

(14)

AS INTRODUCED IN LOK SABHA

18 DEC 2006

Bill No. 93 of 2006

THE NATIONAL WATERWAY (KAKINADA-PONDICHERY STRETCH
OF CANALS AND THE KALUVELLY TANK, BHADRACHALAM-
RAJAHMUNDRY STRETCH OF RIVER GODAVARI AND
WAZIRABAD-VIJAYAWADA STRETCH OF
RIVER KRISHNA) BILL, 2006

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BILL

to provide for the declaration of the Kakinada-Pondicherry 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 Pondicherry to be a national waterway and also to provide for the regulation and development of the said stretch of the rivers and the canals for purpose of shipping and navigation on the said waterway and for matters connected therewith or incidental thereto.

BE it enacted by Parliament in the Fifty-seventh Year of the Republic of India as follows:—

1. (1) This Act may be called the National Waterway (Kakinada-Pondicherry Stretch of Canals and Kaluvelly Tank, Bhadrachalam-Rajahmundry Stretch of River Godavari and Wazirabad-Vijayawada Stretch of River Krishna) Act, 2006.

Short title and commencement.

(2) It shall come into force on such date as the Central Government may, by notification in the Official Gazette, appoint.

Declaration of certain stretches of rivers and canals as National Waterway.

2. The Kakinada-Pondicherry 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, the limits of which are specified in the Schedule, is hereby declared to be a National Waterway. 5

Declaration as to expediency of control by the Union of certain stretches of rivers and canals as National Waterway.

3. It is hereby declared that it is expedient in the public interest that the Union should take under its control the regulation and development of Kakinada-Pondicherry stretch of canal comprising of Kakinada canal, Eluru canal, Commamur canal, Buckingham canal and Kaluvelly tank, Bhadrachalam-Rajahmundry stretch of river Godavari and Wazirabad-Vijayawada stretch of river Krishna for purposes of shipping and navigation on the national waterway to the extent provided in the Inland Waterways Authority of India Act, 1985. 10

THE SCHEDULE

(See section 2)

LIMITS OF THE NATIONAL WATERWAY (KAKINADA-PONDICHERRY STRETCH OF CANALS AND KALUVELLY TANK, BHADRACHALAM-RAJAHMUNDRY STRETCH OF RIVER GODAVARI AND WAZIRABAD-VIJAYAWADA STRETCH OF RIVER KRISHNA)

Kakinada-Pondicherry canal

(Canal system consisting of Kakinada canal, Eluru canal, Commamur canal and North Buckingham canal, portion of the Coovum river linking North and South Buckingham canals, South Buckingham canal and Kaluvelly tank)

Northern limit A line drawn across the Kakinada canal parallel to the Jagannadhapuram road bridge, Kakinada at a distance of 500 metres down stream at Lat $16^{\circ} 56' 24''$ N, Lon $82^{\circ} 14' 20''$ E.

Southern limit Junction of East Coast Highway and Chinnakalawari-Kanakachettikulam road at Kanakachettikulam which is the end point of the artificial canal link to Kaluvelly tank at Lat $12^{\circ} 02' 36''$ N, Lon $79^{\circ} 52' 12''$ E.

River Godavari

Western limit Road bridge at Bhadrachalam across river Godavari at Lat $17^{\circ} 40' 39''$ N, Lon $80^{\circ} 52' 52''$ E.

Eastern limit Sir Arthur Cotton barrage across river Godavari at Dowlaiswaram, Rajahmundry at Lat $16^{\circ} 56' 05''$ N, Lon $81^{\circ} 45' 32''$ E.

River Krishna

Western limit Road bridge at Wazirabad across river Krishna at Lat $16^{\circ} 40' 50''$ N, Lon $79^{\circ} 39' 29''$ E.

Eastern limit Prakasam barrage across river Krishna at Vijayawada at Lat $16^{\circ} 30' 18''$ N, Lon $80^{\circ} 36' 23''$ E.

STATEMENT OF OBJECTS AND REASONS

In the absence of suitable organisation and paucity of resources with the State Governments, the development of Inland Water Transport has not made much headway. There are certain advantages in this mode of transport, such as, low cost transport, energy efficiency, generation of employment among weaker sections of the community and its eco-friendly nature. Various committees set up by the Government for the purpose of looking into this matter recommended that the Central Government should declare certain waterways as national waterway and assume responsible for their development.

