; and
- (x) The Tapi.

The river Ganga between Allahabad and Haldia has already been declared as national waterway.

The Inland Water Transport Directorate in the Department of Surface Transport which is presently looking after the development of inland waterways and water transport is ill-equipped to discharge the responsibilities for proper development of national waterways. The National Transport Policy Committee (1960) had recommended setting up of an independent authority for development, maintenance and regulation of national waterways. This recommendation has been accepted.

Accordingly, it is proposed to set up an independent authority to be known as 'Inland Waterways Authority of India'. The Authority will discharge the responsibilities and functions of the Central Government in respect of national waterways, with regard to development, maintenance and regulation on such waterways for shipping and navigation, and also to organise studies and investigations on waterways to be taken up for declaration as national waterways. The present Bill is to achieve the aforesaid purpose.

The Inland Waterways Authority of India Bill, 1985, is an important step to ensure adequate attention to inland water transport mode and I commend to this House for acceptance.

The question was proposed.

SHRI PARVATHANENI UPENDRA (Andhra Pradesh): Sir, I welcome the introduction of this Bill providing for the creation of an Inland Waterways Authority to regulate the development and maintenance of the national waterways. Sir, the development of the inland waterways for navigation purposes has been neglected. We remember the days when large quantities of timber used to be moved over our canal and river systems. Also, there used to be a lot of passenger traffic at a number of places through country boats and mechanised boats. But gradually this traffic is going down and the usage of inland waterways for navigational purposes is going down. One of the reasons is that not enough attention has been paid to the maintenance of our canal system. Today we find that most of them are unsuitable for navigational purposes. A lot of garbage and rubbish is thrown into the rivers and the canals and there is erosion of banks. A very inadequate attention is paid to the maintenance of these waterways. As a result, we find that sometimes they are useless even as irrigation channels because there is a lot of siltage. Unless we take immediate steps to rectify them and improve the lining and remove the siltage, most of these waterways will not be suitable for navigational purposes. For example the Buckingham canal used to be in such a first-class condition for navigational purposes. But its use as a navigation channel is being reduced. Similarly, because of bad maintenance of river ghats and inadequate attention paid to the launch services, there have been a number of boat tragedies discouraging people from travelling by these waterways. That fear has also to be removed from the people's minds by controlling the movement of these rivers boats, whether they are mechanised or otherwise.

Dams have been built at a number of places across the rivers and they have been built without keeping in

[Shri Parvathaneni Upendra]

view the ultimate usage of the canal system for navigational purposes. Unless we make some alternative arrangements at the dam sites, continuous navigation from one place to another will be difficult. Similarly, the bridges are not high enough at a number of places to allow free movement of vessels in the canal system. They also require to be modernised and they have to be improved.

There is great scope for development of tourism by making the inland navigation attractive by introducing boat services, etc. Kerala has attempted that. A number of States have attempted that. Even in Goa it is being done. There is a potential for improving tourism also.

Ultimately, if this system and this linkage have to be successful and if this authority has to be successful, we have to think of linking these various rivers adequately from North to South or West to East so that there can be continuous navigational movement of traffic in these rivers and canals.

With these observations, I support the Bill.

श्री सुखदेव प्रसाद (उत्तर प्रदेश)
वाइस चैयरमैन सर, हमारे यहां जो इनलैंड वाटर अथॉरिटी बिल पेश है उसका मैं स्वागत करता हूँ। एक बात जो सबसे अहम है वह यह कि यदि हम प्राचीन भारत के नक्शे पर नजर डाले तो जितने भी हमारे बड़े शहर हैं वे नदियों के किनारे बसे हुए हैं। उसका कारण यही था कि नेवीगेशन में सुविधा थी और एक जगह से माल और आदमियों को लाने ले जाने में आसानी थी, लेकिन ज्यों-ज्यों समाज ने तरक्की की और रेल और रोड का विस्तार हुआ, हमारी नदियां एक तरह से नेगलेक्टेड हो गयीं। यह बड़ी खूशी की बात है कि हमारे माननीय मंत्री जी ने यह बिल लाकर नदियों की महत्ता पर पुनः ध्यान दिया है।

श्रीमन्, जिन जिन नदियों का नाम लिया गया है उनके संबंध में मुझे कुछ बातें जरूर कहनी हैं और वह यह कि बहुत सारी नदियां ऐसी हैं जिनका पानी केनाल के जरिये सिंचाई के लिए इस्तेमाल होता है क्योंकि ऐसा भी देखने में आता है कि गर्मियों में गंगा का पानी एकदम सतह पर आ जाता है। इसी तरह से गोदावरी, महानदी, कावेरी का भी पानी है। ब्रह्मपुत्र में पानी बराबर बता रहता है। लेकिन ऐसी सूखत में गर्मियों के दिनों में जब सिंचाई की बड़ी जरूरत होती है और नेवीगेशन की जरूरत पड़ेगी तो क्या स्थिति होगी इस पर मैं माननीय मंत्री जी का ध्यान दिलाना चाहूंगा।

अभी हमारे उपेन्द्र जी ने इस बात का जिक्र किया है कि नदियों पर जगह-जगह डैम बने हुये हैं, रेलवे के पुल बने हुये हैं या जो यातायात के पुल बने हुये हैं, जब नदियों में स्टीमर या नावें चलेगी तो उनके रास्ते में जो बाधाएं आयेंगी उसके बारे में भी माननीय मंत्री जी का ध्यान आकर्षित करना चाहूंगा कि इस बारे में फिर कौन सी व्यवस्था होगी जिसके जरिये हम इन कठिनाईयों को दूर कर सकेंगे।

