

REPORT NO.

**223**



सत्यमेव जयते

**PARLIAMENT OF INDIA**  
**RAJYA SABHA**

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

**TWO HUNDRED TWENTY THIRD REPORT**  
**The National Waterways Bill, 2015**

*(Presented to the Rajya Sabha on 12<sup>th</sup> August, 2015)*  
*(Laid on the Table of Lok Sabha on 12<sup>th</sup> August, 2015)*



**Rajya Sabha Secretariat, New Delhi**  
**August, 2015/ Shrawana, 1937 (Saka)**

*E-mail: [rsc-tt@sansad.nic.in](mailto:rsc-tt@sansad.nic.in)*

*Website: <http://rajyasabha.nic.in>*

# PARLIAMENT OF INDIA RAJYA SABHA

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

### TWO HUNDRED TWENTY THIRD REPORT

#### The National Waterways Bill, 2015

*(Presented to the Rajya Sabha on 12<sup>th</sup> August, 2015)*  
*(Laid on the Table of Lok Sabha on 12<sup>th</sup> August, 2015)*



**Rajya Sabha Secretariat, New Delhi**  
**August, 2015/ Shravana, 1937 (Saka)**

## CONTENTS

	PAGES
1. COMPOSITION OF THE COMMITTEE	(i)
2. INTRODUCTION	(ii)
3. LIST OF ABBREVIATIONS	(iii)
4. REPORT	1- 21
5. ANNEXURE	22-46
6. *MINUTES	-
7. LIST OF REPORTS	47-61

---

\* To be appended at printing stage.

**COMPOSITION OF THE DEPARTMENT-RELATED PARLIAMENTARY  
STANDING COMMITTEE ON TRANSPORT, TOURISM AND CULTURE  
(2014-2015)**

**1. Dr. Kanwar Deep Singh - Chairman**

**Rajya Sabha**

2. Dr. K. Chiranjeevi
3. Shri Rajeev Shukla
4. Shri Narendra Kumar Kashyap
5. Shri Avinash Rai Khanna
6. Dr. Prabhakar Kore
7. Shri Kiranmay Nanda
8. Kumari Selja
9. Shri Ritabrata Banerjee
10. \**Vacant*

**Lok Sabha**

11. Yogi Adityanath
12. Shri Vinod Lakhamashi Chavda
13. Shri Rajeshbhai Naranbhai Chudsama
14. Mohammed Faizal
15. Kumari Arpita Ghosh
16. Shri Rahul Kaswan
17. Shri Nimmala Kristappa
18. Shri P. Kumar
19. Shri Ram Kumar Sharma
20. Shri Rajesh Pandey
21. Shri Srinivasa Reddy Ponguleti
22. Shri Rajesh Ranjan *alias* Pappu Yadav
23. Shri Prathap Simha
24. Shri Rakesh Singh
25. Shri Dushyant Singh
26. Shri Kunwar Haribansh Singh
27. Shri Shatrughan Sinha
28. Shri Dasrath Tirkey
29. Shri Manoj Tiwari
30. Shri K. C. Venugopal
31. Shri Ram Charitra Nishad

**SECRETARIAT**

Shri J.G. Negi, Joint Secretary  
Shri Swarabji B., Joint Director  
Smt. Catherine John L., Assistant Director  
Shri T. Kennedy Jesudossan, Committee Officer  
Shri P.P. Raumon, Committee Officer

---

\* Vacant w.e.f.. 25<sup>th</sup> July, 2015 due to expiry of Shri Kalpatru Das, M.P.

## 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 Two Hundred Twenty Third Report on The National Waterways Bill, 2015\*.

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 5<sup>th</sup> May, 2015 and pending therein, to the Committee on 21<sup>st</sup> May, 2015 for examination and report within three months.

3. The Committee took oral evidence of the Secretary, Ministry of Shipping and senior officers of Inland Waterways Authority of India (IWAI); and Ministry of Law and Justice, Legislative Department at its meeting held on the 19<sup>th</sup> June, 2015 on various provisions of the Bill. The Committee also sought written views from 24 State Governments on the Bill. The Committee heard the views of the Ministries of Finance, Department of Expenditure; Environment, Forests and Climate Change; and Water Resources, River Development and Ganga Rejuvenation on the 29<sup>th</sup> June, 2015. The Committee also heard the views of the NTPC Ltd.; Indian Ports Association and Indian Chamber of Commerce on the 17<sup>th</sup> July, 2015.

4. The Committee wishes to express its thanks to the officers of Ministries of Shipping; Law and Justice; Finance; Environment, Forests and Climate Change; and Water Resources, River Development and Ganga Rejuvenation; IWAI; NTPC Ltd.; Indian Ports Association; Indian Chamber of Commerce; and Confederation of Indian Industry for placing before the Committee, the material and information desired in connection with the Bill and for clarifying the points raised by the Members on various issues related to the Bill. The Committee also expresses its thanks to State Governments of Assam, Goa, Gujarat, Kerala, Maharashtra, Punjab and West Bengal for providing the information sought by the Committee.

5. The Committee considered and adopted the Report at its meeting held on the 11<sup>th</sup> August, 2015.

NEW DELHI;  
August 11, 2015  
Shravana 20, 1937 (Saka)

**DR. KANWAR DEEP SINGH**  
*Chairman,  
Department-related Parliamentary Standing  
Committee on Transport, Tourism and Culture.*

---

\* Published in Gazette of India Extraordinary Part-II, Section-2, dated 5<sup>th</sup> May, 2015.

\*\*Rajya Sabha Parliamentary Bulletin Part-II No 54263, dated 21<sup>st</sup> May, 2015.

## **LIST OF ABBREVIATIONS**

CII	–	Confederation of Indian Industry
CRZ	–	Coastal Regulation Zone
DPR	–	Detailed Project Report
EIA	–	Environmental Impact Assessment
EXIM	–	Export and Import Trade
HFL	–	Highest Flood Level
ICC	–	Indian Chamber of Commerce
IFC	–	International Finance Corporation
IWAI	–	Inland Waterways Authority of India
IWT	–	Inland Water Transport
J&K	–	Jammu and Kashmir
LAD	–	Least Available Depth
MMTPA	–	Million Tonnes Per Annum
MoEF&CC	–	Ministry of Environment, Forests and Climate Change
NATPAC	–	National Transportation Planning and Research Centre
NCT	–	National Capital Territory
NER	–	North Eastern Region
NSL	–	Natural Surface Level
NTPC	–	National Thermal Power Corporation
NW	–	National Waterway
NWs	–	National Waterways
ODC	–	Over Dimensional Cargo
PPP	–	Public Private Partnership
TEFS	–	Techno-Economic-Feasibility Study
WAPCOS	–	Water and Power Consultancy Services

## REPORT

The National Waterways Bill, 2015 was introduced in the Lok Sabha on the 05<sup>th</sup> May, 2015. 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 and Culture on 21<sup>st</sup> May, 2015 for examination and report thereon within a period of three months (Annexure-I).

2. The Bill seeks to make provisions for the existing five national waterways and declaration of 101 new inland waterways spread among 24 States to be National Waterways and also to provide for the regulation and development of the said waterways for the purpose of shipping and navigation and for matters connected therewith or incidental thereto.

3. The Central Government has so far declared 5 National Waterways by separate Acts of Parliament. Developmental works on these National Waterways are being regularly taken up by Inland Waterways Authority of India (IWAI), a statutory organization, set up by Inland Waterways Authority of India Act (85 of 1985), an Act of Parliament in the year 1986 to develop, maintain, manage and regulate inland waterways for the purpose of shipping and navigation and for matters connected therewith or incidental thereto.

4. As the Government proposes to declare additional 101 waterways as National Waterways by a single Act, it is necessary to bring the five National Waterways already declared by individual Acts of Parliament under a new Act. Consequently, the following existing Acts are proposed to be repealed:

- (a) the National Waterway (Allahabad-Haldia stretch of the Ganga Bhagirathi-Hooghly River) Act, 1982;
- (b) the National Waterway (Sadiya-Dhubri stretch of Brahmaputra River) Act, 1988;
- (c) the National Waterway (Kollam-Kottapuram stretch of West Coast Canal and Champakara and Udyogmandal Canals) Act, 1992;
- (d) 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) Act, 2008; and
- (e) the National Waterway (Kakinada-Puducherry stretch of Canals and the Kaluvelly Tank, Bhadrachalam-Rajahmundry stretch of River Godavari and Wazirabad-Vijayawada stretch of River Krishna) Act, 2008.

5. The Committee discussed the provisions of the Bill with the Secretary, Ministry of Shipping, senior officials of the Inland Waterways Authority of India and Ministry of Law and Justice (Legislative Department); representatives of Ministry of Finance (Department of Expenditure); Ministry of Environment, Forests & Climate Change; Ministry of Water Resources, River Development and Ganga Rejuvenation on the provisions of the Bill. The Committee also heard the views of the major stakeholders of the inland waterways such as the National Thermal Power Corporation Ltd.; Indian Ports Association; and Indian Chamber of Commerce on the Bill. The States being major stakeholders, the Committee also sought comments from the Chief Secretaries of 24 States (List given at Annexure-II) to ascertain their views on the Bill.



6. The Ministry of Shipping informed the Committee that due to large network of feeder State highways, district roads and village roads, the potential of National Highways have been exploited fully. However, absence of such a network for waterways has resulted in gross underutilization of the potential of National Waterways. State Governments have not been able to take adequate measures for development and maintenance of inland waterways due to insufficient financial outlays, lack of expertise and other pressing priorities. Thus, only Central Government has to take the initiatives to develop this sector.

7. As per the Constitutional provision, Central Government can undertake development and regulation of an inland waterway for navigation, only when it is declared as a National Waterway (NW) by an Act of Parliament in line with Entry no. 24 in List I of the Seventh Schedule of the Constitution. Waterways and navigation thereon has been covered in all three Lists of the Constitution, Union List (List- 1), State List (List- 2) and Concurrent List (List- 3). The Entries relevant to navigation in these Lists are given at Annexure- III.

8. The Committee, in its 189<sup>th</sup> Report on “The Development of National Waterways-Potential and Challenges”, had observed that even though National IWT Policy document prepared in the Ninth Plan prescribed for making efforts for pooling the resources through captive users and PSUs, with liberal investments in IWT sector, the Government has failed to implement the vision of the policy document in actual terms over these years. On the contrary, water transport has shrunk even in those areas with great potential. The Committee also noted that lack of adequate policy support for the IWT sector was also compounding the problems, leading to IWT losing its competitive edge over other modes of transport. The other modes of transport received policy support and huge investment in developing its infrastructure, whereas water transport seems to have been neglected or has not received the required attention of the policy makers and the Government. The Committee had recommended that Government of India should take necessary follow up action on the Inland Water Transport Policy Document of 2001 for the optimum utilization of our potential in the water transport sector.

9. The Committee had also observed in the above cited Report that the national highways are contributing to about 40% of the road accidents and trucks being the major contributor in this. The water transportation being the safest mode, can reduce road accidents and resulting casualties significantly. It also reduces treatment and rehabilitation costs to a great extent. Moreover, the land acquisition for the highways/roads have been a major problem which is not only a sensitive issue, it is highly time taking and costly exercise. There is shortage of free land for road construction. Switching to water mode, therefore, would become the most viable option to reduce the dependency on roads, particularly for the transportation of bulk and oversized cargo. Waterways have lots of tourist potential especially for pilgrimage as many famous pilgrim centres are mainly located on river side.

10. The Ministry of Shipping has informed the Committee that so far, the steps taken before the declaration of National Waterways used to be to conduct a hydrographic survey followed by techno-economic feasibility study or detailed project report, seek concurrence of concerned State Governments and obtain several clearances such as environment, forest, wildlife and Coastal Regulation Zone, wherever required. Thereafter, the financial approval of the project was also obtained from the competent authority (Expenditure Finance Committee/Cabinet) along with in-principle approval of the institutional/manpower arrangements which were included in the proposal/ cabinet

note. All these activities used to take between 2 to 3 years, after which the actual work of development of the NW would start. The development of the waterway (fairway development, terminal construction and aids to navigation) also takes minimum 3 to 4 years. Hence it is only after 6 to 7 years from the date of its declaration that a NW can be fully developed and used for navigation by commercially viable capacity vessels. Another 2- 3 years were required for utilization of the waterway to pick up. In short, from the date of identification of a waterway, it would take 9 to 10 years for actual utilization of a waterway to start.

