

REPORT NO.

196



PARLIAMENT OF INDIA
RAJYA SABHA

DEPARTMENT-RELATED PARLIAMENTARY STANDING COMMITTEE
ON TRANSPORT, TOURISM AND CULTURE

ONE HUNDRED NINETY SIXTH REPORT
**The National Waterway (Lakhipur-Bhanga Stretch of the
Barak River) Bill, 2013**

(Presented to the Hon'ble Chairman, Rajya Sabha on 26.6.2013)
(Presented to the Hon'ble Speaker, Lok Sabha on 26.6.2013)

(Presented to the Rajya Sabha on _____)
(Laid on the Table of Lok Sabha on _____)



Rajya Sabha Secretariat, New Delhi

2013/ _____, 1935 (Saka)

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PARLIAMENT OF INDIA
RAJYA SABHA

**DEPARTMENT-RELATED PARLIAMENTARY
STANDING COMMITTEE ON TRANSPORT,
TOURISM & CULTURE**

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RAJYA SABHA SECRETARIAT
NEW DELHI

_____ 2013/ _____, 1935 (Saka)

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**COMPOSITION OF THE DEPARTMENT-RELATED PARLIAMENTARY
STANDING COMMITTEE ON TRANSPORT, TOURISM AND CULTURE
(2012-2013)**

- 1. Shri Sitaram Yechury - Chairman**

Rajya Sabha

2. Shri Satish Sharma
3. Prof. Alka Balram Kshatriya
4. Shri V. Hanumantha Rao
5. Shrimati Bimla Kashyap Sood
6. Shri Aayanur Manjunatha
7. Shri Narendra Kumar Kashyap
8. Shrimati Vasanthi Stanley
9. Shri Kunal Kumar Ghosh
10. Shri Shashi Bhusan Behera

Lok Sabha

11. Shri Sisir Kumar Adhikari
12. Yogi Adityanath
13. Shri Ghanshyam Anuragi
14. Shri Subrata Bakshi
15. Shrimati Tabassum Hasan
16. Dr. Mahesh Joshi
17. Shri M. Krishnaswamy
18. Shri G.V. Harsha Kumar
19. Shri S. Pakkappa
20. Shri Prabodh Panda
21. Shri Deoraj Singh Patel
22. Shri Adhalrao Shivaji Patil
23. Shri Nilesh N. Rane
24. Shri Modugula Venugopala Reddy
25. Shri Madan Lal Sharma
26. Shri Dushyant Singh
27. Shri Rakesh Singh
28. Shri Shatrughan Sinha
29. Shri K. Sudhakaran
30. Shri Dinesh Trivedi
31. *Vacant*

SECRETARIAT

Shri N.K. Singh, Joint Secretary
Shri Swarabji B., Joint Director
Dr. (Smt.) Subhashree Panigrahi, Joint Director
Shrimati A.S. Chakravani, Assistant Director
Shri T. Kennedy Jesudossan, Committee Officer
Shri P.P. Raumon, Committee Officer

INTRODUCTION

I, the Chairman, Department-related Parliamentary Standing Committee on Transport, Tourism and Culture, having been authorised by the Committee to present on its behalf, do hereby present this One Hundred and Ninety Sixth Report on “The National Waterway (Lakhipur-Bhanga stretch of the Barak River) Bill, 2013*.

2. In pursuance of rules relating to the Department-related Parliamentary Standing Committees the Hon’ble Chairman, Rajya Sabha referred** the Bill as introduced in the Rajya Sabha on the 22nd March, 2013 and pending therein, to the Committee on 25th March, 2013 for examination and report within three months.

3. The Committee took oral evidence of the Secretary, Ministry of Shipping and Chairman, IWAI and other senior officers at its meeting held on the 18th April, 2013 on various provisions of the Bill.

4. The Committee wishes to express its thanks to the officers of Ministry of Shipping for placing before the Committee the material and information desired in connection with the subject and for clarifying the points raised by the Members.

