

cargo from the Ports, (iii) simplification of procedure to compute and collect light dues for container vessels, and, (iv) exempting coastal vessels carrying EXIM Containers and Empties from Custom and Central Excise duty on Bunkers consumed in transporting such cargo from one Indian Port to another.

(c) and (d) Yes, Sir. In order to streamline the collection of light dues, the Government has issued a Notification on 26.11.2014, wherein light dues for foreign going container ship shall be charged @ ₹ 92/- TEU (Twenty-feet Equivalent Unit) *w.e.f* 27.12.2014 on total container capacity of registered TEU and for other foreign going vessels it shall continue to be charged @ ₹ 8/- per ton on Net Tonnage (NT) basis.

### **Plan to develop inland waterways**

3299. SHRI M. P. ACHUTHAN:

SHRI D. RAJA:

Will the Minister of SHIPPING be pleased to state:

(a) whether Government has a plan to develop inland waterways in the country; and

(b) if so, the details of stretches of waterways proposed to be developed and how this plan is proposed to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI RADHAKRISHNAN P): (a) and (b) Yes, Sir. The development of inland waterways which are declared as National Waterways (NW) by an Act of Parliament comes under the purview of Central Government. So far, the following waterways have been declared as NWs:-

- (i) Ganga-Bhagirathi-Hooghly river system (Allahabad-Haldia-1620 km) in National Waterway-1.
- (ii) River Brahmaputra (Dhubri-Sadiya-891 km) in National Waterway-2.
- (iii) West Coast Canal (Kottapuram-Kollam) along with Udyogmandal and Champakara Canals-(205 km) in National Waterway-3.
- (iv) Kakinada-Puducherry canals along with Godavari and Krishna rivers (1078 km) in National Waterway-4.
- (v) East Coast Canal integrated with Brahmani river and Mahanadi delta rivers (588 km) in National Waterway-5.

The National Waterways-1, 2 and 3 have been made operational. For development of NW-4 and 5, Detailed Project Reports (DPRs) were completed in 2010. Initially Government tried to explore the possibility of developing stretches of the fairway on NW-4 and 5 under Public Private Partnership (PPP) mode. However, it has not been found to be a feasible. It has been decided that fairways in the NWs will be developed through budgetary support and multilateral assistance. Alternate options of development through PPP route are also being explored.

On NW-4, a project for development of Sholinganallur-Kallapakkam stretch of South Buckingham Canal has been sanctioned. To facilitate the execution of the work, the State Government of Tamil Nadu has been approached for providing assistance with regard to identification and handing over land for development of terminals and dumping of the dredged materials.

A Memorandum of Understanding (MoU) has been signed by Inland Waterways Authority of India (IWAI) with Government of Odisha, Paradip Port and Dhamra Port Company Ltd. for developing the commercially viable stretches of NW-5 in two phases.

### **Ganga Waterway Project**

3300. SHRI AVINASH RAI KHANNA: Will the Minister of SHIPPING be pleased to state:

(a) whether Government has announced its intent to start a Ganga Waterway Project;

(b) if so, the salient features thereof;

(c) whether it would entail building up of multiple barrages across the river Ganga at different points on its 12 km course; and

(d) if so, the impact thereof on its aquatic life, bio-diversity, bank erosion, traditional boat plyer's livelihood and fresh water-saline water balance at the estuary?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI RADHAKRISHNAN P.): (a) and (b) Union Finance Minister, in his Budget Speech for 2014-15, has announced 'Jal Marg Vikas Project'. This project will enable navigation of atleast 1500 tonne vessels on River Ganga between Allahabad to Haldia. The project would be completed at an estimated cost of ₹ 4200 crore.

(c) and (d) The requirement of building navigational barrages, if any, will be known