

(b) The aim of the Government of India is to enable provision of rural drinking water to all habitations in all States including Rajasthan equitably and in this exercise all the States are encouraged to achieve the set goals.

(c) State Governments report to the Government of India habitations as 100% covered after they are able to provide regularly at least 40 lpcd to the households. Hence it is expected that 100% covered habitations are those which have at least 40 lpcd safe drinking water supply available.

(d) As per data provided by the State in the IMIS as on 1.4.2010, Rajasthan has 34,880 quality affected habitations of which 10,788 are fluoride affected, 8 arsenic affected, 60 iron affected, 23,168 salinity affected and 856 are nitrate affected.

Brahmaputra and Barak Rivers as National Waterways

1543. SHRI SILVIUS CONDPAN: Will the Minister of SHIPPING be pleased to state:

(a) whether it is a fact that Government had declared rivers Brahmaputra and Barak as National Waterways on the floor of the Parliament; and

(b) if so, whether the vessels are not plying on these rivers even after Government had declared them as National Waterways, if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI MUKUL ROY) : (a) Yes, Sir. Sadiya-Dhubri stretch of River Brahmaputra (891 km) has been declared as a National Waterway in 1988. However, Barak river, is yet to be declared as a National Waterway.

(b) Various inland vessels for transportation of cargo and passengers are already plying in the declared stretch of River Brahmaputra.

Plying of Bangladesh India vessels on Indo-Bangladesh transit and trade route

1544. SHRI SHADI LAL BATRA : Will the Minister of SHIPPING be pleased to state :

(a) whether the number of Bangladesh vessels plying on the inland water transit and trade route between India and Bangladesh out-numbers Indian vessels plying in the route;

(b) if so, the details thereof and the reasons therefor;

(c) whether according to Indo-Bangladesh protocol on inland transit and trade, the share in movement of cargo is to be on 50:50 basis;

(d) if so, the details thereof; and

(e) the corrective measures taken by Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI MUKUL ROY) : (a) Yes, Sir.

(b) Transportation of cargo, under Indo-Bangladesh Inland Water Transit & Trade Protocol mainly consists of export of Fly ash from Kolkata and Haldia to Bangladesh and this transportation is predominantly done by vessels of Bangladesh.

The details of Indian and Bangladesh vessels during 2008, 2009 and 2010 (January to October) are given below :

Year	No. of Inward/ Outward voyages by Bangladesh vessels	No. of Inward/ Outward voyages by Indian vessels	Total
2008	2536 voyages by 367 vessels	12 voyages by 12 vessels	2548 voyages by 379 vessels
2009	4018 voyages by 363 vessels	19 voyages by 11 vessels	4037 voyages by 374 vessels
2010 (Jan. to Oct., 2010)	3502 voyages by 367 vessels	11 voyages by 11 vessels	3513 voyages by 378 vessels

The main reason for this imbalance between number of vessels/voyages by Indian and Bangladesh is that there are very few suitable IWT Indian vessels plying under this Protocol, whereas there are far larger number of Bangladesh vessels that are suitable for plying in those routes.

(c) and (d) According to Clause no 18 of the Protocol on Inland Water Trade and Transit (Sharing of inter-country trade and transit cargo) the two Governments agree to sharing of the carriage of cargo on equal tonnage basis (*i.e.* 50:50) by the vessels of two countries. Further, the competent authorities of the two countries are to take steps to operationalise the sharing through appropriate measures keeping in view that expeditious Transportation of cargo is in the mutual interest of both countries.

In view of the above, no corrective measure has been taken by the Government of India in regard to carriage of cargo by mostly Bangladeshi vessels.

Ferry Service between India and Sri Lanka

1545.DR. E.M. SUDARSAN NATCHIAPPAN : Will the Minister of SHIPPING be pleased to state :

(a) whether the Ministry has got clearance from the Ministry of Home Affairs for establishing ferry service from Rameswaram to Talaimannar and Tuticorin to Colombo; and

(b) if so, whether the final date for the maiden ferry service has been fixed?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN) : (a) and (b) This Ministry has got clearance from Ministry of Home Affairs for establishing ferry service from Rameswaram to Talaimannar and Tuticorin to Colombo. Date for maiden ferry service will be decided after obtaining the approval of the Cabinet for signing of a Memorandum of Understanding (MoU) between India and Sri Lanka for commencement of ferry services between Tuticorin and Colombo and Rameswaram and Talaimannar.

Development of Ports

1546.SHRI BHARATSINH PRABHATSINH PARMAR :

SHRI NATUJI HALAJI THAKOR :

Will the Minister of SHIPPING be pleased to state :

(a) whether the Government proposes to upgrade and develop some of the ports in the country including Kandla, Porbandar, Veraval and Hazira in the context of cargo handlings;

(b) if so, the details of development programmes to be undertaken during the Eleventh Plan period and budgetary allocation earmarked for the purpose; and

(c) the present status of such ports?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN) : (a) The Kandla Port is being developed through several projects in context of cargo handling. Regarding development of other ports like Porbandar, Veraval and Hazira, the responsibility lies with respective State Government as per Indian Port Act, 1908.

(b) and (c) As per Statement enclosed.