

Central Water Commission
Water Systems Engineering Directorate

West Block II, wing No- 5
R K Puram, New Delhi-66

Dated 29.11.2018

Subject: Submission of News Clippings

The News Clippings on Water Resources Development and allied subjects are enclosed for perusal of the Chairman, CWC, and Member (WP&P/D&R/RM), Central Water Commission; the soft copies of clippings will be uploaded on the CWC website.

Encl: As above.

S. Maheshwari
29/11/2018
SPA (Publicity)

Deputy Director, WSE Dte.

[Signature]
29/11/18

O/C

Director, WSE Dte.

[Signature]
18/11

For information to:

Chairman, CWC, New Delhi

Member (WP&P/D&R/R.M.), CWC and all concerned, uploaded at www.cwc.gov.in

Hindustan Times
Statesman

The Time of India (New Delhi)
Indian Express
Tribune

Hindustan (Hindi)
Nav Bharat Times (Hindi)
Punjab Keshari (Hindi)
The Hindu (New Delhi)
Rajasthan Patrika (Hindi)

Deccan Chronicle
Deccan Herald
The Times of India (A)
Business standard
The Economic Times

and documented at Bhagirath (English) & Publicity Section, CWC

Pioneer, Delhi ✓

Mekedatu project gets CWC nod amid protest

□ Karnataka hails the decision

□ We are going ahead with water project: Kumaraswamy

KESTUR VASUKI ■ BENGALURU

Amidst protest by the State of Tamil Nadu, the Central Water Commission (CWC) has given its conditional nod to Mekedatu drinking water project on river Cauvery in Ramanagara district of Karnataka. The decision by the CWC on Tuesday to give an administrative approval by clearing the pre-feasibility report submitted by the Karnataka Government for the construction of a balancing reservoir at Mekedatu across the Cauvery River.

The commission has asked the State to prepare a detailed project report (DPR) after the State revised its pre-feasibility report that was submitted in October 2017. It has also asked Karnataka to follow the Supreme Court's directives when it comes to water sharing, saying that 'water supply from Cauvery must not be hampered with'.

Karnataka welcomed the decision of the CWC in clearing long pending drinking water project to seven parched districts of the State. A project report was submitted by then Siddaramaiah Government in 2017 and this will certainly help some of the districts which are affected with severe drinking



water shortage.

It was the then Siddaramaiah Government had decided to implement the ₹5,912 crore Mekedatu Multipurpose (drinking and power) project across the Cauvery, which involves building a balancing reservoir with a capacity of about 66 tmc ft, near Kanakapura in Ramanagara district.

Chief Minister HD Kumaraswamy welcomed the decision of the CWC and said they would go ahead with the drinking water project at Mekedatu. He said "we are 100 per cent sure of constructing the dam for drinking water supply to some of the parched districts. We will go ahead with the project. It is in the legal purview."

He said "no need to panic, Mekedatu project has to come into effect. The State Government is within the framework of law...how it plans to implement the project by petitioning the Central

Government... we will share with you in the days to come."

Kumaraswamy's comments come amid reports that the Central Water Commission (CWC) has given its go-ahead to Karnataka for preparing a DPR.

Karnataka Water Resource Minister DK Shivakumar welcomed the CWC clearance to Mekedatu project and said the State would take Tamil Nadu in to confidence.

He said "We will take the project forward in a way that it does not affect Tamil Nadu. The water supply to them (TN) will not be reduced because of this. We are ready for talks with Tamil Nadu."

Opposition leader BS Yeddyurappa of the BJP thanked Prime Minister Narendra Modi, Union Water Resource Minister Nitin Gadkari and the CWC for the approval. He also asked the ruling Government to stop giving excuses and commence the construction work. He said

"Karnataka Government should consider this as a special case and allocate funds on priority basis to complete the project in a time-bound manner."

