

Telangana Today- 11- August-2021

All clear for PRLIS canals in Nalgonda


Farmers support works, seek market rate for lands

STATE BUREAU
NALGONDA

Officials on Tuesday recorded the views of 23 persons at an environmental public hearing on stage-II canals of Palamuru-Ranga Reddy Lift Irrigation Scheme (PRLIS) at Kondamallepally in Nalgonda district.

Supporting the stage-2 canals, they requested the officials to take up measures to pay compensation to farmers whose lands were acquired for the canals as per the market value of the land. The environmental public hearing was conducted under the supervision of District Collector Prashant Jeevan Patil.

Explaining the details of the project, Executive Engineer of the project Ravinder said that PRLIS was taken up by the State government to stop migration of people from Mahabubnagar, Nagarkurnool, Narayanapet, Ranga Reddy, Vikarabad and Nalgonda district and



About 494 acres of land will be acquired from farmers in Nalgonda district for the canals

— PRASHANT JEEVAN PATIL
COLLECTOR

provide irrigation facilities to the farmers of these districts. Irrigation facility would be provided to 12,30,000 acres and drinking water facility to 1,226 villages by impounding water in six reservoirs in six districts through the project by drawing 90 tmc of water from Srisailem reservoir. PRLIS consists of five pump houses, he said, adding that the total length of 13 main canals and distributary canals would be 915 km.

Collector Prashant Jeevan Patil said 29,339 acres of land in 16 villages in Mar-

riguda and Chinthapally mandals in Nalgonda district would get irrigation facility through Venkatadri and Lakshmi Devipally reservoirs under the project. About 494 acres of land would be acquired from farmers in Nalgonda district for the canals, he said.

Patil said the project would also help improve groundwater level as well as irrigation facility to ayacut farmers and fish farming. An environmental public hearing was mandatory to get permission for the canal works, he said and urged the people to give their opinion without any fear at the public hearing.

All 23 persons who expressed their views at the public hearing supported the canal works and sought market rate for lands acquired for the project. Superintendent of Police A V Ranganath, PRLIS Chief Engineer Hameed Khan and Pollution Control Board Executive Engineer Rajender were also present.

Indian Express- 11- August-2021

Connecting India by inland waterways: what changes in century-old vessels law

EXPRESS NEWS SERVICE
NEW DELHI, AUGUST 10

LAST WEEK, Parliament passed a new law that will bring uniformity in the rules and regulations governing inland waterways and navigation on them. It is aimed at developing India's inland waterways as a viable, thriving mode of transport, especially for cargo. The inland waterways network spans close to 15,000 km across rivers, channels, backwaters, creeks etc.

Limitations of old law

The Inland Vessels Bill, 2021 replaces the Inland Vessels Act, 1917. It seeks to bring all inland waterways in India and movement of vessels on them for any purpose under a central regulatory regime.

The 1917 Act was seen as a purely consolidating legislation with limited applicability and purposes, the government said. It had undergone several amendments, the last major ones in 1977 and 2007. "This Act had provisions for restrictive movement of mechanically propelled vessels within the jurisdiction of the state government, requirement of endorsements, limited applicability and validity of certificates, non-uniform standards and regulations that varied from one State to another led to hindrances and hurdles in seamless navigation across States and development of the sector," says an official statement.

What's new

The Bill defines mechanically propelled vessels as ships, boats, sailing vessels, container vessels, and ferries. The Centre will frame classification, standards of design, construction, and crew accommodation. Construction or modification will require approval of a designated authority. All such vessels are to be registered with respective states or Union Territories. Their movement and identities will be logged in a central database.

National Waterways

In 2016, the government notified 111 inland waterways as National Waterways of India under the National Waterways Act, 2016. Of these, 13 National Waterways are operational for shipping and navigation and cargo/passenger vessels are moving on them, according to the government (*see graphic*).

