

- (b) the coastal cities of Maharashtra likely to be included in the project; and
- (c) what developmental activities are likely to be taken up in such cities?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI KRISHAN PAL): (a) to (c) The Government has decided to expeditiously work out the Sagar Mala Project by integrating various components viz. port facilities, coastal ferry services, tourism infrastructure and inland water transportation and focusing on Port Towns/Cities. Details of the Project have not been finalized so far.

Development of major Port at Dugarajapatnam

3516. SHRI JESUDASU SEELAM: Will the Minister of SHIPPING be pleased to state:

- (a) the details of provisions relating to connectivity of residuary State of Andhra Pradesh as contained in the Andhra Pradesh Reorganisation Act, 2014;
- (b) the status on development of new major port at Dugarajapatnam;
- (c) the steps being taken by Government; and
- (d) the role of Andhra Pradesh Government and status of their responsibilities?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI KRISHAN PAL): (a) As per information furnished by Department of Road, Transport and Highways, once new capital of the successor State of Andhra Pradesh is declared, the necessary steps would be taken up to study the road connectivity with new capital to Hyderabad. As per information furnished by Ministry of Railways, 17 new line and 4 doubling Railway lines projects falling fully/partly in the erstwhile State of Andhra Pradesh and currently in the residuary State of Andhra Pradesh are under execution.

(b) to (d) M/s. RITES has already done a feasibility report and the Dugarajapatnam Port Project has been found feasible. M/s. Ernst and Young LLP have been appointed as Transaction Advisor for the Project. They have submitted the draft Financial Model as also the draft bidding documents such as Request for Qualification (RFQ), Request for Proposal (REP) and Draft Concession Agreement for the project. As per the present formulation, the land cost, Rehabilitation and Resettlement cost and external infrastructure cost are to be borne by the Government of Andhra Pradesh.

Waterways for Inland Navigation

3517. SHRIMATI SASIKALA PUSHPA: Will the Minister of SHIPPING be pleased to state:

- (a) the details of the rivers and other waterways identified for inland navigation in the country, including Tamil Nadu;

(b) whether there is any proposal pending with Government for finalizing the waterways;

(c) if so, the details thereof;

(d) the details of money allocated for this purpose during the last three years, year-wise; and

(e) the progress made in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI KRISHAN PAL): (a) As per the Report of National Transport Policy Committee (1980) there are about 14500 km. of waterways which are navigable by country boats, out of which about 5685 km. of waterways are navigable by mechanized vessels. The Report has also identified ten waterways as having potential to be declared as National Waterways (NWs). These waterways are:

- (i) The Ganga-Bhagirathi-Hooghly
- (ii) The Brahmaputra
- (iii) The Sunderbans
- (iv) The Narmada
- (v) The Mahanadi
- (vi) The Tapi
- (vii) The Godavari
- (viii) The Krishna
- (ix) The West Coast Canal in Kerala
- (x) The Mandovi, Zuari rivers and the Cumberjua canal in Goa

Out of the above following 5 waterways have been declared as National Waterways (NWs):

- Ganga- Bhagirathi- Hooghly river system (Allahabad- Haldia- 1620 km.) in the State of Uttar Pradesh, Bihar, Jharkhand and West Bengal as NW- 1, declared in 1986.
- River Brahmaputra (Dhubri- Sadiya- 891 km.) in the State of Assam as NW- 2, declared in 1988.

- West Coast Canal (Kottapuram- Kollam) along with Udyogmandal and Champakara Canals- (205 km.) in the State of Kerala as NW- 3, declared in 1993.
- Kakinada- Puducherry canals along with Godavari and Krishna rivers (1078 km.) in the State of Andhra Pradesh, Tamil Nadu and Union Territory of Puducherry as NW- 4, declared in 2008.
- East Coast Canal integrated with Brahmani river and Mahanadi delta rivers (588 km.) in the States of West Bengal and Odisha as NW- 5, declared in 2008.

(b) and (c) A proposal for Lakhipur-Bhanga stretch of River Barak in Assam (121 km.) is under consideration of the Government for declaring it as National Waterway at an estimated cost of ₹ 141 crore.

(d) The allocation of funds for development of National Waterways during the last three years is given below:

2011-2012 (BE)	2012-2013 (BE)	2013-2014 (BE)
130 crore	211.72 crore	200 crore

(e) Development and regulation of only those waterways which are declared as NWs come under the purview of the Union Government. The responsibility of development of other waterways rests with the respective State Government. Accordingly, Inland Waterways Authority of India (IWAI) is developing NWs for shipping and navigation by providing a navigational channel with targeted depth and width, aids for day and night navigation, and fixed/floating terminals at selected locations for berthing and loading/unloading of vessels and intermodal connectivity wherever feasible.

Shipping service between India and Bangladesh

†3518. SHRI ISHWARLAL SHANKARLAL JAIN: Will the Minister of SHIPPING be pleased to state:

(a) whether Government is contemplating to start shipping service between India and Bangladesh;

(b) whether an agreement has been signed between both the countries to start shipping service between eastern harbours of India and harbours of Bangladesh; and

†Original notice of the question was received in Hindi.