The ₹5,912-crore project is a balancing reservoir-cum-drinking water project which will provide water to villages in the southern districts of Bengaluru, Kolar and Ramnagara. It is also expected to generate hydro-electricity.

in another development Tamil Nadu Chief Minister EK Palaniswami wrote a letter to the Prime Minister asking him to direct the water resource ministry to withdraw the permission it has granted to the Cauvery Neeravari Nigam.

"The Central Water Commission without considering the genuine and justifiable objections of Tamil Nadu has given permission. The proposal for reservoir is not just for drinking water alone as claimed by Karnataka, but to increase the extent of irrigation which is in clear violation of the Cauvery Water Disputes Tribunal Award as affirmed by the Hon'ble Supreme Court. This action has caused great alarm and apprehension among the people of Tamil Nadu," read the letter.

The project which was announced in 2013 has faced various hurdles over the years as the matter was sub judice. However, with the apex court's verdict in February this year and the formation of the scheme, the decade-long dispute seemed settled until now.

News item/letter/article/editorial Published on 29/11/2018 in the

Hindustan Times
Statesman
The Time of India (New Delhi)
Indian Express
Tribune

Hindustan (Hindi)
Nav Bharat Times (Hindi)
Punjab Keshari (Hindi)
The Hindu (New Delhi)
Rajasthan Patrika (Hindi)

Deccan Chronicle
Deccan Herald
The Times of India (A)
Business standard
The Economic Times

and documented at Bhagirath (English) & Publicity Section, CWC



MARTIN NEY

Mother Ganga, Father Rhine

Indo-German development cooperation has deepened over six decades

INDIA AND GERMANY look back on decades of successful bilateral relations. Having come into existence as the states we know them today at a similar time — India in 1947 Germany in 1949 after the devastation of World War II — the two countries entered into diplomatic relations almost immediately. In fact, India was one of the first nations to recognise the young Federal Republic of Germany in 1951.

Despite facing different kinds of political and economic challenges during this period, India and Germany shared a common destiny as young democracies. As a consequence, both countries soon started concrete economic development cooperation, which continues till today. This year, we proudly celebrate the 60th anniversary of this fruitful aspect of our strategic relationship.

In the early years and in line with the government policy of that time, our joint projects targeted industrial growth, poverty reduction and rural development. To mention one example, in the 1960s German development cooperation supported the agricultural revolution in the Nilgiris by helping small farmers in over 16,000 holdings to get loans and determine favourable cultivation practices for potatoes.

Time has certainly changed the focus of our development cooperation as circumstances changed. We still share common values and constitutional principles, and our relationship has always been based on great mutual respect and understanding. Today, India is one of the biggest and fastest-grow-

ing economies, and Germany is the biggest economy in Europe. We are natural partners making a joint effort for prosperity, while ensuring that we safeguard the environment.

Today, India and Germany are in a balanced partnership. Our bilateral relations contribute to the UN Sustainable Development Goals, which seek to end poverty and create a more inclusive and equitable world. With increasing environmental degradation, heavy thunderstorms, severe floods and droughts leading to famines across the globe, we see the adverse effects of global warming and accept the responsibility to actively protect our habitat and cooperate closely on this matter internationally.

India is Germany's biggest development partner with a proven track record of success. Now, the areas of focus are renewable energy and energy efficiency, sustainable urban development, environment protection and resource management. This is complemented by supporting sustainable economic development, including vocational education and training (VET). The know-how and expertise that Germany shares with India is the main value-add of this cooperation, guided by India's reform programmes and priorities.

Three crucial projects help to illustrate the gist of our cooperation today. First, the Clean Ganga initiative. The Ganga region is home to more than 600 million people — half of India's population. The Ganga, just as Germany's largest river, the Rhine, had faced abuse for decades, with untreated industrial and do-

mestic waste flowing into them, causing major pollution and the extinction of marine life. Both rivers have been an inspiration for songs, legends, literature and art. Mythology and sentiment is attached to them. Germany is honoured to share its experience with India to bring back "Mother Ganga" to acceptable standards, as it has successfully done for "Father Rhine". For instance, Germany pledges a loan of Rs 970 crore to strengthen sewage water treatment infrastructure in Uttarakhand.

