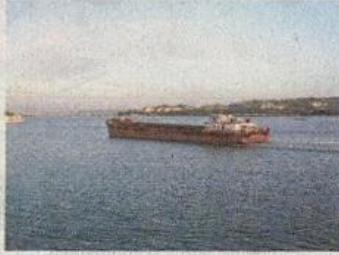


➤ **IWAI chairman in state**  
**Talks held on national**  
**waterways status to**  
**rivers of Goa**



NT NETWORK

**PANAJI:** The Inland Waterways Authority of India on Thursday held a meeting with members of the Goan industry to discuss whether the inland waterways of Goa could be declared as national waterways, which could help develop river navigation in the state.

The IWAI chairman, Mr S P Gaur said the proposal has been lingering for a long time and the time has come to put it to a logical end. He said that even though Goa's inland waterways are used especially for the export of iron ore, the potential can be expanded and facilitate bigger barges to operate, which would increase the export capacity and support Goan economy.

Mr Gaur, who will hold a meeting with government officials on Friday in this regard, said the inland waterways would be developed by the Centre and no additional charges would be levied on the users. The authority would also take up dredging of the river floors, construction of jetties, night navigation facilities. He, however, said that under the Inland

➤ TALKS: P14

**TALKS:**

Vessels Act the state government retains the control of the rivers.

He said the licences and the control of the rivers and riverbanks would remain with the state government with the authority taking control of the navigation channel which would be marked. However, he said that if the inland waterways are declared national waterways, then permission of the authority would be required to construct bridges etc over the same.

Mr Gaur complimented Goa for being the only state in the country for having a reasonably developed system and said that it may take two or three years for the inland waterways to be

declared national waterways. He said the state government has to give consent to declare the rivers as national waterways after which the Parliament would consider the same and approve the bill which would be followed by a notification by Parliament.

He observed that the authority could spend around Rs 400-500 crore in developing the waterways in Goa. He urged all the stakeholder to prepare a master plan highlighting its requirements. He said the funds are not an issue, however, it is upto the state government to decide if it wants to develop its inland waterways into national waterways.

The IWAI director, Mr R P Khare said that 50 + 50 km

of inland waterways could be developed into national waterways as Goa has an advantage of tides, besides a well-developed export market for its iron ore. When asked how much would it cost to develop the waterways, he said that the exact figure could be known only when proper assessment is done.

Later speaking to reporters, Mr Khare informed that they are in Goa upon the request of various stakeholders who called upon the IWAI as the inland waterways had got saturated and needed a solution and the state government was not doing anything in this regard. He said that waterways and rivers are state subjects, and usually the Centre doesn't take any

initiative.

The IWAI director said that if the state government asks the authority to go ahead then they would start the process like preparing estimates etc.

With regard to Friday's meeting with the government officials, he said the stakeholders would also place before the government issues concerning them.

Earlier, the chairman of the Goa Chamber of Commerce and Industry, Mr Ceasar Menezes welcomed the meeting. Others present at the meeting included the Barge Owners Association president, Mr Atul Jadhav, the Captain of Ports, the MPT chairman, Mr Praveen Agarwal and members of the industry.



HERALD  
**GOA**

GOA, FRIDAY, 22 JANUARY, 2010

**IWAI open to nationalising  
Goa's inland waterways****Says it's for State Govt to decide**HERALD REPORTER  
PANJIM, JAN 21

Inland Waterways Authority of India (IWAI) is open to nationalising Goa's inland waterways, which handles highest quantum of cargo nationally, if Goa government decided to go with it.

Senior IWAI officials, who interacted with the Goa Chamber of Commerce and Industry (GCCI) members and invitees at a specially held function in the city, said that the nationalisation would mean a boost to the economy through enhanced cargo service through inland waterways.

"It is for the state of Goa to decide whether they want to go for nationalisation or not," IWAI Chairman S P Gaur told a gathering.

Gaur said that once the decision is taken, the same will be debated in the parliament and will later be notified.