5. The Committee considered and adopted the Report at its meeting held on the 20th May, 2013.

NEW DELHI;
May 20, 2013
Vaisakha 30, 1935 (Saka)

SITARAM YECHURY
*Chairman,
Department-related Parliamentary Standing
Committee on Transport, Tourism and Culture.*

* Published in Gazette of India Extraordinary Part-II, Section-2, dated 22.03.2013

**Rajya Sabha Parliamentary Bulletin Part-II No.50787 dated 25.3.2013

Report

The National Waterway (Lakhipur-Bhanga stretch of the Barak River) Bill, 2013 was introduced in the Rajya Sabha on 22nd March , 2013. On 25th March, 2013, the Hon'ble Chairman, Rajya Sabha, in consultation with the Hon'ble Speaker, Lok Sabha referred the Bill to the Department-related Parliamentary Standing Committee on Transport, Tourism & Culture for examination and report.(Annexure-I)

2. The Bill seeks to provide for the declaration of the Lakhipur-Bhanga stretch of the Barak river in the State of Assam to be a national waterway and also to provide for the regulation and development of the said stretch of the river for purposes of shipping and navigation on the said waterway and for matters connected therewith or incidental thereto.

3. The Government had introduced the same National Waterway (Lakhipur-Bhanga stretch of the Barak River) Bill in 2007 and the Bill was referred to the Department-related Parliamentary Standing Committee on Transport, Tourism & Culture for examination and Report. The Committee examined the Bill and presented its 130th Report on 4th March, 2008 to both the Houses of Parliament. The Bill was passed by the Lok Sabha on 25th February, 2009 and was sent to the Rajya Sabha on 26th February, 2009. The Bill, however, lapsed due to dissolution of the 14th Lok Sabha. As a result, the Government has brought again the same Bill before Parliament.

4. The Committee in its sitting held on the 18th April, 2013, heard the views of the Secretary, Ministry of Shipping, senior officials of the Inland Waterways Authority of India (IWAI) and the Ministry of Law & Justice on the provisions of the Bill.

5. The Ministry of Shipping informed that total length of the Barak river system is 900 Km., out of which, 524 Km. passes through India, 31 Km. is common boundary and the rest of 345 Km. is in Bangladesh. Out of the 524 Km. in India, 403 Km. upstream of Lakhipur is hilly and not navigable. The navigable stretch is between Lakhipur and Bhanga. The Ministry of Shipping proposes to declare the Lakhipur-Bhanga stretch (121 Km.) of the Barak River as a National Waterway. The entire waterway falls in the State of Assam. Infrastructural facilities currently available on this waterway are not adequate for safe, convenient and sustained shipping and navigation by large mechanized vessels. 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 Government for the purposes of shipping and navigation is in the public interest and declaration to that effect has also been made in this Bill.

6. The Ministry of Shipping further informed that Inland Water Transport is an economic, fuel efficient, environment friendly and employment oriented mode of transport. The role of the Union Government is to regulate shipping and navigation on Inland Waterways declared by Parliament by Law to be national waterways. The responsibility and executive authority for development and maintenance of all waterways other than those declared as National Waterways rest with the State Governments.

7. The Ministry has estimated that cargo traffic to the tune of 12.45 lakh tonnes will be carried on the proposed national waterway after its full development by the year 2018-19. This traffic is expected to be handled at 4 terminals namely, Lakhipur, Silchar, Badarpur and Karimganj. The identified cargo are bamboo and bamboo products, cement, coal, edible oils, provisions and household items, fertilizers, iron and steel, paper and paper products, pulses, rice, stone boulder and chips, sugar, tea and coffee, wheat, timber, wood, etc.