Second, India and Germany cooperate closely on energy matters. The Indian government goes to considerable lengths to provide every household with electricity. Adding more renewable energy sources to the country's energy mix also remains a priority; the ambitious renewable energy target of installing 175 gigawatt by 2022 has been set, of which 100 Gigawatt should be solar energy. In 2006, the Indo-German Energy Forum was set up to promote cooperation in this field. We have already achieved a great deal jointly: In 2013, the Maharashtra Power Generation Cooperation Limited, supported by German funds, set up a 125 Megawatt solar photovoltaic power plant in Sakri. It supplies 2,20,000 households with solar energy, resulting in the reduction of CO2 emissions equivalent to taking 40,000 cars off the road. Further, our strategic Green Energy Corridors project will build transmission lines transferring clean energy to different parts of the country. German development cooperation

has given loans worth Rs 9,300 crore for this project, ensuring the supply of clean electricity to millions of Indians while reducing network losses and improving the carbon footprint.

Third, green mobility is one of the key issues for the future of our countries. Germany pledged up to Rs 8,900 crore over five years to improve solid and liquid waste management and provide climate-friendly urban transport like the Metro in Nagpur, which is the single biggest project of German financial cooperation in India. Moreover, Germany has partnered with three smart cities — Bhubaneswar, Kochi and Coimbatore — to provide sustainable urban public transport. In Kochi, Rs 690 crore have been committed to finance an integrated, cleaner and more efficient water transport system, including 76 new ferries with hybrid engines, which are expected to save 1,58,000 tons of CO2 while carrying over 1,00,000 passengers daily.

These projects stand for around 190 already successful or promising cooperation projects of India and Germany today. We are proud to work as equal partners to tackle global development challenges. We are aware that whatever we do on this earth has a global environmental impact. Germany is keen to continue to create innovative solutions with India for the future, for the benefit of both of our societies and the world at large.

The writer is the Ambassador of Germany to India

News item/letter/article/editorial Published on 29/11/2018 in the

Hindustan Times
Statesman
The Time of India (New Delhi)
✓ Indian Express
Tribune

Hindustan (Hindi)
Nav Bharat Times (Hindi)
Punjab Keshari (Hindi)
The Hindu (New Delhi)
Rajasthan Patrika (Hindi)

Deccan Chronicle
Deccan Herald
The Times of India (A)
Business standard
The Economic Times

and documented at Bhagirath (English) & Publicity Section, CWC

Saurashtra: After poor monsoon, lack of Narmada water fuels farmers' protests

GOPAL KATESHIYA
RAJKOT, NOVEMBER 28

FARMERS' PROTESTS have erupted in Saurashtra over lack of water for irrigation as authorities clamped on "illegal siphoning" of water from Narmada canal and deployed security forces along the canal network.

Farmers in Morbi district have been sitting on a dharna for the last one week, demanding water to irrigate their crops following deficient rainfall in the area this monsoon.

In the neighbouring Surendranagar district, farmers enforced a bandh in Lakhtar taluka on Wednesday after officials from Sardar Sarovar Narmada Nigam Limited (SSNNL) removed at least 45 pipes which were installed by farmers to drain water from the Saurashtra branch canal (SBC) for irrigation purposes.

Farmers have been drawing water from the canal to Motisar talav in the village, from where it is pumped to ponds in downstream villages like Talvani, Kadu, Kadam, Aniyari among others for irrigating farms.