11. The Ministry has further informed that keeping in view the urgent need to develop this cost-effective and eco-friendly supplementary and alternative mode of transport, such a long waiting period needs to be curtailed drastically. One way of reducing this time period is to declare all the identified waterways as National Waterways through single legislation instead of going through the motion of enacting separate legislations for each National Waterway so as to enable the Government to undertake their development as and when the need arises and the preparatory work and funding tie-up is complete. This is the basic objective behind putting up the present Bill in the Parliament. For a ready reference, State-wise list of the 101 waterways is given at Annexure- IV.

12. The Ministry of Shipping has also informed that the financial requirement and a road map for development of all these NWs will only be known after the preparation of techno-economic-feasibility (TEF) studies and Detailed Project Reports (DPR) of the waterways proposed in the Bill. The Bill in its present form is only for the approval of a Central legislation to declare one hundred one (101) additionally identified waterways as National Waterways. Therefore, this Bill *per se* does not have any financial implication at this stage.

13. The Ministry has argued that due to the longish process involved, the Central Government could declare so far only five National Waterways since 1986. The Ministry has further informed that of these five, only three National Waterways have been made operational and the required infrastructure has been created thereon. Substantial cargo transportation and movement of cruise/ tourist vessels take place on all these three NWs. For the rest two, developmental work is in process.

14. During the deliberations, the Chairman, IWAI informed the Committee that before taking up the rivers given in the Schedule of the Bill, all the 24 State Governments were requested to offer their opinion on the proposed Bill and that 18 of them gave their opinion. While 14 States have supported the Bill, some of them have suggested a few rivers to be included in the list.

15.1. The Committee also enquired about the right of the State Governments over these rivers once they are declared as National Waterways. On this issue, the Chairman, IWAI stated:

*“As regards rights of State Governments, after the declaration of National Waterways, there is no right of usage of water or usage of earth beneath the water or on the appurtenant land which will vest away from State Governments to the Central Government. So, all the rights, as existing as of date, will continue with State Governments. The only rights, which the Government of India and the IWAI will have are (i) to do the dredging in a certain portion of the river, through a channel of 50 mts or 40 mts, depending on the size of the vessel which will move, and (ii) maintain a channel for the purposes of shipping and navigation. IWAI cannot remove the water, and even the soil, that will be*

*removed from beneath the water, and it will be put it on the land allocated for that purpose by the State Government and the State Government will use it. If the soil is not usable for any fruitful purpose and ask IWAI to dump it, they would do that. They are also used for reclamation of land in certain portions. And that goes to the advantage of State Governments. The IWAI gets the authority to ensure that no construction takes place over the river without its clearance. If there are sufficient vertical and horizontal clearances in a waterway, IWAI give a clearance. Like, if it require 7 metres between two pillars which are being constructed in the water, or, a 6 metres vertical height for the barge to move, IWAI just specify that. If the designs meet the requirements of horizontal and vertical clearances, the clearance would be given very easily. And there is no other right which vests with the Government of India”.*

15.2. On the issue of PPP in development of Waterways, the Chairman, IWAI stated that:

*“We have the IFC, which is a sister concern of the World Bank, advising us how to see the PPP. But there are a lot of examples of PPP in terminal development, operation and management. So, terminal management is definitely one clear area where PPP is possible”.*

15.3. As regards the staff strength of IWAI, the Committee was informed that they have a sanctioned strength of 419 and that there is a floating staff and staff which work under contract with them. The Committee was also informed that IWAI is undergoing a reorganization process.

15.4. In response to the Committee’s query that since many rivers are being used for minor irrigation works, what would be the status of continuing such activities after the development of waterways, the Chairman, IWAI replied that:

*“If they are being already drawn through canals before undertaking the development work, they will look into the availability of water. Hydrology study is also done to ensure and find out what the availability of water is and what the maximum depth that can be achieved. If all the water has been drawn out and is being used for irrigation, and the State Government is not willing to give a commitment for availability of water round-the-year, then, that will not be taken up for development works”.*

15.5. When the Committee pointed out that many of the rivers listed in the Schedule generally remain dry during most of the year, the Chairman, IWAI replied that before they take up development, they would also have the feasibility reports with them. Some addition, deletion and substitution would be needed in the list they have and it might undergo small changes accordingly.

16. During the interactions with the Ministry of Finance (Department of Expenditure), the Committee raised concern over the uncertainty about the huge funds that would be needed for operationalizing the waterways for purchase of vessels, developing infrastructure like railways and intermodal transshipment facilities, road links, harbours and port installations including fishing harbours, handling equipments, warehouses, etc. The Committee also enquired about how the required funds would be made available for this; the roadmap ahead for overall financing of the 101 waterways; and the details of requests received from the Ministry of Shipping in this regard.

16.1. Ministry of Finance, Department of Expenditure, has furnished the following written reply to the above queries:

*“It is admitted that operationalizing the National Waterways would entail a substantial expenditure as and when they are taken up for implementation. During the inter-ministerial consultation stage, this Department had raised the need to have an assessment of the total cost and overall financial implication on the development of the proposed National Waterways for the Central Government. However, it was explained in the proposal of the Ministry of Shipping that the Central Government will be enabled as per the Constitution to undertake development of the National Waterways only after the said waterways are declared as such by the Parliament. In this regard, attention is drawn to the Statement of objects and reasons of the proposed Bill which states that the extent of development, the prioritization of inland waterways for development and related matters shall be finalized after carrying out necessary techno-economic feasibility studies through Inland Waterways Authority of India consequent upon enactment of the National Waterways Bill, 2015. Therefore, given the Constitutional position, it is expected that a detailed techno-economic feasibility will be carried out for each of the proposed waterway once the law is enacted and that the estimation of required funds will become available thereafter. The techno-economic feasibility studies will also enable prioritization of the National Waterways”.*

16.2. It was further argued by the Department of Expenditure that during 2015-16, an outlay of Rs.295.90 crore (BE) has been made for the inland waterways. Given the past trend of expenditure, this is substantially higher. This may enable the Ministry of Shipping to undertake techno-economic feasibility studies on some of the proposed National Waterways. Once the estimation of the required funds is given by the Ministry of Shipping, the Department of Expenditure will be able to provide funds from the budgetary resources after due assessment and evaluation. It was also suggested that funds can also be mobilized through contribution by the State Governments, Public-Private Partnerships and debt capital raised from financial institutions.

17. The Ministry of Environment, Forests & Climate Change, in their written submission to the Committee, stated that the activities to be undertaken during development of the waterways, viz., construction of Ports and Harbours, capital dredging and other infrastructure facilities required for navigation, would attract the provisions of the Economic Impact Assessment (EIA) Notification, 2006 and Coastal Regulation Zone (CRZ) Notification, 2011. The proposals so received will be examined as per the prevailing law, it was argued.

17.1. During deliberations on the Bill, representatives of the Ministry of Environment, Forests & Climate Change stated that the Ministry of Shipping had consulted them when the Bill was piloted and that the Ministry had agreed in writing to support the Bill. He also stated that each of the 101 waterways will be dealt with on a case-to-case basis under the parameters of Environment Protection Act, 1986, Wildlife Protection Act, 1972, Indian Forest Act, 2006 and Coastal Regulation Zone Notification. To a query on whether the Ministry had conducted a river-to-river study, he replied that they have so far received 3 proposals on which the terms of references have been issued to IWAI. He also clarified that an entire river in one go will not be a case for environment clearance.

18. Ministry of Water Resources, River Development and Ganga Rejuvenation informed the Committee that the following issues pertaining to that Ministry need to be taken care of during the development of these National Waterways:

- (i) There is a need to estimate quantum of water required on a week/ 10-days basis throughout the year to maintain the minimum depth of water in the proposed river stretches/canals for navigability in order to ensure that drinking, irrigation and other demands of water do not get impaired.
- (ii) Technical feasibility in consultation with this Ministry may first be established before preparing Detailed Project Reports/undertake any works in any river/river stretch.
- (iii) The Central legislation needs to be in consonance with the programme of Interlinking of Rivers of this Ministry. The legislation should keep in consideration and sustain the technical feasibility of Interlinking of Rivers programme.

19. The NTPC which was already using the waterways successfully was asked about their experience and opinion on the cargo transport through waterways, the bottlenecks faced by them and suggestions thereon. They replied that Farakka is a success story for NTPC Ltd. and that they have a target of 3 million metric tonnes per annum in seven years' period for Farakka Super Thermal Power Station. Out of that, till 30<sup>th</sup> June 2015, they have transported 7.75 lakh tonnes of coal. This contract is on and transportation is going on. Its further scope is subjected to availability of domestic coal in the country. The trends are improving right now; so import will also get tapered down and the development has to be kept under monitoring continuously.

19.1. Regarding the environment clearance which is presently taken on a case-to-case basis by the proponent of a particular project, they suggested that the central authority designated for the waterways development can take environment clearance for a capacity in that particular route and that it will simplify the process. Secondly, as per some of the studies that have been suggested by the Ministry of Environment, Forests and Climate Change, environment clearances can also be taken on a centralized basis by the authority designated for waterways development and the cost can be booked to the proponents as per the quantity transported on case to case basis.

19.2. The representatives of NTPC Ltd. further informed the Committee that they have not identified any further waterway routes for their operations in the country right now. The potential, which can be considered subsequently based on the development, is the Meja Super Thermal Power Station which is coming up in Allahabad, Uttar Pradesh.

19.3. To a query over their future perspective on the use of waterways, representative of NTPC Ltd. replied that with the coal production in India improving, they are expecting a 12 percent growth during this year and then the imported coal component will automatically reduce. As regards the minimum depth required, he replied that in Farakka, it is 2.5 metres. He also stated that the transport cost through waterway is only slightly lesser compared to the railways right now, since the cargo is transported one way only.

19.4. Their reply to a query on the capacity of the vessel presently used by NTPC Ltd. was that the present capacity is 1,500 tonnes. Even though it was designed for 2,000 tonnes, they are able to load up to 1,500-1,600 tonnes only because the Least Available Depth is only 2.5 metres in the waterway.

20.1. The representative of IWAI informed the Committee that they will consider the suggestions given by the NTPC Ltd. regarding obtaining the Environmental Clearances for operating the waterways. He further stated that there are two issues in the transportation through inland waterways which have now actually started getting developed and used. One is infrastructure-related issues, that when the dredging is done, or when the vessels are moving, then its effects on the banks, on the fishers, etc. should be considered. The second is related to cargo and vessel specific, which cargo is being moved, which vessels are being used, whether they are equipped adequately and whether they are environment-friendly or not. That perhaps IWAI has to leave to the operator; the responsibility may have to be put on the operator. In the present operation, IWAI is also helping the NTPC and the operator, Jindal ITF Limited. But IWAI will give more thought on environmental clearance issue for taking a policy decision.

20.2. The representatives of IWAI further informed the Committee that with regard to cost, it is understood that it is marginally lower by 10 per cent or so in the case of Farakka. But as far as general comparison with road and rail is concerned, it depends on waterway to waterway also. For example, if the waterway's depth is only one metre, then, definitely inland waterways will not be cheaper. But, in general, if the waterways is well developed, say 2.5 to 3.5 or 4.5 metres depth, then, those figures are definitely right, almost 60-70 per cent of Railways, or even less than that. But everywhere it will not be necessarily so. If NTPC Ltd. can ensure return cargo like fly ash etc, the costs will be reduced further.

21.1. The representatives of the Indian Ports Association, while deposing before the Committee, informed that this Bill is a welcome step for them and that coastal shipping and inland transport have to be encouraged in the country. Over the years, though efforts have been made, still the share of inland water transport has to grow. If the Bill is passed and smaller rivers are connected, there will be integrated development of the waterways transportation and the cargo can move in a smoother and hassle-free way from the ports.

21.2. In response to Committee's query on how the port sector would be benefited from this Bill, the representative of India Port Association replied that as on date, ports are having a capacity of 1.54 billion metric tonnes and the traffic they are handling is 1.05 billion metric tonnes. Some of the ports are very congested and they are completely choked with transportation. Because of hinterland connectivity through rail and road, evacuation is a constraint. Government of India is currently taking measures in the Sagarmala Project to see that the evacuation is smooth and there should not be any bottlenecks there. If inland water transport is developed and waterways are connected, then the ports can offload or transfer the cargo through inland waterways more than its present share and lessen the burden on the rail and road. So, that way, port congestion will be eased, efficiency will be increased and the transportation modal split can be easily obtained in the way they desire. As far as assessment is concerned, the traffic is likely to grow in the years to come in the major ports as well as minor ports to the tune of around 8-9 per cent. Though the capacity is increasing, yet if these inland waterways are developed, then traffic flow could also be managed in a much faster and smoother way reducing the turnaround time of ships significantly.