तीसरी चीज जिसके बारे में मैं माननीय मंत्री जी का ध्यान आकर्षित करना चाहूंगा वह यह है कि हमारे सारे ऐसे छोटे तबके के लोग हैं जिनका जीवनयापन नदियों के सहारे है, जो नावें चला कर जीवनयापन करते हैं या मछलियां मारकर जीवनयापन करते हैं। यदि नदियों को नेशनल वाटरवेज में परिणत कर देते हैं तो उनकी क्या पोजीशन होगी ? वे अपने जीवनयापन के लिये इनका उपयोग कर सकेंगे अथवा नहीं कर सकेंगे।

एक बात की ओर मैं और ध्यान दिलाना चाहूंगा कि अथॉरिटी के लिये प्रोजेक्शन है कि वह लैंड कहीं भी एक्वायर्ड कर सकती है। इस संबंध में हमारा एक सुझाव है कि आप भरसक इस बात से बचें कि जो छोटे किसान हैं उनकी जमीन एक्वायर्ड न की जाय क्योंकि उनकी सारी रोजी उसी पर निर्भर करती है।

श्रीमन्, जहाँ तक अथारिटी का सवाल है, उसमें एक बात का और जिक्र आया है और वह आया है एसोशिएट मेम्बर का। वह जब चाहे एसोशिएट मेम्बर को शामिल कर सकती है और उससे राय ले सकती है, लेकिन उनको वोट देने का अधिकार नहीं होगा। लेकिन एपेक्स बोडी है जो एडवाइस करेगी अथारिटी को समय-समय पर। ऐसी सूरत में एसोशिएट मेम्बर की क्या आवश्यकता पड़ेगी, इसको मैं समझ नहीं पा रहा हूँ। मैं एक बात और निवेदन करना चाहता हूँ कि इस के स्टेटमेंट आफ आब्जेक्ट्स एंड रीजन्स में कही गयी है वाटर ट्रांसपोर्ट को प्रमोट करने की बात और दूसरे एडवांटेज की बात कही गयी है और इस का मैं तहे-दिल से स्वागत करता हूँ क्योंकि इसमें हम वाटर पोल्यूशन से और एर पोल्यूशन से बच सकते हैं क्योंकि इसमें डिजिल के द्वारा या पेट्रोल के द्वारा जो खर्च होता है वह बचेगा और हम पानी की पावर को ज्यादा से ज्यादा इस्तेमाल करेंगे और दूसरी चीजों से हम बचेंगे। लेकिन इसके साथ एक बात और दी गयी है इसमें कि Energy efficiency, generation of employment among the weaker sections यह किस तरीके से बीकर सेक्शन में एफिशियेंसी को प्रमोट कर सकता है यह बात मेरी समझ में नहीं आती। हम अथारिटी तो कायम करें लेकिन माल को उतारने और चढ़ाने में, लाने और ले जाने में कुछ कुलियों की व्यवस्था जरूर कर सकते हैं लेकिन बहुत से लोग जो अपनी रोजी के लिए इन नदियों पर ही निर्भर करने हैं उन के लिए क्या आप तालमेल बिठाएंगे इस बारे में हम को ध्यान देना है और माननीय मंत्री जी को उन के लिये सोचना है। वकी इस बिल में जो प्राविजन अथारिटी के होते हैं वह दिये गये हैं, लेकिन मैं यह चाहता हूँ कि जिस तरीके से आप ने नदियों के लिये इनलैंड वाटर वेज का एक बिल पेश किया है उसी तरीके से बड़ी-बड़ी झीलें, बड़े-बड़े तालाबों और दूसरी चीजों के द्वारा एक स्थान से दूसरे स्थान पर माल ले जाने के लिये भी ध्यान देना चाहिए ताकि उन का भी उपयोग किया जा सके। साथ ही मैं चाहूंगा कि जहाँ पर आप

इस तरह की अथारिटी कायम कर रहे हैं वहाँ पर जहाँ नदियों के पेटे उथले हो गये हैं उनको गहरा करने की भी भी कोशिश करेंगे और वाटर पोल्यूशन की जो बात चल रही है मेरा ख्याल है कि अगर उस को यह अथारिटी हाँ कंट्रोल करे तो यह एक अच्छी बात होगी और हमारा खर्च भी उस पर कम आयेगा। इन शब्दों के साथ मैं इस बिल का समर्थन करता हूँ।

DR. R. K. PODDAR (West Bengal):
Mr. Vice-Chairman, Sir, this is also a very welcome piece of legislation and I thank the Minister for bringing it forward. But I must say that this should have received the attention of the Minister long ago. Water transport, as you know is the least-expensive and less-pollution causing means of transport, suitable especially for bulk materials like coal, fertilisers, cement etc. But while we are spending thousands of crores on other means of transport in which the multi-nationals and national capitalists are interested, this means of transport is being neglected, has been neglected for long. In answer to a question, Question No. 9478, the Minister of Shipping and Transport supplied some data. I find from this that in the Fifth Five Year Plan period, we spent only Rs. 3 crores and 85 lakhs. In the Sixth Five-Year Plan, the allocation was only Rs. 31 crores. For this reason even if the Government has declared that there are 10 waterways which deserve to be national waterways, it has accepted only one, that is, the Allahabad-Haldia Stretch of the Ganga-Bhagirathi-Hooghly River.