2. The Central Government have accordingly constituted the Inland Waterways Authority of India under the Inland Waterways Authority of India Act, 1985 (82 of 1985), for the regulation and development of inland waterways for purposes of shipping and navigation. Allahabad-Haldia stretch of the Ganga-Bhagirathi-Hooghly River, Sadiya-Dhubri stretch of the Brahmaputra river and Kollam-Kottappuram stretch of West Coast Canal along with Champakkara and Udyogamandal Canals have already been declared as national waterways by the National Waterway (Allahabad-Haldia Stretch of the Ganga-Bhagirathi-Hooghly River) Act, 1982, (49 of 1982), the National Waterway (Sadiya-Dhubri Stretch of the Brahmaputra River) Act, 1988 (40 of 1988) and the National Waterway (Kollam-Kottappuram Stretch of West Coast Canal and Champakkara and Udyogamandal Canals) Act, 1992 (25 of 1992), respectively. Consequently, Inland Waterways Authority of India has taken up the development, maintenance and management of these waterways.

3. It is now proposed to declare Kakinda-Pondicherry stretch of canals comprising of Kakinada Canal, Eluru Canal, Commamur Cahal, Buckingham Canal and Kaluvelly Tank along with Bhadrachalam-Rajahmundry stretch of Godavari river and Wazirabad-Vijayawada stretch of the Krishna river as a National Waterway, Infrastructural facilities currently available on this waterway are not adequate for safe, convenient and sustained shipping and navigation by large mechanised crafts. Therefore, the waterway is required to be developed by providing adequate infrastructure for safe, convenient and sustained shipping operations. The regulation and development of the proposed national waterway under the control of the Union for the purposes of shipping and navigation is in the public interest and declaration to that effect has also been made in this Bill.

4. The Bill seeks to achieve the above objects.

NEW DELHI;
The 24th November, 2006

T.R. BAALU.

PRESIDENT'S RECOMMENDATION UNDER ARTICLE 117 OF THE CONSTITUTION OF INDIA

[Copy of letter No. NW-12013/1/2004-IWT (Vol. II), dated the 24th November, 2006 from Shri T.R. Baalu, Minister of Shipping, Road Transport and Highways to the Secretary-General, Lok Sabha]

The President, having been informed of the subject matter of the proposed National Waterway (Kakinada Pondicherry Stretch of Canals and the Kaluvelly Tank, Bhadrachalam-Rajahmundry Stretch of River Godavari and Wazirabad-Vijayawada Stretch of River Krishna) Bill, 2006 recommends under article 117(3) of the Constitution of India, the consideration of the Bill by Lok Sabha.

FINANCIAL MEMORANDUM

The regulation and development of the proposed national waterway will be carried out by the Inland Waterways Authority of India constituted under the Inland Waterways Authority of India Act, 1985 (82 of 1985). Consequently, three distinct functions namely, development, maintenance and management of the proposed waterway will devolve on the Inland Waterways Authority of India. It has been visualized that inland water transport traffic to the tune of 6.42 million tones is likely to be carried on the proposed national waterway after its full development by the year 2011-12. This traffic is expected to be handled at 14 terminals, namely Bhadrachalam, Pochavaram, Rajahmundry, Wazirabad, Muktiyala, Vijayawada, Eluru, Tadepalligudem, Kakinada, Kottapatnam, Maipadu, Durgarajupatnam, Chennai and Pondicherry. The development of the rivers and canals along with provision of infrastructural facilities for purposes of shipping and navigation to handle the above mentioned traffic includes development of the waterway of navigation, channel marking, construction of terminals, transit sheds, installation of handling equipment, etc. It is estimated that the expenditure with respect to the said development will be of the order of Rs. 542.00 crores which will be of a non-recurring nature.

2. In addition, it is estimated that an expenditure of recurring of the order of Rs. 11.10 crores annually will be incurred for operating the waterway and terminals.

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(Shri T.R. Baalu, Minister of Shipping, Road Transport and Highways)