21.3. Regarding operation of existing waterways, he said that major ports are connected to the waterways, especially, Haldia, Dhamra and Kakinada. In Cochin also, the inland waterways have been linked to one terminal which transports the containers from Vallarpadam Terminal to the island terminal at Kochi. Since waterways have been helping them to transport the cargo, if more waterways are there, obviously the

evacuation would be much faster. In Kochi, at NW-3, they used to transport a lot of cargo through the inland waterways from Kottapuram to Kochi. They are joining with Government of India for providing the facilities in inland waterways. They can construct (i) the waterway terminals - IW terminals; (ii) separate jetties; (iii) a separate stacking area etc. so that inland waterways and coastal transportation could get a major boost and the exim cargo and coastal cargo could be fully developed. The ports will be able to construct additional berths as they have their own funds. If IWAI also joins together, ports can have a joint venture and see to it that the berths are constructed and facilities are provided.

21.4. The representative of Indian Ports Association informed the Committee that Kolkata, Haldia, Cochin, Mormugao, Mumbai and Jawaharlal Nehru Ports are presently using the National Waterways. The total tonnage they have handled last year was 555 million tonnes, out of which the inland waterways cargo is only 15 million tonnes. Eventhough it is not in a big way, but it is taking place.

22. The representatives of Indian Chamber of Commerce, in their written comments, pointed out the following weaknesses in the Bill:

- No clear deadline/time limit for issue of requisite approvals and clearances;
- Mode of financing is not clear although it will be most likely in PPP mode;
- Centre will bear the cost while States will take the advantages. Projects linking a few States might create problem of co-ordination as every State will fight for more investment;
- When the existing five waterways are not yet functional, it is far-fetched to plan developing 101 more in short horizon. Better to work on these existing 5 first, and then replicate the successful model; and
- While some projects are driven by commercial motive (example NW-5), some are more politically or geographically important (example NW-2). Prioritization of political motives will play an important role for the development of the project.

23. In a written submission to the Committee, the Confederation of Indian Industry (CII) stated that the Bill is expected to give a boost to inter-modal shift from road and rail to waterways thus ensuring reduced carbon footprint and cost. The cost of waterways is barely 50 paise per kilometer when compared with Re.1 for railways and Rs. 1.5 for road transport. The proposed Bill can open significant private sector opportunities in the areas of dredging, barge construction, barge operation, barge repair facilities, terminal construction, terminal operation, storage facilities, navigation, consultancy etc., which can positively contribute to economic growth of the country. It is estimated that development of waterways sector would entail investment of more than 1 lakh crore and creation of around 1 lakh employment opportunities. This calls for significant capacity building initiatives both at the ground level and also at the institutional level.

24. The Committee also sought the views of the 24 State Governments such as Andhra Pradesh, Arunachal Pradesh, Assam, Bihar, NCT of Delhi, Goa, Gujarat, Haryana, Himachal Pradesh, Jammu & Kashmir, Jharkhand, Karnataka, Kerala, Madhya Pradesh, Maharashtra, Mizoram, Nagaland, Odisha, Punjab, Rajasthan, Tamil Nadu, Telengana, Uttar Pradesh and West Bengal, who have a stake in the proposed 101 National Waterways. They were requested to furnish the replies by the 15<sup>th</sup> July, 2015. Since the Committee got only a few responses, a reminder was issued to the remaining State Governments to expedite their reply latest by 31<sup>st</sup> July, 2015. Despite this, the

Committee could so far receive responses only from the seven State Governments - Assam, Goa, Gujarat, Kerala, Maharashtra, Punjab and West Bengal. The Government of Kerala conveyed their disagreement to declaring of 10 rivers as National Waterways in their State. They alternatively suggested inclusion of some other lakes/rivers already being used in that State for water based transportation.

25. The views received from the State Governments are given in the succeeding paragraphs.

#### Assam

25.1. The Government of Assam communicated that nine rivers such as Barak, Subansiri, Lohit, Gangadhar, Aai, Beki, Puthimari, Kapili and Dehing may be considered for declaration as National Waterways. All the rivers require regular maintenance for channel depth and navigability. Increasing the navigability of the above rivers will enhance trade and commerce with Bangladesh, Arunachal Pradesh and Manipur on one hand and also it will improve the communication with the interior localities of Assam and other adjoining States.

#### Goa

25.2. The Government of Goa informed that they have examined the Bill and agreed upon.

#### Gujarat

25.3. The Government of Gujarat informed the Committee that they have plans for the prominent Kalpasar Project for sweet water storage by constructing a dam across the Gulf of Khambhat. National Waterway No. 83 (Sabarmati River-212 kms) and National Waterway No. 62 (Mahi River 248 kms) falls in the reservoir of the proposed Kalpasar Dam. They stated that concerns and effect of the Kalpasar project may be considered and examined during the techno-economic feasibility study of the waterways.

#### Kerala

25.4. The Government of Kerala informed the Committee that they oppose the inclusion of the following rivers proposed as National Waterways on account of various reasons:

- |        |                       |                               |
|--------|-----------------------|-------------------------------|
| (i)    | National Waterway-48  | Kallada river (69 km);        |
| (ii)   | National Waterway-75  | Pamba river (100 km);         |
| (iii)  | National Waterway-65  | Manimala river (67 km);       |
| (iv)   | National Waterway-69  | Meenachil river (44 km);      |
| (v)    | National Waterway-70  | Moovattupuzha river (56 km);  |
| (vi)   | National Waterway-18  | Bharathappuzha river (61 km); |
| (vii)  | National Waterway- 46 | Kadalundy river (53 km);      |
| (viii) | National Waterway-54  | Korappuzha river (23 km);     |
| (ix)   | National Waterway-23  | Chaliyar river (23 km); and   |
| (x)    | National Waterway-101 | Valapattanam river (39 km)    |

The reasons given by the Government of Kerala for opposing the Waterways are:-

(i) Existing structures and drinking water sources:

25.4.1. As per the proposed Bill, more than 60km length of all the ten rivers from the river mouth are declared as National Waterways. Most of the rivers are 100 to 200km long and have several installations like drinking water intake well, check dams, regulators etc. along these stretches. In addition, several railway bridges, road bridges,



foot bridges etc. are there which do not have the vertical clearance specified for National Waterways. It would be impractical to remove all these structures.

(ii) Pollution and salinity ingression:

25.4.2. All the rivers mentioned in the Bill are source for several drinking water and irrigation schemes. If the rivers are dredged for providing required draft, salt water ingression would be beyond control and affect the functioning of all the schemes. Plying of mechanized vessels would also increase pollution of the water body, which is the mainstay of drinking water supply.

(iii) Ecology:

25.4.3. Dredging the river bed for providing draft would be disastrous to the ecology of the river system, especially in ecologically fragile reaches in the upstream of the river. In the river mouth, this would facilitate salt water ingression, as already pointed out. Sand mining and lowering of river bed has already created adverse effects on most of the river systems in the State. Fish breeding will also be affected, depriving fishermen the normal catch.

(iv) Water availability :

25.4.4. Unlike the rivers in North India that are snow fed, Kerala rivers are entirely dependent on monsoon. The rivers also have a steep gradient related to the topography of the State. Therefore, it is almost impossible to create perennial waterways in the rivers of Kerala.

25.4.5. Government of Kerala suggested the following points for effecting necessary modifications in the draft Bill:-

a) In the proposed National Waterways Bill, 2015, 101 waterways have been proposed to be declared as National Waterways and under the Statement of objects and reasons, the Bill says that “the extent of development, prioritization and related matters shall be finalized after carrying out necessary techno-economic feasibility studies through IWAI, consequent upon enactment of the National Waterways Bill 2015”.

i) It is suggested that only those stretches of waterway where necessary techno-economic feasibility studies have been conducted and found feasible need be declared as national water way.

ii) Wherever Inland Water Authority of India proposes to conduct feasibility study, the State’s representation shall be ensured in the proposed feasibility study and the State should be given opportunity to be heard and its views on feasibility adequately taken into account.

b) Under the Inland Waterways Authority of India Act, 1985 the IWAI is vested inter alia with the powers of regulation, conservancy and development of inland waterways for the purpose of shipping and navigation and matters connected therewith. Conservancy includes dredging, training, closure, diversion or abandoning channels. Apparently, for the purpose of navigation, the listed rivers can be linked by waterways leading to inter-basin transfer of water notwithstanding the fact that water is a state subject. Such apprehensions need to be allayed by specific clause in the Bill.

c) Once the Bill is passed, any construction or even withdrawal of water for any purpose apparently including drinking may necessitate consent/approval of IWAI. In densely populated riverbanks like that of Kerala it would adversely affect and slowdown local development. Hence, the Government of Kerala recommended creation of appropriate State-level, legal and institutional framework for the management of National Waterways like a high level State Waterways Management Council/State

Inland Waterways Authority and all development plans be undertaken with the approval of the Council/Authority.

d) In the proposed Bill, the present NW-3 Canal has been renumbered as National Waterway 104 and is proposed to include 160 km length of the canal as extension of NW-3 towards Kozhikode and 78 km towards Kovalam (Latitude 8° 24' 11.20" North, Longitude 76° 58' 9.4" E). Inland Waterways Authority of India, has conducted a techno-economic feasibility study for the two extension stretches of National Waterway-3 (West Coast Canal) through NATPAC in 2014 and found that the extension of the West Coast Canal towards Kasaragod is feasible. Therefore the proposed National Waterways 104 may be extended upto Kasaragod in the north (Latitude 12° 28' 30.86" North, Longitude 74° 59' 21.69" East. End point: Thalangara Fishing Harbour)

25.4.6. Government of Kerala also proposed the inclusion of the following feeder canals under the National Waterways Bills 2015.

- (i) Alappuzha-Changanacherry Canal;
- (ii) Alappuzha-Kottayam Canal;
- (iii) Kottayam-Vaikom Canal; and
- (iv) Athirampuzha Canal.

#### Maharashtra

25.5. Comments furnished by the Government of Maharashtra are as under:

- (i) National Waterway-8, NW-49 and NW-99 are part of Vasai creek having a total distance of 140 km from Vasai creek entrance to Dharamtar *via* Kalyan-Kasheli-Mumbai. However, the stretch of waterway from Mumbai to Dharamtar creek entrance is not forming a part of any of the three proposed National Waterways included in the Bill. This should be included in the NW-49.
- (ii) Rajpuri creek and Dabhol creek/Vashishthi river may also be included in the proposed waterways.
- (iii) Specific provisions to protect all the rights of the State Government over the waterway even after its declaration as National Waterway may be included in the Bill.

#### Punjab

25.6. Government of Punjab informed that they have no objection to the proposed Bill because it will be beneficial for water based tourism.

#### West Bengal

25.7. Government of West Bengal informed that they have no objection to declaring the rivers in the State of West Bengal and the Sundarbans waterways as National Waterways as mentioned in the National Waterways Bill, 2015.

26. Since the Committee received very few responses from the State Governments, it asked the IWAI to share the views of the State Governments as received by them. As per the information furnished by IWAI, 19 States have responded to them and State Governments of Andhra Pradesh, Assam, Delhi, Goa, Haryana, Himachal Pradesh, Jharkhand, Kerala, Maharashtra, Mizoram, Nagaland, Punjab, Telangana, and West Bengal, have agreed to the proposal of declaration of National Waterways. However, Government of Bihar has made a conditional agreement (as narrated in paragraph 28.3) to the proposal. Government of Madhya Pradesh has totally disagreed to it.

26.1. The views of the rest of the State Governments who have replied to the IWAI on the Bill are given below:

Andhra Pradesh

26.2. Government of Andhra Pradesh confirmed their consent to include 3 waterways namely Penna, Krishna and Tungabhadra in the State.