Now, the Government has given lots of promises in the past to the Members of Parliament. In reply to Unstarred Question No. 2018 on 8-3-1984 the Minister said:

Authority of

Passed

[Dr. R. K. Poddar]

"The realisation of the navigability of the whole national waterway requires a long-term development. Action has already been initiated for the development of this waterway for navigation from Haldia to Farakka. At present the river services upto Farakka are being operated by Central Inland Water Transport Corporation, Calcutta. It could be extended further upstream when the navigational lock at Farakka is commissioned for which purpose, civil works, metre gates and hoists, radial gates and their control arrangements and bulk head gates etc. have already been completed and further action for commissioning the lock is already in progress. For the stretch between Haldia and Farakka, however, a scheme costing Rs. 189.50 lakhs which envisages river training works, terminal facilities at selected locations, aids to navigation and channel marking and pilotage and survey and is being implemented. For the stretch between Farakka and Patna, a scheme at an estimated cost of Rs. 390 lakhs for provision of infra-structural facilities including river training etc. is in the process of finalisation. As regards the stretch between Patna and Allahabad, it is proposed to launch a pilot project to identify further measures to be taken in this stretch for introduction of regular river services. The cost of the project is estimated to be Rs. 950 lakhs and it includes procurement of crafts and dredgers' taking up of dredging and river conservancy as part of the study, installation of river services to carry cargo on experimental basis and to facilitate study etc."

I want to know what has happened to those promises, whether these have been realised by now or not. By giving the status of Authority to the moribund agencies like the Central Inland Water Transport Directorate, no

doubt you will be giving it administrative teeth but these administrative teeth will have nothing to chew unless some funds are given to this Authority. So, enough funds may be made available to this Authority.

Sir, this is an important means of transport which requires to be speedily developed in our country. I would like to recommend that not only this stretch between Haldia and Allahabad but all the other nine waterways should also receive enough attention so that much of the bulk transport in our country could be diverted to this inland water transport and the load on the railways can be reduced.

Finally, Sir, in Clause 3, sub-clause

(3), it is said:

"The Authority shall consist of the following members, namely:

(a) a Chairman;

(b) a Vice-Chairman; and

(c) such number of persons, not exceeding five, to be appointed by the Central Government."

Already there is a tendency to centralise everything which is hampering the development of healthy Centre-State relations. The rivers pass through three States, i.e. Uttar Pradesh, Bihar and West Bengal. Their representative must be on this Authority. Otherwise, how can there be harmonious development of inland waterways in the country? I would request the hon. Minister to consider this seriously and change this constitution and include the representatives of the States through which the rivers are passing, or through which the canals in future will pass. With these words, I conclude.

श्री महेन्द्र मोहन मिश्र (बिहार) :

उपसभाध्यक्ष महोदय, मैं इस विधेयक का समर्थन करता हूँ और यह विधेयक बहुत उपयुक्त ही है जैसा कि मंत्री जी ने कहा

कि रेल, यातायात या ट्रांसपोर्ट के चलने से जो हम लोगों को पुराने योजनाएं पानी के जरिये जो यातायात में भारतवर्ष में, सदियों से चल रही थीं वह ठप्प पड़ गयी थीं। मंत्री जी ने जैसे नेशनल ट्रांसपोर्ट कमिशन की अनुशंसा की, इसी तरह से यातायात को सुविधा के लिये भी सोचना चाहिये। इसके बनने से दो बातें होंगी। पानी के जरिये जो हमारा यातायात होगा वह सस्ता होगा और बरसों से इलाहाबाद से लेकर हल्दिया तक ले जाने की बात जो चलती थी वह होगा। सबसे बड़ी बात यह होगी कि हमारी गंगा नदी जो हमारे यू पी और बंगाल को मिलती है इसका पैटा ऊंचा हो गया है। थोड़ा सा बारिश हो जाने से इसमें सैलाब आ जाता है, बाढ़ आ जाती है। गंगा हमारा थोड़ा सा भी पानी नहीं ले पाती। नतीजा यह होता है कि उसके आस पास के प्रांत, जो शहर हैं वह फलड़ की चपेट में आ जाते हैं। जब नेवीगेशन होगा, जहाज चलने लगेंगे, नेवीगेशन की व्यवस्था होगी तो जो सिल्ट जमा हुआ है वह निकल जायगा। जैसा हमारे प्रधान मंत्री जी ने भी कहा कि पानी की व्यवस्था के लिये हमने एक मंत्रालय खोला है, वाटर मैनेजमेंट की व्यवस्था की है तो उससे हमारे नेवीगेशन में, सिंचाई में मदद मिलेगी। व्यापार भी बढ़ेगा और चीपेस्ट ट्रांसपोर्ट की व्यवस्था इसके जरिये होगी। जैसा हमारे मुखदेव प्रसाद जी ने कहा कि जो बग नेवीगेशन में लगा हुआ है, हमारे फिशरमैन लगे हुये हैं, मंत्री जी उनको उसमें लगायें। उनका उद्योग न डूबे उनको पूरी मदद दी जाय इसकी व्यवस्था करें। इस बिल में उनका पार्टिसिपेशन करने की व्यवस्था आपको करनी चाहिये। इन्हीं शब्दों के साथ मैं इस बिल का समर्थन करता हूँ।

SHRI M. KADHARSHA (Tamil Nadu): Mr. Vice-Chairman, Sir, I welcome this Bill, but I am sorry to point out that it has taken 35 years for the Government to find out that the Inland Water Transport Directorate has not been functioning purposefully and effectively though there is only one National Waterway—namely, Ganga-Hooghly. Since the 1957 RS—10

land Waterways Authority of India is being created through this Bill, which will also have many Advisory Councils later on, the Directorate should be wound up and the staff may be transferred to some other Government Department. No doubt the Directorate has to function now for the Inland Waterways Authority, Parkinson's Law should not be extended indefinitely. It looks as though the Central Government has been obsessed with the mania of creating authorities. The other day they created the National Airport Authority in addition to the International Airport Authority. Just now we passed a Bill for establishing the Agricultural and Processed Food Products Export Development Authority. Now this Authority is being created. While the hon'ble Prime Minister is for implementing time-bound programmes for alleviating the misery of the masses, the Ministers at the Centre are over-concerned with setting up such Authorities. What happens to the National Water Resources Council in which the Chief Ministers are members?