8. The Ministry of Shipping further stated that development of the river includes development of the waterways for navigation, channel marking, construction of terminals, transit sheds, installation of handling equipment, etc. The likely expenditure on the development of the 121Km. stretch of the waterway would be Rs.123.3 crore (Rs. 85.3. crore for fairway development + Rs.37.6 crore for terminal + Rs. 0.4 crore for setting up of office). Under phase-I, the waterway stretch between Bhanga and Silchar (70 Km.) will be developed in three years and thereafter the upstream stretch of Silchar - Lakhipur (51 Km.) will be developed after realistic assessment of cargo potential on that stretch. Besides, annual maintenance cost of Rs.3.16 crore has also been estimated for the maintenance of the proposed waterway and terminals.

9. The Committee was informed that the proposed Waterway No.6 will facilitate movement of upto 300 tonnes vessel in this river. It will provide an alternative mode of transportation for movement of commodities between ports of Haldia/Kolkata through Indo-Bangladesh Protocol route for Transit and Trade and various hinterland cities namely, Lakhipur, Silchar, Panchgram, Badarpur and Karimganj. It will also provide inter-country movement of goods between these hinterland cities and that of Bangladesh. It will provide all weather connectivity with ports of Haldia and Kolkata for not only Assam but also Mizoram, Tripura and Mainpur. This will be an alternative connectivity of the North Eastern Region through Bangladesh and avoid the rail and road movement through Chicken's neck.

10. The Committee inquired about the differences between the current Bill and the Bill that was introduced in 2007. The Secretary, Shipping informed the Committee that contents of both the Bills are the same and the only difference is that the cost of development of Barak River has increased in the present Bill. The likely expenditure on the development of the stretch of the waterway would be Rs.123.3 crore.

11. The Secretary, Shipping also stated that when the earlier Bill was introduced, the project was not approved by the Expenditure Finance Committee (EFC) of the Ministry of Finance, Government of India. This Parliamentary Committee had pointed out in its Report about this and had asked the Ministry to obtain the required approval. Accordingly, this time, the approval has already been obtained from the EFC.

12. The Committee notes that, at present, a lot of time and resources are being wasted in transporting oversized cargo to the North-East. Waterways provide a hassle-free movement of such cargo. Therefore, to have a water protocol with Bangladesh would open immense possibility of cargo movement from India particularly from North Eastern region. The Committee feels that therefore the Waterway should be extended up to Chittagong.

13. The Committee observes that the current Bill is the replica of the earlier Bill that was introduced in 2007. That Bill was examined by this Committee and its 130th Report thereon was presented to Parliament. The Committee is happy to find that the required approval of the Expenditure Finance Committee of the Government has been obtained this time in pursuant to the recommendations of this Committee. Since, there is hardly any difference between this Bill and the earlier Bill that was brought before the Committee in 2007, the Committee reiterates its concerns expressed and recommendations made in its 130th Report on the National Waterway (Lakhipur-Bhanga Stretch of the Barak River) Bill, 2007. Those observations/recommendations of the Committee have been appended as Annexure-II.

14. The Committee is surprised to see that that even though the Committee had submitted its Report on the previous Bill on 4th March, 2008, the Ministry of Shipping has taken more than 5 years to bring back the same Bill before Parliament. During this period, there has been an escalation of about 34% in the project cost. The total estimated cost of development of the waterway in the current Bill is Rs.123.30 crore as against Rs. 91.50 crore in the earlier Bill. The Committee expresses its anguish over this inexplicable delay and hopes that the Ministry will give development of waterways the priority that it deserves.

15. While reiterating its recommendations contained in the 130th Report, the Committee adopts clauses 2, 3 and the Schedule of the Bill without suggesting any amendments therein.

16. The Committee notes that the Parliament had passed the law to create Kakinada-Puducherry canals with rivers Godavari and Krishna

(1078 km.) as National Waterway No.4 and the East Coast Canal with Brahmani river and Mahanadi delta rivers (588 km.) as National Waterway No.5 in the year 2008. However, the Government is yet to take any decision to operationalise these waterways despite the lapse of five years.