Bihar

26.3. Government of Bihar agreed to the proposal of declaring Kosi, Gandak and Sone rivers as National waterways with the following conditions:-

- (i) As a result of the works proposed to be executed by IWAI for use of these rivers as National Waterways, there should not be any increase in the submergence area nor should it adversely affect the Highest Flood Level (HFL) and Natural Surface Level (NSL).
- (ii) Declaration of these three routes as National Waterways should not in any way affect the present entitlement of Water of the State as per:
  - a. Gandak Agreement
  - b. Kosi Agreement
  - c. Bansagar Agreement.
- (iii) The Central Government should bear the cost of any flood fighting work or anti erosion work necessitated due to effect of any additional structure put by IWAI along the river or any work executed in the river.
- (iv) There should not be any adverse effect on the existing infrastructure (Barrages, Bridges, Hydraulic structures etc.). In case requirement of modification of structures is absolute necessary, it shall entirely be the responsibility of Central Government and the cost will be borne by them.
- (v) Because of declaration of these routes as National Waterways and to facilitate navigational capability, need of only large scale dredging (if required) be explored, avoiding the construction of barrages which has an adverse effect as experienced in the case of Farraka Barrage. In lieu of barrage, dredging (capital dredging and maintenance dredging) be practiced on a regular basis. In case any barrage or any other structure blocking the normal river course is proposed the same shall not be undertaken without the consent and approval of State Government.
- (vi) Consequence of large scale dredging (if required) in these three rivers will certainly need additional dredging in the river Ganges (the master drain), which ultimately has to carry the additional silt over burden of these three rivers. This aspect should be clearly articulated that Government of India should have the responsibility to arrange for additional dredging in river Ganges.
- (vii) The right of the Government of Bihar to develop additional irrigation potential on their own should in no way be infringed with due to the declaration of National Waterways of these river routes.
- (viii) Simultaneous with the declaration of river route as National Waterways, a proper silt management policy be framed by the Central Government with the aim of preserving the river flow with its natural silt carrying capacity.

### Government of NCT of Delhi

26.4. Government of Delhi gave its consent for the part Yamuna flows through Delhi to be declared as National Waterway and for various development activities such as river conservancy measures including dredging, navigational aids, terminals and storage facilities. However, for carrying out these activities, prior concurrence of the Government of NCT of Delhi will be taken for each project individually.

26.4.1. Further, they stated that Government is of the understanding that formal examination of the entire process of activities such as dredging etc. will be done by environmental and waterways experts without damaging the ecology of the river Yamuna.

### Haryana

26.5. Government of Haryana stated that the water of Yamuna River is shared by six States *i.e.*, Himachal Pradesh, Uttarakhand, Uttar Pradesh, Haryana, National Capital Territory of Delhi and Rajasthan. The River flows along the district boundaries of four districts of Haryana *i.e.*, Yamunanagar, Karnal, Sonapat and Faridabad. The discharge in the River Yamuna varies from 1400 cusecs in lean season to 8 lakh cusecs in monsoon season. There are four barrages on this concerned stretch of river Yamuna *i.e.*, Hathnikund (Haryana), Wazirabad & Yamuna Barrage (Delhi) and Okhla (Uttar Pradesh). The Navigation on the river Yamuna throughout the year would be hindered by the existing old bridges. However, Haryana would like to co-operate with Government of India, by extending its consent, in declaring river Yamuna as a National Waterway, without affecting the express right of the State on its rivers.

### Himachal Pradesh

26.6. Government of Himachal Pradesh informed that detailed discussions were held on various options available with the State Government regarding exploring the possibilities of getting Inland Waterways declared as National Waterways. The Government tentatively proposes and agrees in principle that following Inland waterways may be considered for declaration as National Waterways:-

1. Sunni-Kol dam stretch of Sutlej river
2. Slapper-Bhakhra stretch of Suttlej & Beas rivers
3. Nadaun-Pong dam and Bhakhra-Banagana of Beas rivers

26.6.1. However, the issue requires detailed hydrographic survey and study for which expertise and special equipment are also required, that are not currently available with the State Government.

26.6.2. They have requested that necessary consultancy/assistance may be provided on the technical issues of these inland waterways including possibilities for exploring transportation on tributaries of these rivers also.

### Jammu & Kashmir

26.7. Government of Jammu and Kashmir stated that the State waterways are mainly used for tourist purposes and not as a formal mode of transportation. The State Government of Jammu and Kashmir requested to depute some officers well versed with the subject so as to conduct a survey and feasibility study of the available in-land waterways in the State of J & K for declaration as National Waterway accordingly.

## Jharkhand

26.8. Government of Jharkhand provided a brief report regarding the project and possibilities of navigation in Kharkai and Subernarekha rivers.

a) Kharkai River:-

26.8.1. Kharkai river originates from Mayurbhanj district, Orissa at an elevation of 928 m. (22° 4' N, 86° 23' E). It traverses through Chhotanagpur plateau & meets Subernarekha river at Jameshpur. The gradient of river is approximately 1 in 200 to 1 in 300. Due to steep gradient depth of water in Kharkai river from November to June, it remains approximately below 1 m and discharge around 10 to 20 cumecs. The bed of river is rocky also. In monsoon period depth of water in river is approximately 2 to 3 metres. To prepare river as navigational channel, river training work, navigational lock dredging of river etc. has to be done. So far no study has been done for navigation purpose. A detailed Feasibility Study is required to be done. The maximum flood discharge of Kharkai river has been observed as 6230 cumecs.

b) Subernarekha River:

26.8.2. Subernarekha basin is the smallest of the various major river basins in India. The river is basically a rain fed peninsular river passing through three districts of Ranchi, Hazaribag and Singhbhum of Jharkhand, two districts (Mayurbhanj & Balasore) in Orissa State and two districts (Purulia & Medinapur) in West Bengal State. The river rises in Chhotanagapur pleateau near Nagra village in the Ranchi district at an elevation of about 740m. The sources is at (23°18'N, 85° 11'E) and its confluence in Bay of Bengal is at (23°34'N, 85° 21'E). Detailed survey of river has not been conducted to study the feasibility of navigation. However, from observation of topo sheet it has been assessed that the bed slope of river is very steep in upper reaches upto Chandil Dam (1 in 220 approx.) The bed is rocky and depth of water from lean period to monsoon varies from 0.5m to 2.5m.

26.8.3. The bed slope of river from Chandil Dam to Galudih Barrage & Galudih Barrage to Kokpara is approximately 1 in 350m which is very steep. The depth of water varies from 0.5m to 2.5m approximately. Hence navigation may not be possible between Chandil Dam to Kokpara. The bed sloop of river from Kokpara to Bahragora is 1 in 500m which is less steeper than upper reaches. Also the bed of river is less rocky and width of river increases from Kokpara to Bahragora. Depth of water from Kokpara to Bahragora has been observed to vary from 1 to 3m. Hence navigation may be possible from Kokpara to Bahragora only. The maximum discharge of Subernarekha river has been observed to be approximately 16500 cumecs.

## Madhya Pradesh

26.9. Government of Madhya Pradesh informed that they are against declaration of any of its waterway as National Waterway for the reasons enumerated below:-

a. Any of the State waterway declared as National Waterway will indirectly transfer the intervention rights to Union Government in the selected reach through Clause 14(1)(g) of Chapter-IV of the Inland Waterways Authority of India Act, 1985 "Regulate the construction and alteration of structures on, across or under the national waterways;" thereby infringing the constitutional rights vested in the State through Entry 17 of List-II annexed to Seventh Schedule of Constitution.

b. Rivers flowing through Madhya Pradesh originate within its boundaries and are rainfed. Therefore, these rivers do not carry sufficient non-monsoon flows to cater for navigational needs.

c. Water Resources Development in Madhya Pradesh is primarily irrigation centric with other priority of power generation and releases regulated accordingly create large seasonal variation in water levels in the reservoirs. This will not only need deep navigation channels, locks and gates but will also create issues in port location for the reason of moving entry points to waterways. This is major technical issue in the feasibility of navigation beyond the already created dam storages.

d. Major Dams built on proposed Narmada National Waterways in Madhya Pradesh do not cater for navigation (No locks and Gates have been provided nor would it be technically and financially feasible to build them now for the reason of large variation in seasonal water levels in the impoundment).

e. Environmental protection of Crocodile Park mandated by law on Chambal River restricts any intervention activity in the identified reach.

f. Release of water for maintaining levels in Chambal River for navigation will depend on cascading system from Gandhi Sagar Dam to Kota Barrage and also will lead to an objective drift by adversely affecting irrigation supplies. This will face strong public resistance.

g. Chambal River runs through alluvium and has heavy ground water withdrawal in the vicinity through deep tube wells. Therefore, most of the water released for navigation channel will percolate down to deep alluvium making navigation unworkable.

26.9.1. Summing together the reasons enumerated above, an alternative could be that the Government of India becomes a facilitator in funding feasibility studies and development of State Waterways within the State boundaries of Madhya Pradesh.

26.9.2. Out of the 101 identified National Waterways six waterways fall on the rivers originating in Madhya Pradesh *i.e.*, Narmada, Chambal, Betwa, Tons, Mahi and Wainganga. Out of these three *i.e.*, on Narmada, Chambal and Tons have inter-State aspects with Madhya Pradesh.

26.9.3. In view of the contents of preceding paragraphs, State Government of Madhya Pradesh opposes inclusion of any of its waterway as National Waterway.

#### Meghalaya

26.10. Government of Meghalaya identified the following 5 Waterways which can be declared as National Waterways:-

- (a) Simsang River
- (b) Jinjiram River
- (c) Ganol River
- (d) Kynshi River (Jadukata River)
- (e) Umngot River

#### Mizoram

26.11. Government of Mizoram has conveyed their no objection to the proposal of declaring River Tlawng (Dhaleswari) as one of the National Waterways. They have also stated that since road transportation is the only communication available in the State so far, River Tlawng as a National Waterways will benefit the inhabitants of the

State in respect of transportation of man and materials as the river covers major portion of Mizoram and connects Assam State.

#### Nagaland

26.12. Government of Nagaland informed that the rivers in the State of Nagaland do not meet the criteria of the NTPC Ltd. recommendations of navigable rivers. However, about 60 km stretch of Tizu River in between Akhas Bridge under Phek district up to the International Border with Myanmar under Kiphire district can be developed as a waterway, with suitable dredging at few locations of the river.

#### Rajasthan

26.13. Government of Rajasthan has informed that they are awaiting a study report by WAPCOS for exploring the possibility for use of IGNP Canal as navigational canal and that report will be provided to IWAI on receipt.

#### Telangana

26.14. Government of Telangana stated that six rivers in Telangana *i.e.*, Manjeera, Bhima, Penganga/Wardha, Tungabhadra, Wainganga/Pranahitha and Krishna are listed to be declared as National Waterways. They also stated that they welcome the decision in-principle and the comments on technical aspects will have to be obtained from the irrigation department especially regarding the depth, width and availability of water suitable from navigation point of view. As it needs detailed in-depth examination, they have requested IWAI that a mechanism may be put in place by IWAI in this regard.

27. The Committee also sought comments from the State Governments who are presently using the NW-1 (Bihar, Jharkhand, Uttar Pradesh and West Bengal); NW-2 (Assam); and NW-3 (Kerala). Out of the said States, the comments received from the Government of Kerala is given below:

27.1. Benefits/Advantages of the passenger and cargo movement through the Waterways and Inland Waterways and tourism:

Waterways are integral to improved cost-effective and multi-modal transport system, where the infrastructure backbone is naturally available. As a result, the cost of developing waterways is much lower than rail and road. With over 708 km of navigable canals and extensive backwaters; rivers and lakes, Kerala has unique advantage and untapped opportunity for passenger, cargo and tourism development. The waterways are environment friendly with the potential for carbon credit, require negligible land acquisition in a densely populated State like Kerala and are safe mode for hazardous and over dimensional cargo. It would also reduce congestion on the roads and rails.

27.2 Any erosion of Authority of the State Government over the use of Waterways:

The role of Central Government (List I Constitutional provision) is limited to shipping and navigation on inland waterways declared by Parliament by law to be National Waterways, as regard mechanically propelled vessels; the rule of the road on such waterway. Carriage of passengers and goods by railway, sea or air, or by National Waterways in mechanically propelled vessels is also under the purview of Central Government. If there arise any conflict in so far as water use is concerned, apparently the priority of usage as stipulated in the National Water Policy would prevail (drinking, irrigation, industrial use, power generation & recreation and navigation in that order).

However, once a canal is declared a National Waterway, any development of infrastructure or even for withdrawal of water, the State should get permission of the IWAI which causes delay and undermines the authority of the State in local development. Apparently, for the purpose of navigation under the IWAI Act, 1985, the listed rivers can also be linked by waterways leading to inter-basin transfer of water, notwithstanding the fact that water is a State Subject.

#### 27.3. Problems/Bottle necks faced in this regard:

Once any waterway is declared as National Waterway the jurisdiction with respect to regulations and development of Shipping and navigation and matters incidental thereto rest with IWAI. So, for every developmental activity the clearance from IWAI, Delhi would be required.

#### 27.4 How to resolve the bottlenecks:

The Government of Kerala recommends for appropriate legal and institutional framework for the management of National Waterways like a high level National Waterways Management Council at State level with representatives of State for approval of planning, development and regulation within the jurisdiction of the State. Secondly, critical technical/development decisions shall be done only after undertaking scientific and transparent studies as applicable. Thirdly, there shall be institutionalized arrangements for stakeholder consultation in development of waterways and finally, we recommend delegation of powers to State level IWAI offices for clearances.