[THE VICE-CHAIRMAN (SHRI SANTOSH KUMAR SAHU) in the Chair].

Will this Authority coopt the Secretaries to the State Governments who are incharge of waterways? If this is not done, this Authority will serve no purpose. Sir, the hon. Ministers are talking.

MISS SAROJ KHAPARDE (Maharashtra): They are listening.

SHRI M. KADHARSHA: No, they are not listening. Let them finish. I will continue later on.

THE VICE - CHAIRMAN (SHRI SANTOSH KUMAR SAHU): Please hear.

SHRI M. KADHARSHA: Sir, I wonder how this Authority can function authoritatively when there are so many inter-State river water disputes.

[Shri M. Kadharsa]

The home State of the Minister itself has been affected. There are so many river water disputes like the Ravi-Sutlej in the North, the Cauvery in the South, the Mahanadi in the East and the Narmada in the West. When the peasants of Thanjavur District the are thirsting for water—not for drinking, but for their fields—they do not get water in the Cauvery river because of the unresolved Cauvery water dispute. This is hanging fire for the last so many years. Similarly, the Krishna Canal Project which will not only give water for the parched earth in Rayalaseema but also to the dry throats of the people of Madras, is not being assisted by the Centre. I am sorry to point out, though both the States of Tamil Nadu and Andhra Pradesh are contributing funds from their limited resources. Can the Minister deny that after completion of the Krishna Canal it can be used as a national waterway also?

Sir, the former chief of Indian Navy and the then Chief of Southern Naval Command have opined in writing that the Sethusamudram Project is a strategically important waterway for the Naval ships from West to East and vice-versa. They have said this before the Lakshminarayanan Committee of the Transport Ministry which has given its report. Even the first Prime Minister, Pt. Jawaharlal Nehru, had asked the Planning Commission to take this Project as an advance Plan project for inclusion in the Third Five-Year Plan. So many committees have given feasibility studies. Our Chief Minister, Dr. M.G.R., has recently stressed about the importance of this project in his address to the National Development Council. Unfortunately, no concrete steps have been taken so far.

I demand that this Inland Waterways Authority should take up first the Sethusamudram Project, if it wants to prove that it is concerned with nation's defence. Our naval and merchant ships have to come around

Sri Lanka in their movement. That means, they become the easiest targets of attack during some crisis in the Indian Ocean. The Sethusamudram Project is the only project which can give security and safety to our naval and merchant fleet. I hope that the hon. Minister realises the importance of this project and takes up this project for implementation, in consultation with the Defence Ministry. Since he was himself the Defence Minister in the past, he may be knowing better than me.

Similarly, the Buckingham Canal connecting Andhra and Tamil Nadu was being utilised as a waterway during the Second World War by British regime. Today it has become a stinking drain. This Buckingham Canal should also be taken up for implementation by the Inland Waterways Authority.

In conclusion, I would only say that the Inland Waterways Authority should not become another Directorate of Waterways; it must prove its worth by undertaking waterway projects as a national priority. As compared to the huge investments needed for expanding the railways and the roadways, there is no need to spend money on creating infrastructural facilities in the case of waterways. We have failed so far to utilise the nature's bounties. At least let us make a beginning now.

Thank you.

श्री कल्पनाथ राय (उत्तर प्रदेश) :

आदरणीय उपसभाध्यक्ष महोदय, मैं माननीय परिवहन मंत्री जी ने जो यह भारतीय अन्तर्देशीय जलमार्ग प्राधिकरण विधेयक, 1985 पेश किया है उसका समर्थन करता हूँ। यह महान खुशी की बात है कि हमारे परिवहन मंत्री श्री बंसी लाल जी के नेतृत्व में हमारे देश का एयर, रेलवे और रोडवेज ट्रांसपोर्ट देश को जनता की शनैः शनैः एक अच्छी सेवा कर रहा है। मैं देश के प्रधान मंत्री जी राजीव जी को बधाई देना चाहूँगा कि उन्होंने पहली बार

देश परिवहन के संबंध में एक इंटेग्रेटेड पालिसी देश के सामने रखी है। भारत सरकार द्वारा स्थापित विभिन्न समितियों ने सिफारिश की है कि महत्वपूर्ण जल मार्गों को राष्ट्रीय जल मार्ग घोषित किया जाय और अन्तर्देशीय जल परिवहन को, उसकी कम लागत को ध्यान में रखते हुये उन्नति के लिये और कुछ अन्य लाभों को जैसे ऊर्जा, कुशलता, कमजोर वर्गों के बीच नियोजन पैदा करना और कम संदूषण, सुनिश्चित करने के लिये उनका शीघ्र विकास किया जाये।

राष्ट्रीय परिवहन नीति समिति ने कहा है कि नौवहन और परिवहन मंत्रालय में अन्तर्देशीय जल परिवहन निदेशालय के विद्यमान ढांचे को राष्ट्रीय जल मार्गों के उचित विकास के लिये उत्तरदायित्व लेने और उसका निर्वहन करने के काम में नहीं लगाया गया है क्योंकि यह मात्र सलाहकारी निकाय था जिसको विवास स्कीमों और उसके निष्पादन के लिये निधियाँ आवंटित करने की कोई शक्ति नहीं थी। इस कठिनाई को दूर करने के लिये एक स्वतंत्र प्राधिकरण की स्थापना किये जाने की सिफारिश की है। अतः यह प्रस्ताव किया जाता है कि भारतीय अन्तर्देशीय जलमार्ग प्राधिकरण को स्थापित किया जाये जो पोत परिवहन और नौपरिवहन के लिये राष्ट्रीय जल मार्गों के विकास अनु-रक्षण और विनियमन के लिये और राष्ट्रीय जल मार्ग घोषित किये जाने के लिये विचारा-धीन जल मार्गों पर अध्ययन और अन्वेषण का संचालन करने के लिये भी स्वतंत्र प्राधि-करण होगा।