17. The Committee is at loss to find that two of our National Waterways No. 4 and 5 are pending for the last five years to be operationalised mainly due to lack of funds. The Government has brought a Bill for yet another waterway. It raises genuine apprehensions about the operationalisation of this waterway. The Committee, therefore, hopes that the waterway No. 6, if passed, should not meet the fate of waterways Nos. 4 and 5. Funds for waterways Nos. 4, 5, and 6 must be allocated at the earliest.

18. The Committee notes that out of the total 121 Km. of the proposed National Waterways No. 6, 70 Km. (Bhanga-Silchar) will be developed under Phase-I, within three years and the rest 51 Km. (Silchar-Lakhipur) is proposed to be developed "after realistic assessment of cargo potential on this stretch". The Committee fails to understand why such an assessment could not be made so far. Secondly, the estimated maintenance cost of Rs.3.16 crore has not been factored into the estimated total expenditure of Rs. 123.3 crore on the development of this waterway. This cost must also be provided by the Government at the appropriate time.

19. The Committee notes that the Central Inland Water Transport Corporation (CIWTC) has trained manpower and huge infrastructure meant for inland water transport. The Committee is happy to note that the Government has taken a decision to merge CIWTC and Inland Waterways Authority of India (IWAI) so that the existing infrastructure of the former can be effectively utilized by the latter. However, the Committee urges that the terms and conditions of merger should be up to the satisfaction of the employees of CIWTC. The Committee feels that the infrastructure generated at public cost should be optimally used in the public interest and this should be the ultimate objective in the Lakhimpur-Bhanga Stretch of the Barak River. The Committee recommends to get the merger process expedited.

**RECOMMENDATIONS/OBSERVATIONS OF THE COMMITTEE –
AT A GLANCE**

The Committee notes that presently lot of time and resources are being wasted in transporting oversized cargo to the North-East. The only way, through which this can be improved, is water protocol with Bangladesh. So, if the waterway is linked up to Chittagong, the cargo from Bangladesh can go straight into the North-East. Therefore, ideally, the waterway should be linked to Chittagong. (Para:12)

The Committee observes that the current Bill is the replica of the earlier Bill that was introduced earlier in 2007. That Bill was examined by this Committee and its 130th Report thereon was presented to Parliament. The Committee is happy to find that the required approval of the Expenditure Finance Committee of the Government has been obtained this time unlike the previous Bill. Since the Committee does not find any difference in this Bill and the earlier Bill that was brought before the Committee in 2007, the Committee reiterates its concerns expressed and recommendations made in its 130th Report on the National Waterway (Lakhipur-Bhanga Stretch of the Barak River) Bill, 2007. Those observations/recommendations of the Committee are being given as Annexure-II. (Para: 13)

The Committee is surprised to see that that even though the Committee had submitted its Report on the previous Bill on 4th March, 2008, the Ministry of Shipping has taken more than 5 years to bring back the same Bill before Parliament. During this period, there has been an escalations of about 34% in the project cost. The total estimated cost of development of the waterway in the current Bill is Rs.123.30 crore as against Rs. 91.50 crore in the earlier Bill. The Committee expresses its anguish over this inexplicable delay and hopes that the Ministry will bring development of waterways on its priority agenda. (Para: 14)

While reiterating its recommendations contained in the 130th Report, the Committee adopts clauses 2, 3 and the Schedule of the Bill without suggesting any amendments therein. (Para: 15)

The Committee notes that the Parliament had passed the Law to create Kakinada-Puducherry canals with rivers Godavari and Krishna (1078 km) as National Waterway No.4 and the East Coast Canal with Brahmani river and Mahanadi delta rivers (588 km). as National Waterway No.5 in the year 2008. However, the Government is yet to take any decision to operationalise these waterways even after five years have passed. (Para: 16)