#### 27.5 The Co-ordination mechanism existing between the State and IWAI:

The Government of Kerala constituted a coordination committee headed by District Collectors concerned and Director, IWAI as convener to look in to the issues related to disposal of dredged materials and removal/dismantling of fishing net/stakes and to ensure speedy implementation. In the operational phase, there exist arrangements of inter-departmental coordination on a need based manner at the State and District levels chaired by the Minister, Secretaries and Collectors concerned. The good offices of State are also available for IWAI for trouble shooting, problem solving and also for better utilization of National Waterways.

#### 27.6 Additional information in this regard:

Though the inland Waterways have obvious advantages, the Government of Kerala opposed the inclusion of the 10 rivers of Kerala in the National Waterways Bill-2015 specifically due to the fact that the advantages outweigh the disadvantages. However, the Government of Kerala proposed the stretches of NW -3 from Kottappuram to Neeleswaram in Kasaragod and Kollam to Kovalam and 4 feeder canals viz., (i) Alappuzha-Changanacherry Canal; (ii) Alappuzha-Kottayam Canal; (iii) Kottayam-Vaikom Canal; and (iv) Athirampuzha Canal may be included in the Bill for declaration as National Waterways.

28. The Committee received response on the National Waterways Bill, 2015 from 7 States, out of the 24 States requested to give their opinion on the Bill. Since the time given to the Committee to submit the Report to Parliament was upto 20<sup>th</sup> August, 2015 only, it decided to obtain the opinions of the concerned State Governments which the IWAI had already procured from them as part of consultations, before the Bill was introduced in the Parliament. The IWAI gave the Committee responses from 19 States out of 24. If we see the responses of the State Governments given to the Committee and the IWAI, it is evident that there is consensus among almost 18 States on this Bill.



## **RECOMMENDATIONS/OBSERVATIONS OF THE COMMITTEE**

29. The Committee welcomes the initiative taken by the Government through the National Waterways Bill, 2015. The Committee observes that declaring 101 new National Waterways through a single legislation would enable the Government to reduce the cumbersome and time taking procedure of declaring waterways through individual legislations and the follow up actions thereon which normally was said to take around 8-10 years. The Committee hopes that this enabling legislation would speed up the development of waterways as the previous projects of the five National Waterways were lagging far behind since they were enacted through separate legislations for each National Waterway.

30. The Committee is, however, constrained to note that many of the proposed National Waterways, as contained in the Schedule of the Bill, do not have enough water level throughout the year as they are rainfed rivers. The Committee, therefore, recommends that during the time of techno-economic feasibility study, this aspect should be taken care of.

31. The Committee has observed that developmental works are not satisfactory on the already declared NW-4 and NW-5 as pointed out by the Committee in its 189<sup>th</sup> Report on 'Development of National Waterways-Potential and Challenges'. The major impediment in this regard, the Committee understands, was lack of financial sanctions for the projects at the initial stages. The Committee, therefore, recommends that sufficient financial allocations should be made at appropriate times for the projects proposed in the Bill, to be made operational as planned by the Government.

32. The Committee understands that the 101 waterways will be dealt with on a case-to-case basis under the parameters of the Environment Protection Act, 1986, the Wildlife Protection Act, 1972, the Indian Forest Act, 2006 and the Coastal Regulation Zone Notification. As such, getting the required clearances for these numbers of Waterways would not be so easy. The Committee, therefore, recommends that IWAI may ensure that they get the necessary clearances from the concerned Ministries on time for these National Waterways as required under the provisions of the above Acts. For this purpose, a special cell may be created with the consent of the heads of the concerned Ministries so that the probable bottlenecks at every stage may be cleared without any hindrances. The Committee also recommends that the Government should take the necessary clearances required under the Acts for both the development and operationalization of each waterway, so that the end users should not face any problem in optimum utilization of the waterways.

33. The Committee was informed by IWAI that the Least Available Depth (LAD) for a waterway to be made operational in a profitable way must be 2 meters. The Committee recommends that those waterways which are having a naturally available depth of 2 meters and above may be given top priority for starting the various phases of development of these National Waterways.

34. The Committee recommends that wherever possible, barrages and dredging in National Waterways may be undertaken only in consultation with the concerned State Governments.

35. The Committee notes that many States have raised their concerns over their natural right for use of river water for various purposes like irrigation,

drinking, power generation, etc., even after a river is declared as a National Waterway. The Committee is, therefore, of the view that water is a State subject and recommends that the Government must make suitable provision in the Bill to ensure that the States continue to use the water rights as provided in the Constitution.

36. The Committee is of the opinion that there is a need to make an estimation about the quantum of water required on a week/ ten day basis throughout the year so that minimum depth of water required in the river stretches/canals for navigation can be maintained in order to ensure the availability of water to meet the demand for shipping, navigation, drinking, irrigation, etc.

37. It has been brought to the notice of the Committee by some of the State Governments that most of the Southern rivers are rainfed ones and that the water remains in these rivers only for six months from May to October every year. In this context, the Committee recommends that the latest rain water harvesting technology must be adopted to make the rainfed/perennial rivers navigable throughout the year. The Committee, in this regard, also stresses for developing water reservoirs for conservation of rain water to feed such rivers.

38. A few State Governments have observed that the IWAI headquartered at Delhi is the nodal agency which administers the National Waterways Acts. They have to contact them in Delhi for even smaller matters pertaining to the National Waterways. At the State level, there is no co-ordinating or monitoring mechanism existing to oversee the National Waterways. The Committee, therefore, recommends that the creation of a State level Water Management Council/Committee with representatives from the State Governments should be considered for overseeing the development of National Waterways and to resolve the issues at State level only. Such decentralization would, no doubt, speed up the process of waterways development. The Committee also desires that institutionalized agencies may be created/ identified for consultation with stakeholders in the development of waterways.

39. The Committee recommends that concerns/views of the State Governments of Bihar, Haryana and Himachal Pradesh on issues such as dredging, water sharing, environment clearances, availability of equipments, technical know-how etc. should be taken care of while finalizing the Bill. The suggestions of Gujarat on the Kalpasar Project and of Assam on the nine rivers concerning the State should also be adequately addressed. The concerns raised by Kerala on issues such as existing structures and drinking water sources; pollution and salinity ingress; ecology; water availability etc. should also be given proper consideration and necessary steps should be taken to address those concerns, before finalizing the Bill.

40. The Committee recommends that along with the declaration of National Waterways, a proper silt management policy should be framed by the Central Government with the aim of preserving the river flow with its natural silt carrying capacity.

41. The Committee recommends that the suggestions and concerns put forward by all the State Governments may be considered appropriately. The right of the State Governments to develop additional irrigation projects on these

National Waterways should be ensured after the declaration of National Waterways on these river routes.

42. The Committee recommends that technical feasibility in consultation with the Ministry of Water Resources, River Development and Ganga Rejuvenation may first be established before preparing Detailed Project Reports/undertake any works in any river/river stretch. The Committee also recommends that the Central legislation needs to be in consonance with the programme of Interlinking of Rivers in the country.

43. The Committee also notes from the replies furnished by the State Governments, especially by the Government of Kerala that the low lying bridges and structures across many of these identified waterways in the States may cause hindrance to providing the required vertical clearances for operation of the vessels. The Committee recommends that the IWAI must explore the practicability and feasibility of removing the super structures and should take a clear-cut decision as to who would bear the cost of reconstruction of these overhead projections across the waterways.

44. The Committee recommends that the following rivers/canals which have great potential for being considered to be developed as National Waterways, as suggested by the State Governments, may be included in the Bill:

- i) The estuarine creeks and rivulets in the Sundarbans in parts of North and South 24 Parganas comprising rivers in the estuarine delta like Bidya, Matla, Thakurran, Raimangal, Saptamukhi, Muriganga, Gomar, Hogal, Chhoto Kalergachi, Sahebkhali, Karbhenga, Katakhal, and Kalandi from West Bengal;
- ii) Ponniyar from Sathanur Dam to confluence with Bay of Bengal at Cuddalore of Tamil Nadu;
- iii) (a) Alappuzha-Changanassery Canal (28 km); (b) Alappuzha-Kottayam Canal (23km); (c) Kottayam-Vaikom Canal (42 km); and (d) Athirampuzha Canal (15 km) from Kerala;
- iv) Extension of Northern limit of West Coast Canal upto Kasaragod instead of Kozhikode and Southern limit up to Kolachal (Tamil Nadu) instead of Kovalam in the proposed National Waterway-104 (existing waterway NW-3) from Kerala; and
- v) (a) Vasai Creek-Creek entrance to Kalia via Kasheli-Kasheli to Mumbai (Thane creek)-Mumbai to Dharamatar covering an approx. distance of 140km; (b) Rajpuri creek-creek entrance to Mandad via Vashi covering an approx. distance of 28 km; and (c) Dabhol Creek/Vasishti river- from entrance till Karkhavane covering approx. distance of 42 km, all from Maharashtra.

45. The Committee understands that rivers from Meghalaya are not there in the list of National Waterways because of gradient issues and other concerns. The Committee, however, recommends that feasibility of inclusion of five rivers as National Waterways as suggested by the Government of Meghalaya may also be examined.

46. The Committee recommends that in order to achieve the maximum utilization of the waterways, proper road connectivity may be provided to the

river terminals along the waterways. Similarly, rail connectivity at possible terminals may also be worked out during the economic feasibility survey of these National Waterways.

47. The Committee recommends that movement of container cargo from ports should be encouraged through the IWT mode which would enable cheaper cargo movement as well as decongestion of the roads. IWAI should conduct continuous dialogue with major PSUs and business entities so that they may get regular cargo in these National Waterways round the year. Since cargo movement on both the sides (to and fro) is a necessity for the success of the waterways, multi cargo transportation must be adopted in various stretches.

48. The Committee hopes that the proposed Bill would open up significant private sector opportunities in the areas of dredging, barge construction, barge operation, barge repair facilities, terminal construction, terminal operation, storage facilities, navigation, consultancy etc. which can positively contribute to economic growth of the country.

49. The Committee feels that the development of 101 additional National Waterways would give a boost to the tourism sector in the country. Most of the States will benefit from this, if ample facilities are provided for tourists especially pilgrim tourists, as many of the religious places are connected with rivers.

50. The Committee observes that current organizational set up and offices of the IWAI are not sufficient enough to undertake the tasks related to 101 new waterways. The Committee, therefore, recommends that IWAI needs to be strengthened with extra manpower and expertise in the field along with more regional offices for better monitoring of its works in different States which are far off from Delhi.

51. The Committee recommends that the Bill be passed 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 weightage so that the purpose of declaration of the proposed Waterways is not undermined at all. The Committee also recommends that whenever necessary, due consultations with and concurrence of the State Governments and Ministries of Environment, Forests & Climate; and Water Resources, River Development and Ganga Rejuvenation be made while preparing TEF and DPR and other developmental plans and for related issues for the development of the proposed National Waterways.

52. Another significant aspect which is conspicuous by its absence in this Bill is the Rule making and laying provisions under this Bill. The Committee is at a loss to see that a Bill of such a magnitude and importance which involves State Governments also is silent in this respect. The Committee, therefore, recommends that provisions of making subordinate legislations and laying therefore before both the Houses of Parliament be included in this Bill before it is taken up for consideration/passing.