आदरणीय उपसभाध्यक्ष महोदय, हमारा देश प्राचीन जमाने से जल मार्गों के माध्यम से देश का व्यापार करता था, लोगों का आना जाना होता था और यह हमारे देश का सबसे सस्ता परिवहन का एक माध्यम था। आदरणीय बंसीलाल जी के नेतृत्व में जो इलाहाबाद से हल्द्वीय तक इनलैंड वाटर नेवीगेशन के माध्यम से जोड़ने का प्रयास किया जा रहा है, महानदी, कृष्णा, कावेरी, नर्मदा, गंगा नदियों के जल मार्गों के

माध्यम से हमारा काम संचालन करने का जो प्रयास किया जा रहा है यह बड़ा ही सराहनीय प्रयास है। आदरणीय उपसभाध्यक्ष महोदय, देश के प्रधान मंत्री श्री राजीव गांधी ने सत्ता में आने के बाद गंगा के प्रदूषण को समाप्त करने का जो बीड़ा उठाया उसने करोड़ों हिन्दुस्तान के लोगों के दिल को छुआ है, देश के करोड़ों लोगों ने दिल से भारत सरकार और उसके नेतृत्व को बधाई दी है। उन्होंने गंगा के प्रदूषण को समाप्त करने के जो संकल्प किया है उसके लिये मैं देश की करोड़ों करोड़ों जनता की तरफ से श्री बंसीलाल जी बंसाल को धन्यवाद देना चाहूंगा कि उनके कुशल नेतृत्व में इनलैंड वाटर नेवीगेशन सिस्टम हिन्दुस्तान में चालू हो गया है। एक, दो या तीन वर्षों में अगर इलाहाबाद और कलकत्ता का रास्ता खुल जाये तो वह बहुत बड़ा बात देश की आम जनता के दिल को छूने वाली होगी। महोदय, देश के अन्दर संचार व्यवस्था जितनी तेज होगी, परिवहन व्यवस्था जितनी द्रुत गति से विवर्धित होगी उतना ही देश का सर्वांगीण विकास होगा। आदरणीय उपसभाध्यक्ष महोदय, मैं आदरणीय बंसीलाल जी का ध्यान इस तरफ खींचना चाहता हूँ कि हमारे देश के करोड़ों इंसान नदियों पर नावें चलाकर, नदियों में मछली पकड़कर या माल ढोकर अपनी जीविका चला रहे थे। लेकिन आधुनिक भारत में जब पुलों का निर्माण होने लगा, जब नदियों पर डाम बनने लगे, तो ये देश के लाखों लाख मल्लाह जाति के लोग बेकार हो गये। जो आधुनिक प्रणाली आप परिवहन की लागू करने जा रहे हैं जिसमें नये और आधुनिक ढंग के स्टीमर या नई और आधुनिक चर्चो से लैस नावे चलेंगी, तो मेरा आपसे कहना है कि जो ये लाखों लोग नदियों पर अपनी जीविका का उपार्जन करते थे तो उनकी रोजी-रोटी की समस्या के हल के लिये मैं यह चाहूंगा कि जो नई प्रणाली संचालित हो उसमें इन लाखों मल्लाहों को, जो पुराने तौर तरीकों से रोजी रोटी चलाते थे, यह जो उनकी जीविका का साधन था ऐसे लोगों को नये ढंग से ट्रेनिंग

(श्री कल्पनाथ राय)

बेकार, नई या आधुनिक प्रणाली से परिचित कराकर उन्हें इन नावों और स्टोमरों को चलाने का मौका दिया जाये, उनके लड़कों का वहाँ नौकरी देने में प्राथमिकता दी जाये और इन लोगों को पूरे जल परिवहन के विकास में इन्वाल्व किया जाये और इसके बाद हा दूसरे लोगों पर विचार किया जाये। यदि आप ऐसा करेंगे तो यह बहुत देश सेवा और राष्ट्र सेवा होगी।

उपसभाध्यक्ष महोदय, जो हमारा नदियों में बाढ़ आती है, देश के अंदर कहीं बाढ़ है और कहीं सुखाड़ तो जो हमारे देश के विकास का सबसे बड़ा साधन बन सकता था, हिन्दुस्तान का 70 फीसदी पानी नष्ट हो जाता है और जो 30 प्रतिशत देश का पानी है, उस ही पानी का भी हम ठीक से इस्तेमाल नहीं करते। देश के किसी इलाके में सुखाड़ है और किसी इलाके में बाढ़ है। इन चीजों से हमारे देश के किसान, हमारे देश के गांव बरबाद होते हैं। आदरणीय उपसभाध्यक्ष महोदय, मैं मंत्री महोदय से यह निवेदन करना चाहूंगा कि हमारे देश में जो आप इनलैंड वाटर नेवीगेशन सिस्टम शुरू करने जा रहे हैं। नदियों की जो सतह है, जो बेड है, वह इतना ऊपर आ गया है कि जब भी कभी पहली बरसात होती है, बरसात के मौसम में हिन्दुस्तान की कोई ऐसी नदी नहीं बचती है जिसमें भयंकर बाढ़ न आ जाए, करोड़ों रुपये की फसल नष्ट न हो जाए, अरबों करोड़ों रुपये के जानवर और मत्तन न वह जाए। इस इनलैंड वाटर नेवीगेशन सिस्टम को आधुनिक ढंग से संचालित करने के लिए जरूरी है कि हमारे देशों से तकनीकी को-ऑप्रेशन ले कर हमारी सरकार द्वारा नदियों के बेड को गहरा करने की कोशिश की जाए। इससे हम एक तरफ अपने देश को बाढ़ की विमोषिका से बचा सकेंगे दूसरी तरफ हमारी नावों का संचालन भी ठीक ढंग से हो सकेगा, पानी के होने की वजह से हमारा परिवहन भी

