

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING (SHRI MANSUKH MANDAVIYA): (a) to (c) Yes, Sir. North Eastern States are connected with Eastern parts of India through river Brahmaputra (NW-2), river Barak (NW-16). Ganga-Bhagirathi-Hooghly river system (NW-1) *via* Sundarbans (NW-97) and Indo-Bangladesh Protocol (IBP) route under a Protocol on Inland Water Transit and Trade (PIWT&T) between India and Bangladesh since 1972. Under this Protocol, Inland vessels of one country can ply on the designated waterway routes of another country.

Following Ports of Call are there under PIWT&T between India and Bangladesh on Indo-Bangladesh Protocol (IBP) route:

Existing Ports of Call:

Indian side	Kolkala	Haldia	Pandu	Karimganj	Silghat	Dhubri
Bangladesh side	Narayanganj	Khulna	Mongla	Sirajganj	Ashuganj	Pangaon

To improve connectivity to North Eastern Region (NER) through PIWT&T route round the year, critical stretches of IBP route from Sirajganj to Daikhowa (175 km) of Jamuna river and Ashuganj -Zakiganj (295 km) of Kushiyara river in Bangladesh have been taken up for fairway development at a cost of ₹ 305.84 crore at a cost sharing ratio of 80:20 between India and Bangladesh, in terms of the MoU signed on 08th April, 2017 between Government of India and Bangladesh.

Inland Waterways Authority of India (IWAI) is also the Project Development Consultant (PDC) for implementing the Kaladan Multimodal Transit Transport Project (KMTTP) in Myanmar on behalf of the Ministry of External Affairs, Government of India. The IWT components of the project comprising of construction of Sittwe Port and IWT terminal at Paletwa, fairway development of Kaladan River (Sittwe-Paletwa stretch) and construction of 06 IWT vessels (300 tonnes each) is completed. The objective of the project is to provide an alternate route to NE parts of India from Kolkata/Haldia Ports through Kaladan river in Myanmar.

Mumbai Port Trust redevelopment project

2387. SHRI KUMAR KETKAR: Will the Minister of SHIPPING be pleased to state:

(a) whether Government is planning to redevelop Mumbai Port Trust (MPT) land in Mumbai, if so, the details thereof and the reasons therefor;

- (b) whether MPT, Brihanmumbai Municipal Corporation or private developers are involved in this redevelopment plan;
- (c) exact area of land owned by MPT;
- (d) the categories and activities into which the land is divided;
- (e) whether Government has planned rehabilitation of existing occupants *i.e.* leaseholders/tenants/slum dwellers etc.;
- (f) if so, report thereof;
- (g) if not, compensation Government has fixed thereof; and
- (h) whether Government would retain existing employees of MPT, if not, whether compensation has been fixed?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING (SHRI MANSUKH MANDAVIYA): (a) and (b) Yes, Sir. Mumbai Port Trust (MbPT) has decided to plan and develop the area along the eastern waterfront. The Government of Maharashtra accordingly appointed Mumbai Port Trust (MbPT) as Special Planning Authority under Maharashtra Regional and Town Planning Act 1966 for redeveloping the land.

(c) and (d) The total land owned by Mumbai Port Trust (MbPT) is 944 hectare. The land owned by MbPT is divided into (1) leased/let out land, (2) port operational area, (3) area under port infrastructure like railway lines, roads, staff/employees quarters, etc.

(e) to (g) Yes, Sir. The Government has incorporated provisions to address issues relating to rehabilitation of existing occupants *i.e.* leaseholders/tenants/slum dwellers etc, in its proposed Policy Guidelines for land use and Management of Township Areas of Major Ports.

(h) There is no plan to remove any of the existing employees of Mumbai Port Trust (MbPT).

Status of operational waterways

2388. DR. ASHOK BAJPAI: Will the Minister of SHIPPING be pleased to state:

- (a) whether Government has completed and made operational some waterways during the last five years;