We already have two National Waterways pending for the last five years to be operationalised due mainly to lack of funds, government's effort to get the Bill for yet another waterways passed, raises genuine apprehension in Committee's mind. It, therefore, hopes that the waterways No. 6, if passed, should not meet the fate of waterways Nos. 4 and 5. Funds for waterways Nos. 4, 5, and 6 must be found at the earliest. (Para: 17)

The Committee notes that of 121 Km. of the proposed National Waterways six, 70 Km. (Bhanga-Silchar) will be developed under Phase 1, within three years. Rest 51 Kms. (Silchar-Lakhipur) is proposed to be developed "after realistic assessment of cargo potential on this stretch". The Committee fails to understand why such an assessment could not be made so far. Secondly, the estimated maintenance cost of Rs.3.16 crore for this waterways has not been factored into the estimated total expenditure of Rs. 123.3 crore on the development of this waterways. This cost must also be provided by the government at appropriate time. (Para: 18)

The Committee notes that the Central Inland Water Transport Corporation (CIWTC) has trained manpower and huge infrastructure meant for inland water transport. The Committee, therefore, reiterates its recommendation that the technical know how and the experience of the employees of the CIWTC and its existing infrastructure be effectively utilized by the Inland Waterways Authority of India. This is more important in view of the fact that one of the major operational areas of the CIWTC is in the Lakhipur-Bhanga Stretch of the Barak River. (Para: 19)

ANNEXURE

OBSERVATIONS/CONCLUSIONS/RECOMMENDATIONS OF THE COMMITTEE VIDE REPORT NO. 130 ON THE NATIONAL WATERWAY (LAKHIPUR-BHANGA STRETCH OF THE BARAK RIVER) BILL, 2007

The Committee has consistently expressed its concern over the slow pace of development of Inland Water Transport sector in the country. The Committee once again notes that Inland Water Transport is one of the oldest, fuel efficient, cost-effective and environment friendly mode of transport but unfortunately the potential of the sector Inland Water Transport remains largely unexplored due to the indifferent attitude of the Central and State Governments. The Committee observes that although the Department of Shipping is committed to increase the share of Inland Water Transport in the country's total EXIM trade, still the waterways are not being utilized to their potential and remain largely neglected and underdeveloped for want of required infrastructure namely fairways, terminals and navigable aids, as a result, it has not reached at a threshold level to become commercially viable. The Committee is of the view that with adequate investments, policy framework and focused approach, the Inland Water Transport in the country can be developed into a viable mode complementary to the rail and road modes. The Committee is of the opinion that as the Government really intends to develop the Inland Water Transport sector with fast pace to its full potential in the country it should sincerely endeavor to provide institutional framework and minimize the procedural bottlenecks besides providing adequate investments both from public and private partnership primarily public investment in Inland Water Transport and to develop it to a level where private sector feels confident to invest in this sector particularly in ownership and operation of cargo and passenger vessels to Inland Water Transport mode. The Committee, therefore, recommends the Government to provide institutional framework and basic infrastructural facility for accelerated development of Inland Water Transport sector in the country so as to increase the capacity of Inland Water Transport agencies, commercialization of Inland Water

Transport industries, increased cost recovery through user charges and creation of a vibrant Inland Water Transport sector in the country.

(Para 17)

The Committee notes with concern that Research & Development Studies facilities especially in design of vessels and night navigation facilities and identification of economically viable routes for development of Inland Water Transport sector has not been given due consideration. The Committee had already taken up the matter in its 121st & 122nd Reports dealing with the National Waterway (Talcher-Dhamra Stretch of Rivers Geonkhali-Charbatia Stretch of East Coast Canal, Charbatia-Dhamra Stretch of Matai River and Mahanadi Delta Rivers) Bill, 2006 and the 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 The Committee again reiterates its view that Research & Development activities is the backbone for success of any sector and recommends the Government to strengthen the Research & Development facilities for the desired development of Inland Water Transport Sector in the country by providing specific budgetary allocations.