ठीक से संचालित हो सकेगा, हमारा व्यापार भी संचालित होगा, हमारे लोगों के लिए आना-जाना संभव होगा, सस्ते दाम पर चापेस्ट हवा का ताकत से, बिना ऊर्जा और शक्ति का इस्तेमाल किये, डीजल, पेट्रोल, आयल का इस्तेमाल किये बिना, चापेस्ट तरीके से अपने देश का व्यापार ही सकेगा। एक प्रदेश से दूसरे प्रदेश में सामान भेजा जा सकेगा। यह बहुत बड़ा सेवा होगी। इस काम के लिए मैं माननीय मंत्री जी से निवेदन करूंगा दुनिया के बहुत से देश हैं जो हमारे देश का इन नदियों की सिल्टिंग को दूर करने के लिए हमारे देश के साथ सहयोग करने को तैयार हैं। बहुत से ऐसे देश हैं जो इन नदियों की मिट्टी निकाल कर दूसरे किनारों पर फेंकने के लिए तैयार हैं। मैं चाहूंगा कि हमारे आदरणीय परिवहन मंत्री जो दुनिया के अन्य विकसित देशों से इस दिशा में समझौता करें ताकि कम से कम हम अपनी बड़ी-बड़ी नदियों ब्रह्मपुत्र, गंगा, कावेरी, घाघरा, कावेरी, कृष्णा, गोदावरी, नर्मदा को अपने परिवहन का साधन बना सकें। इसके लिए जरूरी है कि हम अन्य विकसित देशों से इस दिशा में समझौता करें और उनका सहयोग प्राप्त करें और इस इनलैंड वाटर के साधन को हम अपने यहां विकसित करें। हमें विश्वास है कि डायनेमिक, कुशल और पूरे देश की समझदारी रखने वाले हमारे मुल्क के किसानों के हृदय सम्राट श्री बंसी लाल जी जिस तरह से उनके नेतृत्व में हमारे मुल्क की रेल, वायुयान, ट्रांसपोर्ट जिस तरह से जिस गति से राष्ट्रीय सेवा के काम में जुटे हुए हैं उनके नेतृत्व में हमारा इनलैंड नेवीगेशन भी उस दिशा में प्रयत्नशील होगा। हम बहुत जल्दी ही विदेशों से समझौता कर के अपने मुल्क की नदियों की सिल्टिंग की समस्या को दूर करेंगे और अपने मुल्क की जनता को चापेस्ट ट्रांसपोर्ट सिस्टम के माध्यम से माल ढोने के काम को जबना के अन्य कामों को गतिशीलता प्रदान करेंगे। लाखों करोड़ों किसान जो आधुनिक दुनिया में बेकार हो गये हैं नदियों पर पुल बनने के कारण नदियों पर डैम बनने के कारण उन लाखों करोड़ों किसानों को

भी इस काम में लगाया जाएगा ताकि हमारे देश की जेबेकारी की समस्या हल कर सकेंगे। मुल्क में लाखों करोंडों मल्लाह जाति के लोग हैं उनको जीविका प्रदान कर सकेंगे। इन शब्दों के साथ मैं इस विधेयक का समर्थन करता हूँ और ईश्वर से प्रार्थना करता हूँ कि यह परिवहन मंत्रालय इस इनलैंड वाटर नेविगेशन को बिलकुल कुशलता प्रदान कर के कम से कम समय में पूरे देश की सेवा का साधन बन सकेगा।

DR. SHANTI G. PATEL (Maharashtra): Mr. Vice-Chairman, Sir, this Bill seeks to establish an Inland Waterways Authority of India for the development, maintenance and regulation of national waterways for shipping and navigation.

I must say at this stage that this was long overdue. We have nature's gift in the form of waterways spread all over the country, whether we it is the north, south, west or east. But unfortunately we have not been able to take advantage of this particular gift. Late as it is, we have woken up and we are trying to make up for the lost time and we are trying to develop this particular form of transport.

As is well known this is one transport which stands out quite differently from the rest of the transport system because it has its own peculiarities. Judged by any standards it is A-1, and that is why it is unfortunate that it did not receive the attention of the Government which it deserved. As I said earlier, this is one transport where the main infrastructure is readily available in the form of waterways. What needs to be done is a little more investment so that there are proper conservation arrangements like navigational aid deepening of channels, etc. This is something which could have been done in time. After 38

years of independence, this could have been built up into mighty system. This system also has another advantage. It is a labour intensive industry. Some of the vehicles do not require the help of a machine. If a machine is to be used, the fuel efficiency is the maximum here compared to road transport or rail transport or aviation transport. It is in this context that one has to look to this particular transport and see that this gets the momentum which it has been lacking so far.

At present we have hardly 1 per cent of the share of the transport given to this system of waterways. That is why we have a long way to go.

We have about 5200 kms of major rivers and 485 kms of canal ready available for this type of navigation. Of course, more development could take place and more canals and rivers could be made navigable.

I am aware that this is essentially a job which falls under the States but in a country like ours where there is scarcity of capital and particularly where there are many States concerned with one or the other river or canal, it is very necessary that the Central Government comes forward with Central schemes or Centrally sponsored schemes with which they have already made a start. But this needs to be augmented and accelerated so that this whole country looks like a map wherein we find such vessels moving from place to place. Take, for example, the Netherlands. In whichever place you are going, you find canals being navigated by various types of vessels and cargoes moving through these canals.

