from 1986, Government has so far declared five (5) waterways as National Waterways (NWs). After declaration of any inland waterway as a National Waterway, only the development and regulation of the waterway as specified in Inland Waterways Authority of India (IWAI) Act, 1985 comes under the purview of the Central Government and IWAI. All other aspects continue to remain under the purview of the respective State Governments.

(d) Control of Central Government in the water bodies which are declared as National Waterways is limited to promotion, development and regulation of shipping and navigation only, as per IWAI Act, 1985. All other powers over the usage of water and right over land, minerals, metals etc. on the river bed continue to remain with the respective State Government.

(e) The five Waterways, which have been declared as National Waterways (NWs) are as under:

(i) The Allahabad-Haldia stretch of the Ganga-Bhagirathi-Hooghly River.

(ii) The Sadiya-Dhubri stretch of the Brahmaputra River.

(iii) The Kollam-Kottapuram stretch of West Coast Canal and Champakara and Udyogmandal Canals.

(iv) Kakinada-Puducherry stretch of canals comprising of Kakinada Canal, Eluru Canal, Commamur Canal, Buckingham Canal and the Kaluvelly tank, Bhadrachalam-Rajahmundry stretch of River Godavari and Wazirabad-Vijayawada stretch of River Krishna in the States of Andhra Pradesh and Tamil Nadu and the Union Territory of Puducherry.

(v) Talcher-Dhamra stretch of Brahmani-Kharsua-Dhamra rivers, Geonkhali-Charbatia stretch of East Coast Canal, Charbatia-Dhamra stretch of Matai River and Mahanadi delta rivers between Mangalgadi and Paradip in the States of West Bengal and Odisha.

Expansion of Sethusamudram Project

†2483. DR. SANJAY SINH: Will the Minister of SHIPPING be pleased to state:

(a) the action being taken by Government for the expansion of the Sethusamudram Project;

(b) whether Government has proposed to connect this project with new diverted path for this purpose;

†Original notice of the question was received in Hindi.

(c) if so, the details thereof;

(d) whether there is any apprehension of obstacles in environmental protection through the new route;

(e) if so, the details thereof; and

(f) the appropriate arrangements being made by Government to remove the expected obstacle so that the movement of ships on this route could be streamlined?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI RADHAKRISHNAN P.): (a) to (c) Government of India is exploring the possibility of an alternate route for Sethusamudram Ship Channel Project (SSCP) through Pamban Pass without affecting Ram Sethu/Adam's Bridge. Rail India Technical and Economic Service (RITES) was assigned to carry out a pre-feasibility study on this alternate route by Sethusamudram Corporation Limited and they have submitted the Report.

(d) No environmental related study has been carried out.

(e) and (f) Do not arise.

Investment in shipping sector

2484. DR. BHALCHANDRA MUNGEKAR : Will the Minister of SHIPPING be pleased to state:

(a) what was the public and private investment in the shipping sector during the last five years;

(b) what is the annual total shipping capacity, in terms of tonnage of the country at present; and

(c) what is the policy road map to enhance the shipping capacity during the next five years?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI RADHAKRISHNAN P.): (a) Private sector investment of ₹33336.56 crores have been made in the major port projects awarded on PPP basis during the last five years. The investment from plan funds during the same period is ₹19712.81 crores.

(b) The Indian tonnage as on 30.11.2014 is 10.31 MGT.

(c) The Maritime Agenda 2010-2020 has set an ambitious target of achieving 43 million gross owned and controlled tonnage under Indian flag by the year 2020 so as to increase India's share in total freight.