(Para 18)

The Committee notes that the proposed NW-6 can offer alternative mode of transport vis-à-vis rail and road modes. The Committee also notes that the proposed NW will also boost the rural economy and provide IWT connectivity for movement of commodities between the Port of Haldia/Kolkata through Indo-Bangladesh protocol route for transit and trade and various hinterland and Bangladesh besides decongestion of roads and fuel saving, provide port-hinterland connectivity, better environment corridor and generate employment among weaker sections and increase tourism activities in the region. The Committee recommends that the existing Protocol routes connecting NW-1 & NW-6 and NW-2 & NW-6 may be taken up with the Bangladesh on an expeditious way to convert these waterways into international waterways for effective transportation of inter-country movement of goods between hinterland cities and Bangladesh. But in the process the security concern should not be compromised in any way.

(Para 19)

The Committee observes that since waterways do not provide door-to-door service independently, it is expedient that the waterways are connected with rail or road modes for total transport linkages to the user. The Committee, therefore, recommends the Government to improve the total modal mix of transport in the country and prepare the road map for integrated transport policy to include IWT, Coastal Shipping, Civil Aviation, Road Transport and Highways and Railways.

(Para 20)

The Committee notes with dismay about the inadequate repair facility being available on the national waterways. The Committee feels that IWT vessels once start plying in large number on these waterways would require repair facilities on these waterways. The Committee recommends the Department to prepare an action plan for meeting the growing demands of repair and service facilities of IWT vessels on all the national waterways.

(Para 21)

The Committee notes with anguish that no security personnel is being provided in Suderbans/Protocol routes in West Bengal by B.S.F./State Govt./IWAI. The Committee is of the opinion that security is a prime concern and looked into seriously by making commensurate security arrangement in Suderbans/Protocol routes. The Committee recommends the Department of Shipping to take up the matter of beefing-up of security arrangement in the Suderbans/Protocol routes with the Union Home Ministry so that inadequacy of police deployment could be addressed in a big way.

(Para 22)

The Committee is constrained to note that there is no updated Financial Memorandum appended with the Bill and cost projections have been worked out based on the year 2002. The Committee is not satisfied with the reply of the Government that after declaration of NW-6 by the Parliament, the budgetary provision takes place. The Committee is of the view that comprehensive planning and knowing the financial implication is a must for the Government to provide allocation for development of this waterway. The Committee therefore, strongly recommends the Department of Shipping to append the updated Financial Memorandum based upon the individual project component of NW-6 with the Bill.

(Para 23)

The Committee is constrained to note that cargo transportation by Inland Water Transport mode has not shown significant improvement on these National Waterways. The Committee also expresses its displeasure over the fact that no comparative cost-output evaluation for transportation of cargo through this alternate mode of transport has been carried out by the Department. The Committee is of the view that such evaluation would further establish the support of Inland Water Transport over other mode of transports. Therefore, the Committee recommends that a detailed study should be carried out by the Department in this regard and Department of Shipping should fix some realistic physical target for cargo transportation year-wise for entire 11th Plan.

(Para 24)

The Committee notes with dismay about the discontinuance of the centrally sponsored scheme for IWT development in the country by the Planning Commission. The Committee is of the view that the decision of the Planning Commission to convert the Centrally Sponsored Scheme (CSS) for IWT development into central sector scheme will adversely affect the pace of development of Inland Water Transport in the country. The Committee recommends the Department of Shipping to impress upon the Planning Commission for the revival of the central sponsored scheme for overall development of the IWT Sector.

(Para 25)

Subject to the recommendations in the foregoing paragraphs the Committee adopts clauses 2, 3 and the schedule without suggesting any amendments therein.

(Para 26)

In clause 1(1) for the figure “2007”, the figure “2008” be substituted, consequently the figure “2007” appears in the short title of the Bill may also be substituted with “2008”.

(Para 27)

In the enacting formula the words ‘Fifty-eighth’ be substituted by ‘Fifty-ninth’.