So, this cheapest mode of transport should be utilised not merely for carrying cargo from one place to

[Shri Shanti G. Patel]

another, but passenger services could also be very well organised.

I know this needs a certain amount of modernisation as far as vehicles are concerned. But it is not something beyond our reach and it is something which does not require a lot of investment.

At present we have only one national waterway declared from Allahabad to Haldia. We have still nine waterways to be declared national waterways so that proper steps could be taken to use them and the entire picture of the country might get changed. We are expecting this to be done all over the country and in a manner that full economic advantages flow from a system like this.

We have rivers like the Narmada, the Tapti, in the Central India or deep down, the Cauvery and other rivers. These assets should be put to use so that we get the maximum benefit out of them.

In conclusion may I submit that we have at present a transport system except air transport, coordinated and headed by one Ministry. This is an advantage which should lead to further augmentation and acceleration of the development of this particular type of transport. It is headed by a Minister who is known for his dynamism. He changed the face of Haryana which was supposed to be backward. Here is another opportunity for him a challenging opportunity for him, here is a system which is backward. I am sure he would be able to give that push to this system so that it develops and economic advantages can follow to this country as well as to the people. Thank you.

SHRI VISHVAJIT PRITHVIJIT SINGH (Maharashtra): Mr. Vice-Chairman, this is a most important Bill. We stand at the beginning of a new age, according to me, and it is not just that we are passing this Bill which will come into force soon. But we are on the verge of a new revolutionary era. Now we are taking the first step towards the inland water transport which is taken for granted in many other parts of the world. In the whole of Europe, in large parts of South America, in China, in all these parts of the world, transport through waterways is taken for granted and is taken as part of life and a major amount of goods move by the waterways and a large number of people travel on the waterways. The waterways have become the life-blood of those nations. In India also, Sir, this was the case. It is only with the advent of the British with the use of the railways, with the network of roads which came up, that we finally gave up the use of our waterways. We gave it up over a period of time. It is not that we did not have any use for our waterways before that. Before that also we were using that. A large amount of transportation was taking place on our waterways. We had channels we had canals and we had rivers in which the barges would move up and down the streams. I am reminded of a book which I read about the mutiny which says that a large number of troops were brought in during the Mutiny by rivers and not by roads. So, even from the point of view of carriage, from the point of view of saving in fuel, from the point of view of avoiding pollution, this is the most important thing and, therefore, this Bill is a very important Bill. I can imagine the day, Sir, which is not very far off in the future, when people will be travelling by barges up and down our rivers with no pollution and without any kind of problems and with ease.

Sir, the Minister has said that he is going to declare nine other waterways as national waterways and they will also become national waterways. My request to him is that this should be done as soon as possible. A complete grid should be set up that the whole country is covered by this Authority.

Sir, while going through the Bill, I found certain comprehensive clauses. Clause 14 says that the Authority has to carry out surveys and investigations for the development, maintenance and better utilisation of the national waterways and the appurtenant land for shipping and navigation and prepare schemes in this behalf. It also says that the Authority has to control activities such as throwing rubbish, it has to see that the waterways remain clean, it has to remove or alter any obstruction or impediment in the national waterways and the appurtenant land which may impede the safe navigational or endanger safety of infrastructural facilities and so on. But this is what has happened over the years. People have encroached upon the whole area and the rivers have become full with silt and all kinds of rubbish things. The rivers have changed their courses also. We need to clean them up and we need to do all these things. I can well understand that. The Authority has to regulate the navigation and traffic including the rule of the road on national waterways. It has also to regulate the construction or alteration of structures on, across or under the national waterways. But, Sir, there is one lacuna in the Bill and the lacuna is there in the provision relating to the appointment of the Authority. Clause 4 says that the term of office and other conditions of service of the members shall be such as may be prescribed. They are not given here. No mention is made as to who is qualified to become the Chairman or Member of the Authority and what they are going to be exactly doing. This is not given. Similarly, clause 8 says that the Authority may appoint the Secretary and such other officers and employees as it considers necessary for the efficient discharge of its functions under this Act and it also says that the terms and conditions of service of the Secretary and

other officers and employees of the Authority shall be such as may be determined by regulations. It is all left vague. Again in clause 9, the same thing is there. It deals with constituting Advisory Committees by the Authority. This is also vague. Section 9 says:

“(1) Subject to any rules made in this behalf, the Authority may from time to time constitute such Advisory Committees as may be necessary for the efficient discharge of its functions.

(2) Every Advisory Committee shall consist of such number of persons connected with shipping and navigation and allied aspects as the Authority may deem fit.”

Sir, all this is very vague. Which is going to be the Advisory Committee, when will it be required, when will it not be required, what is to be the term, how long it is going to work, for how many months are they going to work? Nothing is given. The objects in the Bill are commendable. According to me, it is a historic Bill. I urge upon the Minister to kindly make it clear. This historic Bill contains very vague clauses regarding the appointment of the officers, regarding the appointment of the Authority. I would like the Minister to spell it out quite clearly—the purposes, the qualifications, the term of the Chairman, of the members of the secretary, of the advisory committee, all these various things. We cannot leave it vague. This has to become a part of this Bill.

With these words, Mr. Vice-Chairman, Sir, I whole-heartedly support this historic Bill which we are privileged to pass today in Parliament.

*SHRI GANGESHWAR KUSUM (Orissa): Mr. Vice-Chairman, Sir, I rise to support the Inland Waterways Authority of India Bill, 1985. India is a big country. It has its long coastline on three sides except the north. That means East, West, and South of our country are surrounded by sea. This is an advantage for us. Because we are able to deferred ourselves

*Original in Oriya.