The Inland Waterways Authority of India under the Ministry of Shipping is developing

THE 13 NATIONAL WATERWAYS NOW IN OPERATION



THE LINKS AND THE LENGTHS

NW-1	Ganga-Bhagirathi-Hooghly (Haldia-Allahabad)	1,620 km
NW-2	Brahmaputra river	891 km
NW-3	West Coast Canal-Champakara Canal-Udyogmandal Canal	205 km
NW-4	Krishna (Muktiala-Vijayawada)	82 km
NW-10	Amba river	45 km
NW-83	Rajpuri Creek	31 km
NW-85	Revadanda Creek-Kundalika river	31 km
NW-91	Shastri river-Jaigad Creek System	52 km
NW-68	Mandovi river (Usgaon Bridge-Arabian Sea)	41 km
NW-111	Zuari river (Sanvordem Bridge-Marmugao Port)	50 km
NW-73	Narmada river	226 km
NW-100	Tapi river	436 km
NW-97	Sunderbans Waterways	172 km

the National Waterways for commercial navigation, including with assistance from the World Bank.

The government wants to promote inland waterways especially as a supplement to freight movement across India. This mode of transport has been recognised worldwide as environmentally friendly and economical, especially for cargo that do not depend on speed of delivery.

According to a government study conducted by RITES, one litre of fuel moves 24 tonne-km on road; 95 tonne-km on rail and 215 tonne-km on inland waterways. To move a tonne of cargo over a kilometre, it takes about Rs 1.36 on railways, Rs 2.50 on highways, and Rs 1.06 on inland waterways.

Underutilised right now, India's inland waterways carry about 55 million tonnes of cargo every year. The movement is currently restricted to Ganga-Bhagirathi-Hooghly, Brahmaputra, Barak, rivers in Goa, the backwaters in Kerala, inland waters in Mumbai and deltaic regions of Godavari-Krishna rivers.

More centralised

The Opposition has criticised the Bill on the ground that it takes away a lot of rights of the states and vests them with the Centre.

The new law prescribes certain dos and don'ts. For example, to operate in inland waters, vessels must have a certificate of survey, and registration. Those with Indian ownership must be registered with the Registrar of Inland Vessels (appointed by the state government). Once registered, it will be valid across India. While the state government will issue the certificate, the form will be prescribed by the Centre, much like in the case of motor vehicles. Like motor vehicles, the vessels must be insured.

Mechanical vessels must adhere to specifications for signals and equipment to ensure navigation safety, as specified by the central government.

Other features

The new law mandates that if any distress or SOS signal is sent out by the master of a ves-

sel, any other vessel nearby must respond — much like maritime custom and rules on sea. If the master of a nearby vessel fails to come for help, he or she will be fined up to Rs 10,000 unless they failed to provide assistance on some specified grounds.

In case of accidents, the nearest police station is to be involved for inquiry and action. The Centre will prescribe the minimum number of people that vessels must carry for various roles, and what the qualification of the personnel must be. Non-compliance will attract a penalty of up to Rs 10,000 for the first offence, and Rs 25,000 for subsequent offences.

The new law empowers the Centre to prescribe what kind of pollutants and sewage vessels can discharge, and how much.

The Bill envisages maintaining a fund, which will be used for emergency preparedness, checking pollution and boosting navigation. The fund will source from state governments schemes, sale of cargo and wreck and contribution from stakeholders.

Asian Age- 11- August-2021

Didi slams govt for no nod to flood mitigation project

RAJIB CHOWDHURI
KOLKATA, AUG. 10

West Bengal chief minister Mamata Banerjee on Tuesday slammed the Narendra Modi government for not approving the Ghatal Master Plan, a key flood mitigation project covering the western districts of the state, till date despite repeated appeals by her government.

The Trinamul Congress supremo informed that she would send her Cabinet colleagues and her party MLAs and MPs from the flood-affected districts to New Delhi for a meeting with the Centre for the approval of the scheme.

Reiterating the flood as “man-made” after wading through water in the affected areas at Ghatal in West Midnapore, the CM alleged, “Repeated requests are made for the Ghatal Master Plan. It is a Central government scheme. Still it is

not sanctioned. It continues to be a problem. Moreover release of water create a man made flood in a planned way.”

She said, “We are sending two projects one on Sundarbans, another on Digha sea beach for

rebuilding. Besides our state irrigation minister Soumen Mahapatra, local MLAs will meet the Union irrigation minister in New Delhi and place a demand to him. Other MPs of our party need to raise the issue also.”