53. To sum up, the Committee feels that the proposed Bill is merely an enabling legislation that seeks to empower the Central Government to develop our rivers for water transport which is safer, most economical and environment-friendly as compared to the existing modes; it is the need of the hour. But this is Constitutionally possible only when our rivers sought to be developed for this

**purpose are declared as National Waterways with the approval of Parliament. As the processes of rivers development can be taken up only thereafter, the passage of this Bill, therefore, brooks no delay. There appears to be a general consensus among the concerned Union Ministries and Departments as also amongst most of the States, except a few concerns/ reservations expressed by some States for which the Committee has recommended in foregoing paragraphs to the Central Government to take States on board at every stage by trying to address their concerns through mutual consultations. The scheme of division of powers in respect of rivers between three Lists in our Constitution is very thin requiring, therefore, a very cautious and careful approach in this matter. The Committee, therefore, recommends the Bill to be passed with the amendments wherever necessary in the light of its observations/recommendations made in this Report.**

**\*\*\*\*\***

**LIST OF REPORTS OF  
DEPARTMENT-RELATED PARLIAMENTARY STANDING COMMITTEE  
ON TRANSPORT, TOURISM AND CULTURE**

<b>REPORT NO.</b>	<b>TITLE OF THE REPORT</b>	<b>DATE OF ADOPTION</b>	<b>DATE OF PRESENTATION</b>
<b><u>1993-94 (5 Reports)</u></b>			
1 <sup>st</sup>	Demands for Grants (1993-94) of Department of Tourism	29.04.1993	30.04.1993
2 <sup>nd</sup>	Govt. Policy on Private Air Taxi Operation and Matters connected therewith	21.07.1993	17.08.1993
3 <sup>rd</sup>	Inland Waterways Authority of India (Amendment), Bill, 1992	08.09.1993	08.12.1993 (RS) 09.12.1993 (LS)
4 <sup>th</sup>	Air Corporations (Transfer of Undertakings and Repeal) Bill, 1992 <b>(with evidence)</b>	20.10.1993	08.12.1993 (RS) 09.12.1993 (LS)
5 <sup>th</sup>	The Airports Authority of India Bill, 1993 <b>(with evidence)</b>	14.02.1994	16.03.1994
<b><u>1994-95 (8 Reports)</u></b>			
6 <sup>th</sup>	The Anti-Hijacking (Amendment) Bill, 1993	29.03.1994	19.04.1994
7 <sup>th</sup>	The Suppression of Unlawful Acts Against Safety of Civil Aviation (Amendment) Bill, 1993	29.03.1994	19.04.1994
8 <sup>th</sup>	Demands for Grants (1994-95) of Department of Tourism	05.04.1994	21.04.1994
9 <sup>th</sup>	Demands for Grants (1994-95) of Ministry of Civil Aviation	12.04.1994	22.04.1994
10 <sup>th</sup>	Demands for Grants (1994-95) of Ministry of Surface Transport	19.4.1994	25.4.1994
11 <sup>th</sup>	Merger of Vayudoot with Indian Airlines	28.06.1994	24.08.1994
12 <sup>th</sup>	Development of Tourism and Transport in North East	29.12.1994	20.03.1995
13 <sup>th</sup>	National Highway System	21.02.1995	25.04.1995
<b><u>1995-96 (8 Reports)</u></b>			
14 <sup>th</sup>	Demands for Grants (1995-96) of Department of Tourism	18.04.1995	26.04.1995
15 <sup>th</sup>	Demands for Grants (1995-96) of Department of Civil Aviation	18.04.1995	26.04.1995
16 <sup>th</sup>	Demands for Grants (1995-96) of Ministry of Surface Transport	04.05.1995	10.05.1995
17 <sup>th</sup>	National Highways (Amendment) Bill, 1995 <b>(with evidence)</b>	24.05.1995	26.05.1995
18 <sup>th</sup>	Inland Waterways	22.08.1995	25.08.1995
19 <sup>th</sup>	Dock Workers (Regulation of Employment) (Inapplicability to Major Ports) Bill, 1995 <b>(with evidence)</b>	11.10.1995	04.12.1995
*20 <sup>th</sup>	Privatisation Policy in regard to Major Ports	04.01.1996	27.02.1996 (LS) 28.02.1996 (RS)
21 <sup>st</sup>	Seamen's Provident Fund (Amendment) Bill, 1995	07.02.1996	28.02.1996 (RS)

			29.02.1996 (LS)
--	--	--	-----------------

**\*Presented to Hon'ble Chairman on the 25<sup>th</sup> January 1996.**

<b><u>1996-97 (8 Reports)</u></b>			
22 <sup>nd</sup>	Civil Enclaves in Defence Airfields	29.02.1996	07.03.1996
23 <sup>rd</sup>	Demands for Grants (1996-97) of Department of Tourism	21.08.1996	27.08.1996
24 <sup>th</sup>	Demands for Grants (1996-97) of Ministry of Civil Aviation	29.08.1996	04.09.1996 (RS) 06.09.1996 (LS)
25 <sup>th</sup>	Demands for Grants (1996-97) of Ministry of Surface Transport	04.09.1996	09.09.1996
26 <sup>th</sup>	Demands for Grants (1997-98) Department of Tourism	08.05.1997	15.05.1997
27 <sup>th</sup>	Demands for Grants (1997-98) of Ministry of Civil Aviation	08.05.1997	15.05.1997
28 <sup>th</sup>	Demands for Grants (1997-98) of Ministry of Surface Transport	08.05.1997	15.05.1997
29 <sup>th</sup>	Ship-building and Ship-repair Industry in India	08.07.1997	24.07.1997
<b><u>1997-98 (1 Report)</u></b>			
30 <sup>th</sup>	Functioning of Indian Airlines and Alliance Air	11.08.1997	14.08.1997
<b><u>1998-99 (9 Reports)</u></b>			
31 <sup>st</sup>	Demands for Grants (1998-99) of Department of Tourism	29.06.1998	03.07.1998(RS) 06.07.1998(LS)
32 <sup>nd</sup>	Demands for Grants (1998-99) of Ministry of Civil Aviation	01.07.1998	06.07.1998
33 <sup>rd</sup>	Demands for Grants (1998-99) of Ministry of Surface Transport	01.07.1998	06.07.1998
34 <sup>th</sup>	Merchant Shipping Second (Amendment) Bill, 1998 <b>(with evidence)</b>	02.12.1998	04.12.1998
35 <sup>th</sup>	Functioning of Air India	01.02.1999	04.03.1999(LS) 08.03.1999(RS)
36 <sup>th</sup>	Major Port Trusts (Amendment) Bill, 1998 <b>(with evidence)</b>	26.02.1999	04.03.1999(LS) 08.03.1999(RS)
37 <sup>th</sup>	Demands for Grants (1999-2000) of Ministry of Tourism	07.04.1999	19.04.1999(RS) 22.04.1999(LS)
38 <sup>th</sup>	Demands for Grants (1999-2000) of Ministry of Civil Aviation	07.04.1999	19.04.1999(RS) 22.04.1999(LS)
39 <sup>th</sup>	Demands for Grants (1999-2000) of Ministry of Surface Transport	08.04.1999	19.04.1999(RS) 22.4.1999 (LS)
<b><u>1999-2000 (7 Reports)</u></b>			
40 <sup>th</sup>	Problems faced by Tourists/Passengers at the Airport in the country	01.03.2000	07.03.2000(RS) 08.03.2000(LS)
41 <sup>st</sup>	Demands for Grants (2000-2001) of Ministry of Tourism	03.04.2000	19.04.2000
42 <sup>nd</sup>	Demands for Grants (2000-2001) of Ministry of Civil Aviation	03.04.2000	19.04.2000
43 <sup>rd</sup>	Demands for Grants (2000-2001) of the Ministry of Surface Transport	13.04.2000	19.04.2000
44 <sup>th</sup>	Disinvestment of Air India	17.8.2000	22.8.2000
45 <sup>th</sup>	Functioning and Revival of Central Inland Water	6.12.2000	13.12.2000(LS)

	Transport Corporation Ltd. (CIWTC)		15.12.2000(RS)
46 <sup>th</sup>	Chartering and Management of flights for Haj Pilgrims	6.12.2000	14.12.2000(LS) 15.12.2000(RS)
<b>2001 (8 Reports)</b>			
47 <sup>th</sup>	Functioning of the Department of Lighthouses and Lightships	14.3.2001	21.3.2001(LS) 23.3.2001 (RS)
48 <sup>th</sup>	Demands for Grants (2001-2002) of the Department of Tourism	11.4.2001	26.4.2001
49 <sup>th</sup>	Demands for Grants (2001-2002) of Department of Culture	11.4.2001	26.4.2001
50 <sup>th</sup>	Demands for Grants (2001-2002) of Ministry of Civil Aviation	11.4.2001	26.4.2001
51 <sup>st</sup>	Demands for Grants (2001-2002) of the Ministry of Road Transport & Highways	11.4.2001	26.4.2001 (RS) 27.4.2001 (LS)
52 <sup>nd</sup>	Demands for Grants (2001-2002) of the Ministry of Shipping	11.4.2001	26.4.2001 (RS) 27.4.2001 (LS)
53 <sup>rd</sup>	The Aircraft (Exemption From Taxes and Duties on Fuel and Lubricants) Bill, 2000 ( <b>with evidence</b> )	29.10.2001	27.11.2001(RS) 28.11.2001(LS)
54 <sup>th</sup>	Functioning of Border Roads Organisation	28.11.2001	12.12.2001
<b>2002 (7 Reports)</b>			
55 <sup>th</sup>	Demands for Grants (2002-2003) of the Department of Tourism	16.4.2002	23.4.2002(LS) 24.4.2002(RS)
56 <sup>th</sup>	Demands for Grants (2002-2003) of Department of Culture	16.4.2002	23.4.2002(LS) 24.4.2002(RS)
57 <sup>th</sup>	Demands for Grants (2002-2003) of the Ministry of Shipping	16.4.2002	23.4.2002(LS) 24.4.2002(RS)
58 <sup>th</sup>	Demands for Grants (2002-2003) of Ministry of Civil Aviation	18.4.2002	23.4.2002(LS) 24.4.2002(RS)
59 <sup>th</sup>	Demands for Grants (2002-2003) of the Ministry of Road Transport & Highways	18.4.2002	23.4.2002(LS) 24.4.2002(RS)
60 <sup>th</sup>	Development of Tourism in the Country	6.8.2002	21.11.2002
61 <sup>st</sup>	The Airports Authority of India (Amendment) Bill, 2000 ( <b>with evidence</b> )	11.11.2002	21.11.2002
<b>2003 (12 Reports)</b>			
62 <sup>nd</sup>	The Major Port Trusts (Amendment) Bill, 2001 ( <b>with evidence</b> )	03.2.2003	19.2.2003
63 <sup>rd</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its Fifty-eighth Report on Demands for Grants 2002-2003 of Ministry of Civil Aviation.	10.1.2003	25.2.2003
64 <sup>th</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its Fifty-seventh Report on Demands for Grants 2002-2003 of Ministry of Shipping.	20.2.2003	25.2.2003
65 <sup>th</sup>	Sale of Centaur Hotel Mumbai Airport	5.3.2003	10.3.2003
66 <sup>th</sup>	Demands for Grants (2003-2004) of the Department of Tourism	8.4.2003	10.4.2003
67 <sup>th</sup>	Demands for Grants (2003-2004) of the Ministry of Road Transport & Highways	8.4.2003	10.4.2003
68 <sup>th</sup>	Demands for Grants (2003-2004) of Department of	23.4.2003	25.4.2003



	Culture		
69 <sup>th</sup>	Demands for Grants (2003-2004) of Ministry of Civil Aviation	23.4.2003	25.4.2003
70 <sup>th</sup>	Demands for Grants (2003-2004) of the Ministry of Shipping	23.4.2003	25.4.2003
*71 <sup>st</sup>	Jallianwala Bagh National Memorial (Amendment) Bill, 2003 ( <b>with evidence</b> )	16.10.2003	11.11.2003
72 <sup>nd</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its Sixtieth Report on Development of Tourism in the country.	29.10.2003	03.12.2003
73 <sup>rd</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its Sixty-sixth Report on Demands for Grants (2003-2004) (Demand No. 91) of Department of Tourism	29.10.2003	03.12.2003
<b>2004 (4 Reports)</b>			
74 <sup>th</sup>	Action taken by the Government on the Recommendations/Observations of the Committee contained in its 67th Report on Demands for Grants (2003-04) of Ministry of Road Transport & Highways	09.01.04	03.02.2004
75 <sup>th</sup>	Action taken by the Government on the Recommendations/Observations of the Committee contained in its 70th Report on Demands for Grants (2003-04) of Ministry of Shipping	09.01.04	03.02.2004
76 <sup>th</sup>	Action taken by the Government on the Recommendations/Observations of the Committee contained in its 68th Report on Demands for Grants (2003-04) of Department of Culture	22.01.04	03.02.2004
77 <sup>th</sup>	Action taken by the Government on the Recommendations/Observations of the Committee contained in its 69th Report on Demands for Grants (2003-04) of Ministry of Civil Aviation	22.01.04	03.02.2004
<b>2004-2005 ( 12 Reports)</b>			
78 <sup>th</sup>	Demands for Grants (2004-2005) of Ministry of Civil Aviation	14.08.2004	18.08.2004
79 <sup>th</sup>	Demands for Grants (2004-2005) of Ministry of Tourism	23.08.2004	26.08.2004
80 <sup>th</sup>	Demands for Grants (2004-2005) of Ministry of Culture	23.08.2004	26.08.2004
81 <sup>st</sup>	Demands for Grants (2004-2005) of Ministry of Shipping	25.08.2004	26.08.2004
82 <sup>nd</sup>	Demands for Grants (2004-2005) of Ministry of Road Transport & Highways	25.08.2004	26.08.2004
83 <sup>rd</sup>	Functioning of the Commission of Railway Safety	17.11.2004	6.12.2004(RS) 3.12.2004(LS)
84 <sup>th</sup>	Demands for Grants (2005-2006) of Department of Road Transport & Highways	15.04.2005	29.04.2005

\*Presented to Hon'ble Chairman on the 11<sup>th</sup> November 2003.