News item/letter/article/editorial Published on 29/11/2018 in the

Hindustan Times
Statesman
The Time of India (New Delhi)
Indian Express
Tribune

Hindustan (Hindi)
Nav Bharat Times (Hindi)
Punjab Keshari (Hindi)
The Hindu (New Delhi)
Rajasthan Patrika (Hindi)

Deccan Chronicle
Deccan Herald
The Times of India (A)
Business Standard
The Economic Times

and documented at Bhagirathi (English) & Publicity Section, CWC

कवायद : प्रयागराज में कुम्भ मेले के मद्देनजर गंगा को साफ रखने के लिए प्रदूषण नियंत्रण बोर्ड ने उठाया बड़ा कदम

रामगंगा नदी में गंदगी फैलाने वाली फैक्ट्रियों पर एनजीटी सख्त, एक हफ्ते में मांगी रिपोर्ट

परिष्कार न्यूज नेटवर्क
Bhagirathi.com

मुदाबाद, आपने 2019 में प्रयागराज में लगे कुम्भ मेले का तब गंगा व उसमें मिलने वाली सख्त, नदी को साफ रखने के दिशे दिशा निर्देश दिए गए हैं।

इसी के मद्देनजर महानगर से गुजरने वाली रामगंगा नदी में गंदगी और बेमिक्ल गिरने से रोकने के लिए प्रदूषण नियंत्रण बोर्ड और सीक्रेटरी प्रयाग स्थायी प्रशासन ने रागीत तयार की है। जिसमें न सिर्फ जमीन पर बसता जाया, बल्कि कारवाही भी

की जाएगी, बता दें कि एक सप्ताह में सभी फैक्ट्रियों से निकलने वाली गंदगी और बेमिक्ल को रिपोर्ट मांगी जा रहे हैं। इसके आधार पर फैक्ट्रियों को बंद कराया जाएगा।

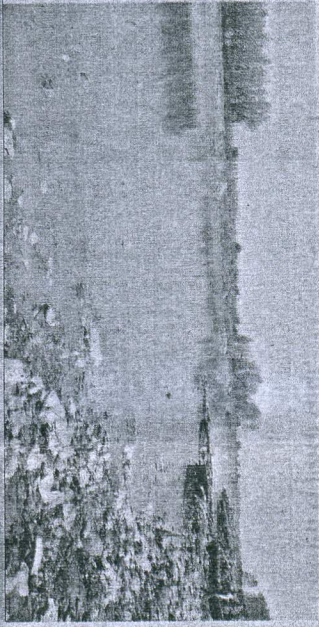
बिजनौर और मुदाबाद में एकलैन्ड छोटी बड़ी 500 ऐसी फैक्ट्रियां हैं जिनका पानी और गंदगी सीधे रामगंगा में प्रवाहित की जाती है। मुदाबाद से बहने वाली इसकी संख्या बढ़ती जा रही है।

है उन्हें तत्काल बंद करने के निर्देश दिए हैं। इसके साथ ही उनकी नदी के तट को भी साफ-सुथरा रखने के लिए नगर निगम प्रशासन को निर्देश दिए हैं।

जानती है। सबसे ज़्यादा इसमें गंदगी बिजनौर और मुदाबाद की फैक्ट्रियों से निकलने वाली बेमिक्ल से फैलती है। इसके अलावा महानगर के सभी बड़े नाले राम गंगा में बिना सोझने के नदी में डाले जा रहे हैं, जिससे इसका गंगा इनमें प्रदूषित हो चुका है कि एनजीटी भी जिला जला

पिलवाहा एक सप्ताह में सभी फैक्ट्रियों से निकलने वाली गंदगी और बेमिक्ल की रिपोर्ट मांगी जा रहे हैं। इसके आधार पर फैक्ट्रियों को बंद कराया जाएगा।

मुदाबाद में जानकर गंगा में मिल



News item/letter/article/editorial Published on 29/11/2018..... in the

Hindustan Times

Statesman

The Time of India (New Delhi)

Indian Express

Tribune

✓ Hindustan (Hindi)

Nav Bharat Times (Hindi)

Punjab Keshari (Hindi)

The Hindu (New Delhi)

Rajasthan Patrika (Hindi)

Deccan Chronicle

Deccan Herald

The Times of India (A)

Business standard

The Economic Times

and documented at Bhagirath (English) & Publicity Section, CWC



Hindustan Times
Statesman
The Time of India (New Delhi)
Indian Express
Tribune

Hindustan (Hindi)
Nav Bharat Times (Hindi)
Punjab Keshari (Hindi)
The Hindu (New Delhi)
Rajasthan Patrika (Hindi)