The Statesman- 11- August-2021

Ineffectual canals

While the West Bengal irrigation department's plan to revamp the Bagjola and Kestopur canals in the northern outskirts will be generally welcomed in the season of frequent waterlogging, the fact remains that this isn't the first time that drainage outlets have not been cleared in Kolkata and the suburbs. Part of the blame must rest with the politically patronised real estate lobby. Both the canals are at the core of the annual scourge ~ urban flooding. While Bagjola calls for what the government calls "overall revival", Kestopur canal, that skirts VIP Road, cries out for maintenance. Extensive waterlogging, in the absence of smooth outlets, is now virtually a weekly feature in the city and the suburbs. Hence the irrigation department's plan to put in place a roadmap to desilt and dredge the two canals. Much will hinge on the follow-through and the political class, cutting across party lines, which must of necessity be taken into confidence. The irrigation minister, Soumen Mohapatra, has blamed it on his predecessor, Suvendu Adhikari, the Trinamul renegade who is now with the BJP. "Now that I am back, helming this department, we will try and mend the situation," is his pledge that direly cries out for execution. Granted that the project will take time to be implemented, the plan to desilt and dredge Bagjola canal is proposed to be undertaken after the monsoon. (Hopefully, it will not be forgotten once the dry and fairly pleasant season sets in towards the end of October). Kestopur canal, at another remove, will necessitate effective maintenance, including the clearance of silt. Bagjola canal meanders for almost 38 km and is the main drainage outlet for South Dum Dum, New Town and Bidhannagar. Kestopur canal, which overflows if the rainfall is heavy, is unable to flush out the excess rainwater due to its reduced capacity on account of the accumulation of silt. Hence the acute urban flooding in Salt Lake, Rajarhat, parts of New Town, and the South Dum Dum municipal areas.

If the statement by the Bidhannagar municipal authorities is any indication, the revival of Bagjola canal is imperative. While waterlogging is a chronic problem in upmarket Salt Lake and its periphery, there has over the years been more of tinkering than assertive action. Improvement cannot start unless the canal is properly dredged. The natural outlet or drainage if you will has been clogged with silt and real estate construction materials. As often as not, both residents and municipal authorities wait for the water, accumulated and filthy, to evaporate or drain away. The monsoon can yield nightmarish conditions. Confusion gets worse confounded as a substantial portion of the waterway has been taken over by the real estate operators. The problem will have to be tackled with sufficient seriousness on the part of the irrigation department, backed up with technical expertise.

The Pioneer- 11- August-2021

Centre responsible for Bengal floods: Didi

SAUGAR SENGUPTA ■ KOLKATA

Bengal Chief Minister Mamata Banerjee once again attacked the Centre for allowing her state to remain a perennial victim of what she called “man made floods.”

The Chief Minister who on Tuesday made an aerial survey of the flood-hit regions of Ghatal and adjoining parts of West Midnapore said the State Government was not able to do anything about the recurrent flood because of “non-cooperation from the Centre.”

“We have made several representation to the Centre for the approval and implementation of Ghatal Master Plan but all these are falling in deaf years ... they are simply not listening to us ... as a result of this Ghatal has



to face overwhelming floods year after year,” Banerjee said adding “this is a man-made flood.” Almost entire sub-division town of Ghatal and the adjoining areas of West Midnapore had been under water for the past several days rendering more than 3 lakh people homeless.

As Ghatal is a low-lying area, “it



cannot be saved without the master plan being implemented by de-silting rivers, constructing canals and a dam on the Shilabati River ... which cannot be made possible without the active help of the Centre,” Banerjee

said adding “I have conducted a survey of the area. I will prepare a report on this.”

The Chief Minister said that she was sending a team of representatives to Delhi to meet the Union Irrigation

Minister. The team would be led by Bengal Water Resources Minister Manas Bhuniya and Irrigation Minister Soumen Mahapatra. Two other ministers Seuli Saha and Srikant Mahato, Ghatal MP Dev and Medinipur MLA) June Malia would also be in the team.

At least 23 people have been killed in the past one week in Bengal floods. The Army and NDRF personnel were distributing food medicines and other relief items in West Midnapore and adjoining Hooghly district sources said.