85 <sup>th</sup>	Demands for Grants (2005-2006) of Ministry of Culture	15.04.2005	29.04.2005
86 <sup>th</sup>	Demands for Grants (2005-2006) of Department of Shipping	21.04.2005	29.04.2005
87 <sup>th</sup>	Demands for Grants (2005-2006) of Ministry of Tourism	21.04.2005	29.04.2005
88 <sup>th</sup>	Demands for Grants (2005-2006) of Ministry of Civil Aviation	27.04.2005	29.04.2005
89 <sup>th</sup>	The Merchant Shipping (Amendment) Bill, 2004 <b>(with evidence)</b>	06.06.2005	27.07.2005
<b>2005-2006 (18 Report)</b>			
90 <sup>th</sup>	Development of Airport Sector with Special Emphasis on New Modern Airports	17.08.2005	23.08.2005
91 <sup>st</sup>	Functioning on Archaeological Survey of India	19.9.2005	25.11.2005
92 <sup>nd</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its Eighty-fourth Report on Demands for Grants (2005-06) of Department of Road Transport and Highways	22.2.2006	27.2.2006
93 <sup>rd</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its Eighty-fifth Report on Demands for Grants (2005-06) of Ministry of Culture	22.2.2006	27.2.2006
94 <sup>th</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its Eighty-sixth Report on Demands for Grants (2005-06) of Department of Shipping	22.2.2006	27.2.2006
95 <sup>th</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its Eighty-seventh Report on Demands for Grants (2005-06) of Ministry of Tourism	22.2.2006	27.2.2006
96 <sup>th</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its Eighty-eighth Report on Demands for Grants (2005-06) of Ministry of Civil Aviation	22.2.2006	27.2.2006
97 <sup>th</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its Ninetieth Report on the 'Development of Airport Sector with special emphasis on new modern airports'	22.2.2006	27.2.2006
98 <sup>th</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its Eighty-third Report on the 'Functioning of the Commission of Railway Safety'	17.3.2006	21.3.2006
99 <sup>th</sup>	The Admiralty Bill, 2005	17.3.2006	21.3.2006
100 <sup>th</sup>	The Inland Vessels (Amendment) Bill, 2005	17.3.2006	21.3.2006
101 <sup>st</sup>	The Carriage By Road Bill, 2005	17.3.2006	21.3.2006
102 <sup>nd</sup>	Demands for Grants (2006-07) of the Department of Road Transport and Highways	19.5.2006	22.5.2006
103 <sup>rd</sup>	Demands for Grants (2006-07) of the Department of Culture	19.5.2006	22.5.2006
104 <sup>th</sup>	Demands for Grants (2006-07) of the Department of	19.5.2006	22.5.2006

	Tourism		
105 <sup>th</sup>	Demands for Grants (2006-07) of the Department of Shipping	19.5.2006	22.5.2006
106 <sup>th</sup>	Demands for Grants (2006-07) of the Ministry of Civil Aviation	19.5.2006	22.5.2006
107 <sup>th</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its Ninety-first Report on 'Functioning of the Archaeological Survey of India	19.5.2006	22.5.2006
<b>2006-07 (13 reports)</b>			
108 <sup>th</sup>	Functioning and Performance of India Tourism Development Corporation Limited (ITDC).	12.12.2006	15.12.2006
109 <sup>th</sup>	The Aircraft (Amendment) Bill, 2006	9.3.2007	13.3.2007
110 <sup>th</sup>	The Central Road Fund (Amendment) Bill, 2006	19.3.2007	20.3.2007
111 <sup>th</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred and Second Report on Demands for Grants (2006-07) of Department of Road Transport and Highways.	16.4.2007	14.5.2007
112 <sup>th</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred and Third Report on Demands for Grants (2006-07) of Department of Culture.	16.4.2007	14.5.2007
113 <sup>th</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred and Fourth Report on Demands for Grants (2006-07) of Ministry of Tourism	16.4.2007	14.5.2007
114 <sup>th</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred and Fifth Report on Demands for Grants (2006-07) of Department of Shipping	16.4.2007	14.5.2007
115 <sup>th</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred and Sixth Report on Demands for Grants (2006-07) of Ministry of Civil Aviation.	16.4.2007	14.5.2007
116 <sup>th</sup>	Demands for Grants (2007-08) of the Ministry of Civil Aviation	9.5.2007	14.5.2007
117 <sup>th</sup>	Demands for Grants (2007-08) of the Department of Shipping	9.5.2007	14.5.2007
118 <sup>th</sup>	Demands for Grants (2007-08) of the Department of Road Transport and Highways	9.5.2007	14.5.2007
119 <sup>th</sup>	Demands for Grants (2007-08) of the Ministry of Tourism	9.5.2007	14.5.2007
120 <sup>th</sup>	Demands for Grants (2007-08) of the Ministry of Culture	9.5.2007	14.5.2007
<b>2007-08 (19 reports)</b>			
121 <sup>st</sup>	The National Waterway (Talcher-Dhamra Stretch of	18.7.2007	16.8.2007

	Rivers Geonkhali-Charbatia Stretch of East Coast Canal, Charbatia-Dhamra Stretch of Matai River and Mahanadi Delta Rivers) Bill, 2006.		
122 <sup>nd</sup>	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.	18.7.2007	16.8.2007
123 <sup>rd</sup>	The Seamen's Provident Fund (Amendment) Bill, 2007	31.08.2007	05.09.2007
124 <sup>th</sup>	The Carriage by Air (Amendment) Bill, 2007 presented to Hon'ble Chairman, Rajya Sabha on 17.10.2007	25.09.2007	17.10.2007 (Presented to Chairman) 20.11.2007 (Presented to House)
125 <sup>th</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred and Sixteenth Report on Demands for Grants (2007-08) of Ministry of Civil Aviation	02.11.2007	20.11.2007
126 <sup>th</sup> h	The Action Taken by the Government on the recommendations/observations of the Committee contained in its One Hundred Nineteenth Report on Demands for Grants (2007-08) of the Ministry of Tourism	02.11.2007	20.11.2007
127 <sup>th</sup>	Action taken by the government on the recommendations/observations of the committee contained in its one hundred and eighteenth report on demands for grants (2007-08) of the department of road transport and highways	18 Jan 2008	04 Mar 2008
128 <sup>th</sup>	Action taken by the Government on the recommendations/observations of the Committee contained in its one hundred and seventeenth report on demands for grants (2007-08) of Department of Shipping	18 Jan 2008	04 Mar 2008
129 <sup>th</sup>	Action taken by the government on the recommendations/observations of the committee contained in its one hundred and twentieth report on demands for grants (2007-08) of ministry of culture	18 Jan 2008	04 Mar 2008
130 <sup>th</sup>	The National Waterway (Lakhipur-Bhanga Stretch of the Barak River) Bill, 2007	31 Jan 2008	04 Mar 2008
131 <sup>st</sup>	Closure of Bangalore and Hyderabad Airports and matters related thereto	04 Mar 2008	05 Mar 2008
132 <sup>nd</sup>	The Indian Maritime University Bill, 2007	15 <sup>th</sup> April, 2008	17 <sup>th</sup> April, 2008
133 <sup>rd</sup>	The Airports Economic Regulatory Authority of India Bill, 2007	15 <sup>th</sup> April, 2008	17 <sup>th</sup> April, 2008
134 <sup>th</sup>	Demands for Grants (2007-08) of the	15 <sup>th</sup> April,	17 <sup>th</sup> April, 2008

	Department of Shipping	2008	
135 <sup>th</sup>	Demands for Grants (2008-09) of the Department of Road Transport and Highways	24 <sup>th</sup> April, 2008	28 <sup>th</sup> April, 2008
136 <sup>th</sup>	Demands for Grants (2008-09) of Ministry of Tourism	24 <sup>th</sup> April, 2008	28 <sup>th</sup> April, 2008
137 <sup>th</sup>	Demands for Grants (2008-09) of Ministry of Culture	24 <sup>th</sup> April, 2008	28 <sup>th</sup> April, 2008
138 <sup>th</sup>	Demands for Grants (2008-09) of Ministry of Civil Aviation	24 <sup>th</sup> April, 2008	28 <sup>th</sup> April, 2008
139 <sup>th</sup>	The Motor Vehicle (Amendment) Bill, 2007	24 <sup>th</sup> April, 2008	28 <sup>th</sup> April, 2008
<b>2008-09 (10 reports)</b>			
140 <sup>th</sup>	Promotion of tourism in Jammu & Kashmir	11 <sup>th</sup> August, 2008	20 <sup>th</sup> August, 2008 (presented to Hon'ble Chairman and Hon'ble Speaker) Presented to Parliament on 23.10.08
141 <sup>st</sup>	Modernization of Airports	11 <sup>th</sup> August, 2008	20 <sup>th</sup> August, 2008 (presented to Hon'ble Chairman and Hon'ble Speaker) Presented to Parliament on 23.10.08
142 <sup>nd</sup>	Functioning of Private Airports and the related issues	20 <sup>th</sup> October, 2008	23 <sup>rd</sup> October, 2008
143 <sup>rd</sup>	Action Taken by the Government on the Recommendation/Observations of the Committee contained in its One Hundred and Thirty Fourth Report on Demands for Grants 2008-2009 of the Department of Shipping	18 <sup>th</sup> December, 2008	19 <sup>th</sup> December, 2008
144 <sup>th</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred and Thirty Fifth Report on Demands for Grants 2008-2009 of the Department of Road, Transport and Highways	18 <sup>th</sup> December, 2008	19 <sup>th</sup> December, 2008
145 <sup>th</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred and Thirty Sixth Report on Demands for Grants 2008-2009 of the Ministry of Tourism	18 <sup>th</sup> December, 2008	19 <sup>th</sup> December, 2008
146 <sup>th</sup>	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred and Thirty Seventh Report on Demands for Grants 2008-2009 of the Ministry of Culture	18 <sup>th</sup> December, 2008	19 <sup>th</sup> December, 2008
147 <sup>th</sup>	Action Taken by the Government on the	18 <sup>th</sup>	19 <sup>th</sup> December, 2008

	Recommendations/Observations of the Committee contained in its One Hundred and Thirty Eighth Report on Demands for Grants 2008-2009 of the Ministry of Civil Aviation	December, 2008	
148 <sup>th</sup>	The National Highways Authority of India (Amendment) Bill, 2008	13 February, 2009	17 February, 2009
149 <sup>th</sup>	Development of Tourism Infrastructure and Amenities For the Commonwealth Games 2010	19 February, 2009	24 February, 2009
<b>2009-10 (11 Reports)</b>			
150 <sup>th</sup>	The National Commission for Heritage Sites Bill, 2009	13 <sup>th</sup> November, 2009	23 <sup>rd</sup> November, 2009
151 <sup>st</sup>	Merger Of Indian Airlines And Air India: Its Impact On The Civil Aviation Sector	8 <sup>th</sup> January, 2010	21 <sup>st</sup> January, 2010 (presented to Hon'ble Chairman and Hon'ble Speaker) Presented to Parliament on 3 <sup>rd</sup> March, 2010
152 <sup>nd</sup>	Action Taken By The Government On The Recommendations/ Observations Of The Committee Contained In Its One Hundred And Fortieth Report On Promotion Of Tourism In Jammu And Kashmir	9 <sup>th</sup> February, 2010	3 <sup>rd</sup> March, 2010
153 <sup>rd</sup>	Action Taken By The Government On The Recommendations/ Observations Of The Committee Contained In Its One Hundred And Forty Ninth Report On Development Of Tourism Infrastructure And Amenities For The Commonwealth Games 2010	9 <sup>th</sup> February, 2010	3 <sup>rd</sup> March, 2010
154 <sup>th</sup>	Demands for Grants (2010-2011) of Ministry of Tourism	07 Apr 2010	20 Apr 2010
155 <sup>th</sup>	Demands for Grants (2010-2011) of Ministry Of Road Transport And Highways	07 Apr 2010	20 Apr 2010
156 <sup>th</sup>	Demands for Grants (2010-11) of Ministry Of Shipping	20 Apr 2010	22 Apr 2010
157 <sup>th</sup>	Demands for Grants (2010-11) of Ministry of Culture	20 Apr 2010	22 Apr 2010
158 <sup>th</sup>	Demands for Grants (2010-11) of Ministry of Civil Aviation	20 Apr 2010	22 Apr 2010
159 <sup>th</sup>	Action Taken by the Government on the recommendations/ observations of the Committee contained in its One Hundred and Thirty First Report on Closure of Bangalore & Hyderabad Airports; One Hundred and Forty First Report on Modernisation of Airports; and One Hundred and Forty Second Report on Functioning of Private Airports	05 May 2010	06 May 2010