[Shri Ganeshwar Kusum]

from enemy due to the location of sea on three sides. It is, therefore, necessary to utilise the water wealth available in our country. I thank the Hon'ble Minister for having brought forward this Bill before the House. Sir, after Independence Govt. of India have taken a number of steps for the development of Roadways, Railways, Waterways and Air ways. All the important cities in the country have been connected with Air ways. A remarkable development has been made in Road Communication. Rail lines have been laid between the important places in the country. But it is a fact that such progress has not been made on waterways. Whether it is in the field of industry, trade or tourism transport is very necessary everywhere. It plays a vital role in all these sector Sir, thousands of tonnes of coal and other minerals have accumulated at the pit-heads due to the shortage of wagons. The pithead stocks have been increasing everyday. A serious situation has been arisen due to such transport problems. It is also not possible to arrange immediate transport to clear the pithead stocks. At such situation, it is very necessary to develop the waterways. If it is done, it will go a long way in the solution of freight transport problem. Apart from this the cost of transport is much less on waterways than on Railways. Therefore, I agree with the Hon'ble Minister that development of waterways is very necessary.

Sir, I have gone through the statement of objects and reasons of the Inland Waterways Authority of India Bill. It is clearly mentioned in the first para of the Statement of objects and reasons — I quote.

"Several Committees set up by the Government of India have recommended declaration of important navigable waterways as national waterways and acceleration of their development for promotion of inland water transport in view of the low cost and for securing certain other advantages such as energy, efficiency, generation of employment among weaker sections of community and less pollution."

The Govt. have felt the necessity of constituting an Inland Waterways Transport Authority. Therefore, I thank the Government. Govt. of India had appointed several Committees to examine the Constitution of Inland Waterways Authority. One such Committee is National Transport Policy Committee. That Committee has recommended to the Govt. of India to set up an Inland Waterways Transport Authority. Provisions have been made in this Bill as to how funds will be allocated and how this Inland Waterways Authority will function. According to the provisions made in this bill a National Waterways and Transport Authority will be set up. It will function independently. It will also take all possible steps to develop various waterways. I thank the Government for making such nice provisions in this Bill. I appreciate the noble intention of the Government.

Now I would like to speak a few words about Orissa. If we see the marine history of Orissa we find that Oriyas were going on sea voyage to Java, Sumatra, Borneo islands and to other far east countries for trade purposes. They were earning good amount of money and bringing home a lot of precious metals and ornaments from these countries. There are certain interior areas in the coastal Orissa where adequate transport facilities are not available. These areas have not been connected by rail or road transports. Government of Orissa have given a proposal to the centre to make arrangements of adequate transport facilities to those areas on waterways. The State Government of Orissa has requested to make a survey of those waterways. The Central Government should immediately approve the proposals send by the Government of Orissa in this regard. At the same time, I demand that sufficient funds be sanctioned to the Government of Orissa to develop those waterways. Those proposals are as follows :-

1. Dhalapur to Cuttack (Mahanadi)
2. Orissa Coastal Canal.
3. Balimela reservoir

Among those three proposals the survey of the first one between Dhalapur and

Mahanadi has been completed. Waterways transport facilities should be introduced on that waterways forthwith. I thank the Government for having declared Mahanadi as one of the National Waterways.

Then I request the Government of India to expedite the survey work of Orissa Coastal Canals and Balimela water reservoir. All these waterways should be declared as National Waterways. With these words I conclude my speech.

SHRI BANSI LAL: I am grateful to all the hon. Members who have supported the Bill. The Bill has received unanimous support from all sections of the House. Only two or three small points have been raised. One point is: what will happen to the navigation when the bridges are very low and when this navigation takes place, what will happen to the traditional fishermen? Shri Vishvajit Prithvijit Singh has raised a point about what will be the term of the Chairman, Members and Secretaries of the Authority. Sir, so far as declaration of any river as national waterway is concerned, the rights of the fishermen and khewats will not be affected at all by declaration of this national waterway. They will continue as they used to be.

Regarding bridges, we cannot do anything about the old bridges. But we will try to do whatever we can so that the rivers can be used for navigation. And some of the hon. Members said that there should be State representatives also on the Authority. Sir, there will be advisory committees and the State representatives can be there, and we can make use of them at their places. The term of the Chairman, the Vice-Chairman, the Members and the Secretary and everybody will be defined in the Rules and the Rules will be laid on the Table of both the Houses of Parliament. And one question was raised about this Buckingham Canal. The scheme is proposed to be processed for sanction. From the results of a feasibility study of interlinking of canal for navigation between Madras and Kakinda ports undertaken by the experts of the Federal Republic of Germany, a provision of Rs. 500 lakhs has been made

in the Seventh Plan for improvement of Buckingham Canal in Tamil Nadu and Andhra Pradesh and Kurnool Canal and Elurn Canal and Kakinda Canal in Andhra Pradesh.

Sir, I am grateful to all the hon. Members who have supported the Bill.

THE VICE-CHAIRMAN (SHRI SANTOSH KUMAR SAHU): The question is:

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

The motion was adopted.

THE VICE-CHAIRMAN (SHRI SANTOSH KUMAR SAHU): We shall now take up clause-by-clause consideration of the Bill.

Clause 2 to 38 were added to the Bill.

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

SHRI BANSI LAL: Sir, I beg to move:

"That the Bill be passed."

The question was put and the motion was adopted.

MESSAGE FROM THE LOK SABHA

The Banking Laws (Amendment) Bill, 1985

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:—

"In accordance with the provisions of rule 96 of the Rules of Procedure and Conduct of Business in Lok Sabha, I am directed to enclose the Banking Laws (Amendment) Bill, 1985, as pas-