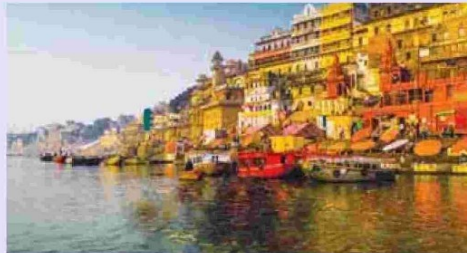
In the northern part of the State situation in Malda district continued to remain grip with rivers -- Ganga, Fulhar and Mahananda -- in spite following heavy rain in the Himalayan region and the catchment area.

The Pioneer- 11- August-2021

FIRST COLUMN**A FRESH VIEW ON
RIVER COOPERATION**Dynamics of planned collaborative projects
will be shaped by climate change impacts

SANJAY GUPTA

Recently, the Parliamentary Standing Committee on Water Resources recommended that India should renegotiate the Indus Waters Treaty with Pakistan to include considerations related to climate change, global warming, and environmental impact assessment of projects. Further, the Committee writes, "establish some kind of institutional structure or legislative framework to address the impact of climate change on water availability in the Indus basin and other challenges which are not covered under the Treaty". The same Parliamentary Committee assigns climate change as a key influence to increasing incidents of glacial lake outburst floods, impact on the availability of utilisable future water supplies, and a rise in extreme events such as floods. Glacier and snow melt contributes over 40 per cent to the total runoff in the Upper Indus basin. The corresponding figures for Upper Brahmaputra and Upper Ganges basins are approximately 16 per cent and 13 per cent, respectively. This contribution from snow and glaciers is even higher during the critical dry spring



months, when rainfall is minimal, and hence key to sustaining multiple socioeconomic activities. A host of studies have focused on the impact of climate change and global warming on the melting of snow and glaciers, and the resultant effect on water flows. However, climate change is also expected to impact rainfall in a significant manner - intensity, number of rainy days during the monsoon period, and quantity of overall precipitation. So, while such a recommendation is most welcome and timely, it will not be easy to implement. The current relations between India and Pakistan are not conducive to holding any unbiased discussion, based purely on science and resultant socio-economic benefits. But it does raise a set of very critical questions for India, whose geography is dominated by other transboundary river basins - Barak/ Brahmaputra and the Ganges. Not only is the main stem of each of these rivers a shared river, but multiple tributaries of these river systems are shared with Bangladesh, Bhutan, China, and Nepal. What is left unmentioned in the Committee's report is the impact that climate change will or could have on future transboundary river negotiations and on socio-economic equity. The Ganges Treaty of 1996 between Bangladesh and India is up for renegotiations and renewal in 2026. If another 30-year treaty is signed by the two countries, its duration will be beyond 2050, by when the climate change manifestations will be far more intense and treacherous. Will not the two countries consider future climate change scenarios while drafting the new Ganges treaty? Bhutan and India have displayed exemplary cooperation in the area of hydropower, with immense social, economic, and energy security-related mutual benefits accruing to both countries. Bhutan is in the process of implementing and negotiating several more hydropower projects with public and private entities, in both India and Bangladesh. Will these projects and calculated benefits need to consider the future impacts of climate change as well as effects on socio-economic equity? India and Nepal have signed multiple treaties to share waters of the shared rivers; irrigating facilities from these are crucial to the farming communities in Nepal, Bihar, and Uttar Pradesh. Several hydropower projects are being planned jointly including the Pancheshwar Multi-purpose Project and other initiatives on Sapta-Kosi, Karnali, Bagmati, and Kamla rivers. The dynamics of existing and planned collaborative projects will be shaped by climate change impacts and socio-economic considerations, forming a key component of future negotiations. India would do well to develop a broad framework on transboundary river cooperation and leveraging of mutually shared benefits with its neighbouring countries - based on science and sustainability, intergenerational equity, and inclusive and equitable multi-stakeholder dialogue.

(The writer is an Independent Consultant with the World Bank. The views expressed are personal.)