160 <sup>th</sup>	The National Road Safety and Traffic Management Board Bill, 2010	14 July 2010	28 July 2010 (Rajya Sabha) 27 July 2010 (Lok Sabha)
<b>2010-11</b>			
161 <sup>st</sup>	The Anti-Hijacking (Amendment) Bill, 2010	8 <sup>th</sup> October 2010	18 <sup>th</sup> October, 2010 (presented to Hon'ble Chairman and Hon'ble Speaker) Presented to the Houses of the Parliament 1.03.2011
162	Action Taken by the Government on the recommendations/observations of the Committee contained in its One Hundred Fifty Fourth Report on Demands for Grants (2010-11) of the Ministry of Tourism	20 Dec 2010	04 Mar 2011
163	Action Taken by the Government on the recommendations/observations of the Committee contained in its One hundred Fifty Fifth Report on Demands for Grants (2010-2011) of the Ministry of Road Transport and Highways	20 Dec 2010	04 Mar 2011
164	Action Taken by the Government on the recommendations/observations of the Committee contained in its One Hundred Fifty Sixth Report on Demands for Grants (2010-2011) of the Ministry of Shipping	20 Dec 2010	04 Mar 2011
165	Action Taken by the Government on the recommendations/observations of the Committee contained in its One Hundred Fifty Seventh Report on Demands (For Grants (2010-2011)Ministry of Culture	20 <sup>th</sup> Dec 2010	04 <sup>th</sup> Mar 2011
166	Action Taken by the Government on the recommendations/observations of the Committee contained in its One Hundred Fifty Eight Report on Demands for Grants (2010-2011) of the Ministry of Civil Aviation	20 <sup>th</sup> Dec 2010	04 <sup>th</sup> Mar 2011
167 <sup>th</sup>	Functioning of National Museum	25 <sup>th</sup> Jan. 2011	10 <sup>th</sup> March, 2011 (R.S.) 11 <sup>th</sup> March, 2011 (L.S.)
168 <sup>th</sup>	Directorate General of Civil Aviation (DGCA) – Issues and Challenges	13 <sup>th</sup> Apr 2011	04.05.2011 (presented to Hon'ble Chairman and Hon'ble Speaker) Presented to the House of the Parliament on <b>11.08.2011</b>
169 <sup>th</sup>	Helicopter operations in India	13 <sup>th</sup> Apr 2011	04.05.2011 (presented to Hon'ble Chairman and

			Hon'ble Speaker) Presented to the House of the Parliament on <b>11.08.2011</b>
170 <sup>th</sup>	Modernization of Major Port	27 <sup>th</sup> May, 2011	11 <sup>th</sup> August, 2011
171 <sup>st</sup>	Functioning of Sahitya Akademi, Lalit Kala Akademi, Sangeet Natak Akademi and National School of Drama	11 <sup>th</sup> Aug 2011	17 <sup>th</sup> Aug 2011
172 <sup>nd</sup>	Development of Tourism in North-Eastern Region	11 <sup>th</sup> Aug 2011	17 <sup>th</sup> Aug 2011
<b>2011-12</b>			
173 <sup>rd</sup>	The National Highways Authority of India (Amendment) Bill, 2011	13 <sup>th</sup> March, 2012	15 <sup>th</sup> March, 2012
174 <sup>th</sup>	Demands for Grants (2012-13) of Ministry of Civil Aviation	26 <sup>th</sup> April, 2012	27 <sup>th</sup> April, 2012
175.	Demands for Grants (2012-13) of Ministry of Culture	03 May 2012	07 May 2012
176.	Demands for Grants (2012-13) of Ministry of Tourism	03 May 2012	07 May 2012
177.	Demands for Grants (2012-13) of Ministry of Shipping	03 May 2012	07 May 2012
178	Demands for Grants (2012-13) of Ministry of Road Transport & Highways	03 May 2012	07 May 2012
179	Action taken by the Government on the recommendations/ observations of the Committee contained in its One Hundred Sixty Seventh Report on 'Functioning of National Museum'	17 May 2012	21 May 2012
180	Action taken by the Government on the recommendations/ observations of the Committee contained in its One Hundred And Seventy Second report on Development of Tourism in North-Eastern Region	17 May 2012	21 May 2012
<b>2012-13</b>			
181	Action taken by the Government on the recommendations/ observations of the Committee contained in its One Hundred Sixty-eighth Report on Directorate General of Civil Aviation (DGCA) -Issues and Challenges”	18.10.2012	04.12.2012
182	Action taken by the Government on the recommendations/ observations of the Committee contained in its One Hundred Sixty-ninth Report on Helicopter Operations in India”	18.10.2012	04.12.2012
183	Action taken by the Government on the recommendations/observations of the Committee contained in its One Hundred Seventy-seventh Report on the Demands for	05.11. 2012	04.12.2012



	Grants of Ministry of Shipping 2012-13)		
184	Action taken by the Government on the recommendations/observations of the Committee contained in its One Hundred Seventy-sixth Report on the Demands for Grants of Ministry of Tourism (2012-13)	05.11. 2012	04.12.2012
185	Action taken by the Government on the recommendations/observations of the Committee contained in its One Hundred Seventy-fourth Report on the Demands for Grants of Ministry of Civil Aviation (2012-13)	18.10.2012	04.12.2012
186	Action taken by the Government on the recommendations/observations of the Committee contained in its One Hundred Seventy-fifth Report on the Demands for Grants of Ministry of Culture (2012-13)	05.11. 2012	04.12.2012
187	Action taken by the Government on the recommendations/observations of the Committee contained in its One Hundred Seventy-eighth Report on the Demands for Grants of Ministry of Road Transport & Highways (2012-13)	18.10.2012	04.12.2012
188	Functioning of Commission of Railway Safety	03.01.2013	06.02.2013 (presented to Hon'ble Chairman) Presented to the Parliament on <b>27.02.2013</b>
189	Development of National Waterways- Potential and Challenges	03.01.2013	06.02.2013 (presented to Hon'ble Chairman) Presented to the Parliament <b>27.02.2013</b>
190	Development of Tourism in Darjeeling and Sikkim	03.01.2013	06.02.2013 (presented to Hon'ble Chairman) Presented to the Parliament <b>27.02.2013</b>
191	Demands for Grants (2013-14) of Ministry of Civil Aviation	02 May 2013	03 May 2013
192	Demands for Grants (2013-14) of Ministry of Culture	02 May 2013	03 May 2013
193	Demands for Grants (2013-14) of Ministry of Road Transport & Highways	02 May 2013	03 May 2013
194	Demands for Grants (2013-14) of Ministry of Shipping	02 May 2013	03 May 2013
195	Demands for Grants (2013-14) of Ministry of Tourism	02 May 2013	03 May 2013
196	The National Waterway (Lakhipur-Bhanga Stretch of the Barak River) Bill, 2013	20 May, 2013	26 June, 2013 (presented to Hon'ble Chairman) Presented to the Parliament 7 <sup>th</sup> August, 2013
197	The Merchant Shipping (Amendment) Bill, 2013	17 June, 2013	26 <sup>th</sup> June, 2013 (presented to Hon'ble Chairman)

			Presented to the Parliament 7 <sup>th</sup> August, 2013
198	Management of road transport in National Capital Region: Issues and Challenges	23 Aug 2013	27 Aug 2013
199	Action taken by the Government on the Recommendations/ Observations of the Committee contained in its One Hundred and Eighty Ninth Report on the Development of National Waterways-Potentials and Challenges	23 Aug 2013	27 Aug 2013
200	Development of Tourism, National Highways and Water Transport in Kerala and Cochin Shipyard Limited	23 Aug 2013	27 Aug 2013
<b>2013-14</b>			
201	Functioning of National Akademis and other Cultural Institutions : Issues and Challenges	01 Oct 2013	17 Oct 2013 (presented to Hon'ble Chairman) Presented to the Parliament 17 <sup>th</sup> December, 2013
202	“The Merchant Shipping (Second Amendment) Bill, 2013	31 Oct 2013	20 <sup>th</sup> November, 2013 (presented to Hon'ble Chairman) Presented to the Parliament 17 <sup>th</sup> December, 2013
203	Privatization of Services at Airports	31 Oct 2013	20 <sup>th</sup> November, 2013 (presented to Hon'ble Chairman) Presented to the Parliament 17 <sup>th</sup> December, 2013
204	<i>The Civil Aviation Authority of India Bill, 2013</i>	13 January, 2014	24 <sup>th</sup> January, 2014 (presented to Hon'ble Chairman) Presented to the Parliament 06 Feb 2014
205	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred and Ninety Two Report on the Demands for Grants (2013-14) of the Ministry of Culture	17 Dec 2013	06 Feb 2014
206	Action Taken by the Government on the Observations/Recommendations of the Committee contained in its One Hundred and Ninety Third Report on Demands for Grants (2013-14) of Ministry of Road Transport and Highways	17 Dec 2013	06 Feb 2014
207	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its One-Hundred	17 Dec 2013	06 Feb 2014

	Ninety Fourth Report on the Demands for Grants (2013-14) of the Ministry of Shipping		
208	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its One Hundred and Ninety Fifth Report on the Demands for Grants (2013-14)of the Ministry of Tourism	17 Dec 2013	06 Feb 2014
209	Action Taken by the Government on the Observations/Recommendations of the Committee contained in its One Hundred and Ninety First Report on Demands for Grants (2013-14) of the Ministry of Civil Aviation	17 Dec 2013	06 Feb 2014
210	Action Taken by the Government on the Observations/Recommendations of the Committee contained in its One Hundred and Eighty Eighth Report on Functioning of Commission of Railways Safety	18 Feb 2014	19 Feb 2014
211	Upkeep of various Monuments in Delhi, National Museum and other important issues pertaining to the Ministry of Culture	18 Feb 2014	19 Feb 2014
212	Action Taken by the Government on the Observations/Recommendations of the Committee contained in its One Hundred Ninetieth Report on Development of Tourism in Darjeeling and Sikkim	18 Feb 2014	19 Feb 2014
213	Action Taken by the Government on the Observations/Recommendations of the Committee contained in its Two Hundredth Report on Development of Tourism, National Highways and Water Transport in Kerala and Cochin Shipyard Limited	18 Feb 2014	19 Feb 2014
214	Action taken by the Government on the Recommendations/Observations of the Committee contained in its Two Hundred First Report on Functioning of National Akademis and other Cultural Institutions - Issues and Challenges	10 Dec 2014	12 Dec 2014
215	Action taken by the Government on the Recommendations/Observations of the Committee contained in its Two Hundred Third Report on Privatization of Services at Airports	10 Dec 2014	12 Dec 2014
216	Action Taken by the Government on the Recommendations/Observations of the Committee contained in its Two Hundred Eleventh Report on Upkeep of various Monuments in Delhi, National Museum and other important issues pertaining to the Ministry of Culture.	10 Dec 2014	12 Dec 2014
217	The Anti-Hijacking Bill,2014	4 March,	11 March, 2015

		2015	
218	Demands for Grants (2015-16) of Ministry of Civil Aviation	16 <sup>th</sup> April, 2015	28 <sup>th</sup> April, 2015
219	Demands for Grants (2015-16) of Ministry of Culture	16 <sup>th</sup> April, 2015	28 <sup>th</sup> April, 2015
220	Demands for Grants (2015-16) of Ministry of Road Transport and Highways	27 <sup>th</sup> April, 2015	28 <sup>th</sup> April, 2015
221	Demands for Grants (2015-16) of Ministry of Shipping	27 <sup>th</sup> April, 2015	28 <sup>th</sup> April, 2015
222	Demands for Grants (2015-16) of Ministry of Tourism	27 <sup>th</sup> April, 2015	28 <sup>th</sup> April, 2015

(The above mentioned reports are available on the website of Rajya Sabha <http://rajyasabha.nic.in>→Committees→Department related RS-committee on Transport, Tourism and Culture→ Reports)