He said that the development of Goa's inland waterways would result in Rs 400-500 crore expenditure that would be borne by the Central government.

"I can't give you the exact estimated amount...It will be decided if government takes the decision of notifying the inland water...this is a rough figure," Gaur explained.

The development of inland waterways will include extensive dredging, night navigational fa-

**Off-shore casino operators  
may not face the brunt**HERALD REPORTER  
PANJIM, JAN 21

The off-shore casino operators might not face the brunt, if state's inland waterways are nationalized, officials stated.

Inland Waterways Authority of India (IWAI) Chairman S P Gaur said that as the authority's mandate is restricted to navigational channels, they will have no say on the vessels anchored outside it.

"If casino vessels come to main channel, we will have the authority to review them through State Government," he said.

In Goa's case, if the casino vessels are anchored in the middle of the channel they might face action. But if they don't block other vessels and anchor on the sides, there may not be any major problem, an official said.

Gaur said that there are several floating hotels across the nationalized routes, which are untouched by the authority as they are not anchored in the navigational channel.

Gaur said that the authority will demarcate the channel, for the inland waterway users to know their boundaries

ilities and construction of banks, which will compliment the ship movement along the waters.

"The Central Government and IWAI together will work on the development of inland water once it's nationalised," Gaur said.

GCCI event had its president Cesar Menezes, Mormugao Port Trust Chairman Praveen Agarwal, Captain of Ports A P Mascarenhas, All Goa Barge Owners Association president Atul Jadhav and others participating in it.

Gaur said that Goa is the only

State which has developed its inland waterways with the active support of State Government and is using the rivers to carry iron ore cargo.

The IWAI has scheduled meeting with state chief secretary S Srivastava tomorrow to discuss the proposal of nationalization.

Meanwhile, Gaur rubbished the apprehensions that the nationalization would curtail State Government's rights on its waterways.

"We will be only looking after navigational channel and rest of the rights will be with the local government," he said.

The central authority, however, said that Goa will have to give away its right to collect tax of Rs 100 per tone for carrying ore in the barges.

"The current tax is likely to go upto Rs 145 per tone and with this rate, the state will earn Rs 7.5 crore per annum," he calculated.

Gaur said that the state which will have to give away its right over collection of this tax and can levy Rs 2 per tone as export cess which will fetch Rs 10 crore annually.

"Once rivers are developed, you will have a greater capacity to ferry the ore through barges which will increase the turnover and collection of cess," he said.

Presently, in India, there are five nationalised inland waterways-Allahabad-Haldia stretch of the Ganga-Bhagirathi-Hooghly river system, Saidiya-Dhubri stretch of the Brahmaputra river system, Kollam-Kottapuram stretch of the West Coast canal, Bhadrachalam-Rajahmundry and Wazirabad-Vijaywada stretch of Krishna-Godavari river system and Mangalodi-Paradeep and Talcher-Dhamara stretch of the Mahanadi-Brahmani river system.

# TIMES CITY

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## Zuari, Mandovi sought to be nationalized

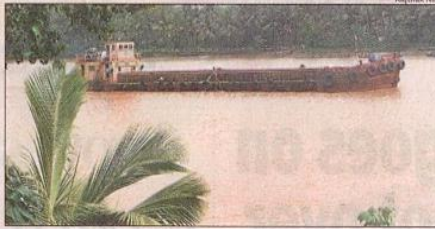
Move Expected To Boost Ore Transport, Revenue; Rivers' Ownership To Stay With State

TIMES NEWS NETWORK

**Panaji:** Nationalizing the Goan inland waterways will bring in their vast development at the cost of the Centre yet enhance the state's revenues manifold, chairman of the National Waterways Authority of India (Nwai), S P Gaur said on Thursday.

Gaur and Nwai director, R P Khare made a presentation on the subject to a gathering of various stakeholders at the Goa Chamber of Commerce and Industry (GCCCI) hall. The duo are scheduled to meet chief secretary S Srivastava on Friday to explain the benefits of declaring Goa's inland waterways as national waterways.