Navbharat Times- 11- August-2021

सरकार बना रही आधुनिक कुआं, रेनीवेल से मिलेगा ढाई गुना पानी : सत्येंद्र जैन

■ विशेष संवाददाता, नई दिल्ली

जल बोर्ड के चेयरमैन सत्येंद्र जैन ने मंगलवार को वजीराबाद स्थित संगम पंपिंग स्टेशन का दौरा किया। उन्होंने कहा कि दिल्ली सरकार संगम पंपिंग स्टेशन परिसर में आधुनिक रूप से डिजाइन एक कुएं का निर्माण करवा रही है। यह आधुनिक कुआं 2 से 2.5 एमजीडी पीने का पानी उपलब्ध कराएगा। यह आम रेनीवेल के मुकाबले डेढ़ से दो गुना ज्यादा पानी उपलब्ध कराएगा।

सत्येंद्र जैन ने बताया कि इस आधुनिक कुएं का व्यास 6 मीटर और गहराई 30 मीटर है। यह कुआं दिल्ली जल बोर्ड, लोक निर्माण विभाग और बाढ़ एवं सिंचाई विभाग के संयुक्त प्रयासों से बनाया जा रहा है। इसकी तकनीक दिल्ली सरकार ने खुद इजाद की है।

सत्येंद्र जैन ने ट्वीट किया, 'दिल्ली सरकार संगम पंपिंग स्टेशन परिसर में एक आधुनिक कुएं का निर्माण कर रही है। हमने इस कुएं को 2 से 2.5 एमजीडी पेयजल उपलब्ध कराने की क्षमता के साथ आधुनिक रूप से डिजाइन किया है। जल्द ही यह



प्रोजेक्ट को पूरा कर लिया जाएगा।'

आमतौर पर दिल्ली सरकार को एक रेनीवेल से एक एमजीडी पानी उपलब्ध होता है लेकिन संगम पंपिंग स्टेशन परिसर में बन रहे इस आधुनिक कुएं से सरकार को रेनीवेल के मुकाबले डेढ़ से दो गुना ज्यादा पानी उपलब्ध हो सकेगा। उन्होंने पीडब्ल्यूडी, जल बोर्ड और बाढ़ एवं सिंचाई विभाग के अधिकारियों को इसके डिजाइन को और बेहतर करने के निर्देश दिए हैं।

Haribhoomi- 11- August-2021



वाटर टेस्टिंग मोबाइल वैन को किया रवाना

गांव-गांव में जल की गुणवत्ता जांचेगी लैब वैन

हरिभूमि न्यूज ►► गुरुग्राम

जल जीवन मिशन के तहत जन स्वास्थ्य अभियांत्रिकी विभाग द्वारा प्रदेश भर के जिलों में मोबाइल वाटर टेस्टिंग वैन के माध्यम से गांव-गांव जाकर मौके पर ही कैमिकल जांच करवाई जा रही है। इसी कड़ी में जिला गुरुग्राम के पटौदी ब्लॉक में पहुंची मोबाइल वैन जिले के विभिन्न ग्राम पंचायतों में जाकर वाटर टेस्टिंग करेगी। जिला में पहुंची वाटर टेस्टिंग मोबाइल वैन को जिला सलाहकार संजय कुमार ने सर्कल ऑफिस गुरुग्राम से हरी झंडी दिखाकर रवाना किया। इससे पूर्व संजय कुमार ने मोबाइल वैन का निरीक्षण किया व सैंपल टेस्ट करने की विधियों के बारे में भी जाना। उन्होंने बताया कि हमारे जीवन में पानी का विशेष महत्व है। इसलिए इसकी गुणवत्ता काफी मायने रखती है। जल जीवन मिशन व जल शक्ति अभियान के तहत यही संदेश शासन-प्रशासन द्वारा लगातार आमजन तक पहुंचाया जा रहा है। वाटर टेस्टिंग मोबाइल वैन भी इसी कार्य को पूरा करेगी।