(Para 28)

The Committee recommends that the Bill be passed in its present form with formal amendments. However, the Committee hopes that

while implementing the provisions of the Bill, the recommendations made by the Committee in the foregoing paragraphs will be given due weight-age so that the purpose of declaration of the proposed National Waterway should not be defeated. The Committee also recommends that whenever necessary due consultations and concurrence of the State Government of Assam be also taken in preparing developmental plans and on other related issues for the proposed National Waterway.

(Para 29)

MINUTES

X
TENTH MEETING

The Committee met at 11:00 A.M. on Thursday, the 18th April, 2013 in Committee Room 'B', Ground Floor, Parliament House Annexe, New Delhi.

MEMBERS PRESENT

1. **Shri Sitaram Yechury – *Chairman***

RAJYA SABHA

2. Shri Satish Sharma
3. Prof. Alka Balram Kshatriya
4. Shrimati Bimla Kashyap Sood
5. Shrimati Vasanthi Stanley
6. Shri Kunal Kumar Ghosh
7. Shri Shashi Bhusan Behera

LOK SABHA

32. Shri Sisir Kumar Adhikari
33. Yogi Adityanath
34. Dr. Mahesh Joshi
35. Shri M. Krishnaswamy
36. Shri Deoraj Singh Patel
37. Shri Madan Lal Sharma
38. Shri Shatrughan Sinha
39. Shri Dinesh Trivedi

SECRETARIAT

Shri N.K. Singh, Joint Secretary
Shri Swarabji B, Joint Director
Dr. (Smt) Subhashree Panigrahi, Joint Director
Smt. A.S. Chakravani, Assistant Director
Shri T.Kennedy Jesudossan, Committee Officer
Shri P.P. Raumon, Committee Officer

Ministry of Shipping

Sr. No.	Name of Officer	Designation
1.	Shri P.K. Sinha	Secretary
2.	Mrs. T. Kumar	Additional Secretary & Financial Advisor
3.	Shri M.C. Jouhari	Joint Secretary (S & Parl.)
4.	Shri N. Muruganandam	Joint Secretary (Ports)
5.	Shri C.B. Singh	Adviser
6.	Ms. Divya Prasad	Joint Secretary (Coord.)
7.	Shri Sunil Mishra	Joint Secretary (DGS)
8.	Shri B. Poyaamozhi	DA(Ports)
9.	Shri P. Sudhir Kumar	Pr. CCA
10.	Shri M.M. Hasija	Dy. F.A.
11.	Ms. Geetu Joshi	Director (GJ)
12.	Shri Ashwani Kumar	Director (AK)
13.	Shri R. Srinivasa Naik	Director (RSN)
14.	Shri Sambit Tripathi	Director (ST)

Inland Waterways Authority of India (IWAI)

15.	Shri Vishwapati Trivedi	Chairman,
16.	Ms. Jayashree Mukherjee	Vice Chairman
17.	Shri R.P. Khare	Chief Engineer (Civil)
18.	Shri A. Banerjee	Chief Ship Surveyor

Attached & Subordinate Offices

19.	Shri Goutam Chatterjee	DG (Shipping)
20.	Capt. A.M. Surej	DG (Light Houses & Light Ships)
21.	Shri Bimal Sinha	Chief Engineer (ALHW)

Ports

22.	Shri R.P.S Kahlon	Chairman, KoPT
23.	Shri S.S. Mishra	Chairman, PPT
24.	Shri Ajeya Kallam	Chairman, VPT
25.	Shri Atulya Misra	Chairman, Ch. CPT
26.	Shri S. Natarajan	Chairman I/c. VoCPT
27.	Dr. P. Tamilvanan	Chairman, NMPT