Goa's inland waterways consist of about 100 km of navigable length on the Mandovi and Zuari rivers. These two rivers account for almost 70% of the entire iron ore transported on waterways in India. Total iron ore exports through these two rivers in Goa are expected to touch 50



Goa's two major rivers account for almost 70% of all iron ore transportation in India

million tons this year.

Gaur said that if Goa's waterways are declared as national waterways, their development and regulation will be the responsibility of the Nwai. Yet, the ownership of the rivers will remain with the state. Nwai's jurisdiction will be limited only to the "navigational channel" in the rivers.

Gaur said development of the

Goa's waterways will entail dredging to provide a draft (depth) of four metres. Various facilities, including night navigational systems, will also be installed. All this will enable barge traffic to ply round the clock, boost iron ore transportation and greatly enhance the state's revenues. With a draft of four metres and 24-hour navigation, Goa can easily transport 100 million tons of ore per

year, he said.

Gaur cited between Rs 400 to Rs 500 crore as a "very, very rough estimate" required to develop Goa's waterways. But the state has to first consent to nationalizing its waterways and later Parliament has to pass the bill. There are only five other rivers in India which have been declared as national waterways and a sixth is under process, Gaur said.

Emphasizing that ownership of the rivers will remain with the state, Gaur said, "We are only concerned with the development part. Regulation means when charges are laid and presently no charges are laid. Duties of the local Captain of Ports will remain unaffected and revenues of the state will go to the state."

Strong support to nationalize Goa's waterways came from the Goa Barge Owners' Association, whose president, Atul Jadhav, explained the various constraints they operate under. Barges are sometimes grounded for days on

end due to low depths, greatly reducing ore transportation in Goa, he said.

The proposal to nationalize Goan waterways goes back almost a decade. Official sources said the state government had formed a committee about eight years ago to study the benefits of nationalizing Goa's inland waterways. The committee visited Cochin to study the development that the Nwai had done there and concluded that Goan waterways were much more developed. The proposal was therefore shelved.

More recently, Goa has felt the need for Central funds to develop the waterways, particularly for dredging. A Central scheme which provided 90% funds for development of waterways was stopped on March 31, 2007, greatly limiting Goa's capacity to undertake huge projects. Whether Goa will agree to nationalizing its waterways or not depends largely on Friday's deliberations.



## IWAI hopes to create national waterway in Goa

### Awaits state government's nod

BY A STAFF REPORTER  
reporters@gomantaktimes.com

**PANJIM:** Being the country's highest inland waterways, the Inland Waterways Authority of India (IWAI) is keen to create a National Waterway in Goa, if the state government gives a nod.

IWAI chairman S P Gaur asserted they were committed to bring the pending issue of declaring Goan

### **I** NLAND WATERWAYS

rivers as national waterways to a logical conclusion. "The idea behind this is to provide more capable riverways, developing river banks and creating night-river facilities. It will be a support to Goan economy," he said, addressing a talk on 'Inland Waterways' in the city last evening.

The chairman was quite impressed, as Goa has developed its own waterways, constructed jetties with the help of the state government.

India currently boasts of four

national waterways with the fifth bid of Goa pending. "If Goa gets national waterways, we will spend 400-500 crores required for dredging and developing riverbanks," the chairman added.

Gaur said, Goa Captain of Ports that control river channels will lose nothing.

He remarked, "We will be concerned only with the development part of it.

As far as CoP is concerned, it will not be affected. The registration of barges and all other charges will remain the same."

The CoP however, will not be liable to charge barge tax of Rs 100 likely to shoot up to Rs 145 after IWAI takes it over.

"But they (CoP) can compensate the amount through other means," he said. The IWAI is presently equipped with four dredgers while some eight dredgers are in the process to be obtained.

The talk-cum-discussion was also attended by other members of IWAI, CoP captain A P Mascarenhas, MPT chairman Praveen Agarwal and others.