30 अगस्त तक रोज घूमेंगी 7 से 8 गांव

उन्होंने कहा कि वाटर टेस्टिंग मोबाइल वैन एक आधुनिक उपकरण है। इसके द्वारा गांव में पानी की गुणवत्ता जांचने के लिए मौके पर ही पानी की जांच की जा सकती है। यह मोबाइल वैन जिले में 30 अगस्त तक गांव-गांव जाकर पानी के नमूनों की जांच करेगी। एक दिन में 7-8 गांव विजिट किये जायेंगे व एक गांव का एक सैंपल टेस्ट होगा।

Dainik Bhaskar- 11- August-2021

गंगा में उफान • सर्वोच्च जलस्तर से एक मीटर ऊपर को लेकर कवायद तेज गंगा के बढ़ते जलस्तर को देख सरकार चिंतित, अब पटना को बचाने की तैयारी

पालिटिकल रिपोर्टर | पटना

गंगा में उफान मंगलवार को भी जारी रहा। इस कारण अब गंगा शहरों की ओर बढ़ने लगी है। शहर की ओर बढ़ती गंगा को देखकर पटना को सुरक्षित करने में सरकार जुट गयी है। तैयारी गंगा के अबतक के रिकार्ड सर्वोच्च जलस्तर से एक मीटर अधिक को लेकर किया जा रहा है। जल संसाधन विभाग उस संभावित स्थिति को ध्यान में रखकर पटना शहर को सुरक्षित रखने की योजना पर काम कर रहा है। बक्सर में गंगा का पानी लगातार बढ़ता जा रहा है। मंगलवार को यहाँ एक लाख क्यूसेक पानी अधिक आया। सोमवार को बक्सर में गंगा में 8.15 लाख क्यूसेक पानी था जबकि मंगलवार की शाम यहाँ 9.14 लाख क्यूसेक पानी हो गया। देर रात इसमें तेजी से बढ़ोतरी जारी थी। इसके कारण बक्सर से लेकर फरक्का तक गंगा का जलस्तर तेजी से बढ़ता रहा। फरक्का में गंगा खतरे के निशान से 75 सेंटीमीटर ऊपर पहुँच गयी। इसके जलस्तर में और वृद्धि की संभावना है। उधर, गंडक और घाघरा के जलस्तर में बढ़ोतरी के बाद सरकार की चिंता और बढ़ गयी है। गंडक नदी हाजीपुर और लालमंज दोनों स्थानों पर तेजी से बढ़ रही है, जो पटना के निकट का स्थान है। वीरपुर बराज पर कोसी, वाल्मीकिनगर बराज पर गंडक और इन्द्रपुरी बराज पर सोन के जलस्तर में भी बढ़ोतरी हो रही है।

बढ़ रहा खतरा • सभी नदियों के जलस्तर में वृद्धि, पानी गंगा में ही आएगा

- 2016 में गंगा का जलस्तर पटना में 50.52 मीटर गया था, सरकार 51.20 मीटर के लिए तैयार
- पटना के निकट गंडक और घाघरा के जलस्तर के लगातार बढ़ने से सरकार चिंतित
- पटना में सोन-पुनपुन के बाद दरया भी लाल निशान के पार पहुँची
- फरक्का में लगातार बढ़ रहा गंगा का जलस्तर, और वृद्धि की संभावना
- बक्सर-भोजपुर में भी गंगा में लगातार वृद्धि, कई नए इलाकों में पानी



तस्वीर बक्सर के चौसा प्रखंड की है।

फोटो:सोमनाथ

कटिहार: गांव गंगा में विलीन, मुंगेर: हर 2 घंटे में 1 सेमी वृद्धि

कटिहार/ पूर्णिया/ खगड़िया/मुंगेर। पूर्णिया, कटिहार, खगड़िया व मुंगेर में पानी चढ़ रहा है। कटिहार के मनिहारी के दिलारपुर पंचायत के वार्ड- 4 हटखोला धर्मपुर गांव गंगा में विलीन हो गया। गांव के 200 परिवार विस्थापित हो गए। खगड़िया के गोगरी में बौरना गांव में जमींदारी बांध करीब 20 मीटर तक टूट गया। इधर, पूर्णिया में महानंदा, परमान और कनकई नदी खतरे के निशान से नीचे है। महानंदा में वृद्धि दिख रही है। मुंगेर में गंगा हर दो घंटे में 1 सेमी. बढ़ रही है।