Deccan Chronicle
Deccan Herald
The Times of India (A)
Business standard
The Economic Times

and documented at Bhagirath (English) & Publicity Section, CWC

देश के लिए किस तरह किफायती साबित होंगे राष्ट्रीय जलमार्ग

■ ईटी : बीते 12 नवंबर को देश को पहला मल्टीमोडल रिवर पोर्ट मिला। यह नदी मार्ग पर बना पहला बंदरगाह है जो सड़क और रेल दोनों मार्गों से जुड़ा है। कोलकाता से सामान लेकर कंठेनर कार्गो वाराणसी पहुंचा और इसी तरह वापसी में सामान लेकर कोलकाता गया। यह शुरुआत बड़ी कामयाबी माली जा रही है क्योंकि उम्मीद है कि इससे सड़कों पर से भीड़भाड़ कम होगी, इससे लागत घटेगी और ईंधन भी कम खर्च होगा जिससे खतरेनाक ग्रीन हाउस गैस भी कम बनेगी। सरकार ने नेशनल वॉटरवेज ऐक्ट के तहत देश के भीतर 111 राष्ट्रीय जलमार्ग (इन्टरलैंड नेशनल वॉटरवेज) की पहचान की है। यह कवायद परवान चढ़ी तो क्या फायदा होगा, जानते हैं :

ग्रीन ट्रांसपोर्ट
साबित होगा

24

एक लीटर तेल से सामान की दुलाई पर: टन सड़क के जरिए

85

टन रेल मार्ग से

105

टन नदी मार्ग से

सरता साधन मिलेगा

प्रति किलोमीटर एक टन भार ले जाने का खर्च आएगा :

₹2.28 ₹1.91 ₹1.41
हाइवे से नदी मार्ग से रेल से

(स्रोत : वर्ल्ड बैंक का 2017 का डेटा)

नदी मार्ग से दुलाई की शुरुआत...

2016

में भारत ने अपनी 24 कारें वाराणसी से हलदिया भेजी

2018

में एनटीपीसी ने बांग्लादेश के जरिए फ्लाई ऐश बिहार से असम भेजी

दुनिया भर में नदी मार्ग से सामान दुलाई की स्थिति



गंगा पर बने नेशनल वॉटरवे-1 के प्रमुख बंदरगाह

- प्रयागराज
- वाराणसी
- हलदिया
- कोलकाता



हलदिया से प्रयागराज की दूरी 1,620 Km

भारत में सामान दुलाई की मौजूदा स्थिति

65% सड़क मार्ग से

27% रेल मार्ग से

0.5% नदी मार्ग से

पहली ट्रिप की खासियत

एमवी रवींद्रनाथ टैगोर नाम का कंठेनर हलदिया से पोर्सको के 16 कंठेनर लेकर चला जो कि 16 टुकड़ों के बराबर था। 13 दिन में 1620 किलोमीटर की दूरी तय कर यह बनारस पहुंचा।

ग्रीन ट्रांसपोर्ट है नेशनल वॉटरवे 1

- सड़क और रेल मार्ग के बजाय अगर नेशनल वॉटरवे-1 से माल दुलाई होती है तो हर साल डेढ़ लाख टन CO2 की बचत होगी।
- सभी जहाज क्लीन फ्यूल ही इस्तेमाल करेंगे जैसे कि लिक्विफाइड नेचुरल गैस।
- सभी जहाज और बंदरगाह से जीरो डिस्टर्बेंस होगा। यानी सभी तरह का वेस्ट सिर्फ तयशुदा स्टेशन पर ही ट्रिपमेंट के लिए डाला जा सकेगा।
- जलीय प्राणियों वाले अहम इलाके से गुजरते हुए जहाज धीमे और कम शोर करते हुए चलेंगे। इस दौरान 5 किलोमीटर प्रति घंटे की स्पीड रहेगी। न ही ऐसे इलाके में खुलाई का काम होगा।