28.	Shri T.S.N. Murthy	Dy. Chairman, NMPT
29.	Shri Paul Antony	Chairman, CoPT
30.	Shri Rajeev Gupta	Chairman, MBPT
31.	Shri S.K. Kaul	Secretary, JNPT
32.	Shri A.J. Lokhande	Chief Engineer, JNPT
33.	Shri P.D. Vaghela	Chairman, KPT
34.	Shri P. Mara Pandian	Chairman, MoPT
35.	Shri M.A. Bhaskarachar	CMD, EPL
36.	Shri A. Janardhana Rao	MD, IPA

Public Sector Undertakings

37.	Shri B.K. Mandal	CMD, SCI
38.	Cmde. K. Subramaniam	CMD, CSL
39.	Shri Manish Jain	CMD, CIWTC & HDPE
40.	Capt. D.K. Mohanty	CMD, DCI
41.	Capt. M. Baveja	VC I/c., IMU

Ministry Of Law & Justice

42.	Shri Satish Chandra	Joint Secretary & Legal Adviser
43.	Shri Mahesh Tyagi	Dy. Legal Adviser

* * * *

2. At the outset, the Chairman welcomed the Members of the Committee.

3. * * * *

4. Thereafter, the Committee considered the two Bills referred to the Committee viz (i) the Merchant Shipping (Amendment) Bill, 2013 and (ii) The National Waterway (Lakhipur-Bhanga Stretch of the Barak River) Bill, 2013. The Committee asked about the importance of the Bills and its various aspects. The Secretary, Ministry of Shipping explained about the Bills with the help of power point presentations. The Committee observed that the National Waterway (Lakhipur-Bhanga Stretch of the Barak River) Bill, 2013 is a repetition of the Bill the Committee examined and reported to the Parliament vide its 130th Report in the year 2008.

5. Members of the Committee also raised various queries. The Secretary replied to the points raised by the Members of the Committee. The Chairman directed that written replies to the points not answered, may be sent within a week.
6. A verbatim record of the proceedings was kept.
7. The meeting adjourned at 5.30 p.m

**** Relates to other matters

XII
TWELFTH MEETING

The Committee met at 4:00 P.M. on Monday, the 20th May, 2013 in Room No.63,
First Floor, Parliament House, New Delhi.

MEMBERS PRESENT

8. Shri Sitaram Yechury – Chairman

RAJYA SABHA

9. Shrimati Bimla Kashyap Sood
10. Shri Aayanur Manjunatha
11. Shri Narendra Kumar Kashyap
12. Shrimati Vasanthi Stanley
13. Shri Shashi Bhusan Behera

Lok Sabha

14. Dr. Mahesh Joshi
15. Shri M. Krishnaswamy
16. Shri G.V. Harsha Kumar
17. Shri S. Pakkirappa
18. Shri Prabodh Panda
19. Shri Deoraj Singh Patel
20. Shri Adhalrao Shivaji Patil
21. Shri Modugula Venugopala Reddy
22. Shri Shatrughan Sinha
23. Shri Dinesh Trivedi

SECRETARIAT

Shri N.K. Singh, Joint Secretary
Shri Swarabji B., Joint Director
Dr. (Smt.) Subhashree Panigrahi, Joint Director
Shrimati A.S. Chakravani, Assistant Director
Shri T. Kennedy Jesudossan, Committee Officer

INDIAN NATIONAL SHIP-OWNERS ASSOCIATION, MUMBAI

Capt. Ranjeet Singh

2. At the outset, the Chairman welcomed the Members of the Committee. Thereafter, the Committee considered the draft One Hundred and Ninety Sixth Report on

“The National Waterway (Lakhipur-Bhanga stretch of the Barak River) Bill, 2013. The Committee after some discussion adopted the report with minor modification. The Committee authorized its Chairman to decide a date for presentation of report to the Hon’ble Chairman, Rajya Sabha, as the Parliament is not in Session and the Report is to be submitted before 25th June, 2013.

3. * * * *

4. * * * *

5. A verbatim record of the proceedings was kept.

6. The meeting adjourned at 5:00 P.M. * * * *

