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National Water Policy: Water and Navigation

Under the Module Policy Analysis and National Policy Review (Module 02)

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Submitted by

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EXECUTIVE SUMMARY

Water is life. It is important natural resources. Unfortunately, it is not unlimited. So, it cannot be used in any manner. The unitary nature of water makes its use in one form affects the use in another. Availability of water, including rain water, surface water and ground water in usable forms calls for its sustainable development. As such Water Management System of a country like Bangladesh is very important to provide the broad principles of development of water resources and their rational utilization. Unfortunately, Bangladesh did not have Water Policy for long. After' long almost three decades, only in 1999, Bangladesh has been able to adopt a National Water Policy called National Water Policy 1999. Time has come to take stock of the achievements or performance of our policy, what is supposed to be done so far and to carve out future course of action from henceforward.

This study was conducted under the guidance and support of Bangladesh Public Administration Training Center (BP ATC). It was the part of training need for 78th Senior Staff Course (SSC) to analyze/review a national policy. For me, I opted to analyze chapter 4:10 of National Water Policy. The chapter deals with Water and Navigation. There are six chapters in the National Water Policy. Water and Navigation is one of them. For me, this chapter is important since it deals with Navigation as Bangladesh is a riverine country and most of passengers and goods are transported from one place to another by waterways.

Navigation is a field of study that focuses on the process of monitoring and controlling the movement of a craft or vehicle from one place to another. The field of navigation includes four general categories, land navigation, marine navigation, aeronautic navigation and space navigation. It also the term of art for the specialized knowledge used by navigators to perform navigation tasks. All navigational techniques involve locating the navigators position compared to known locations or patterns (Wikipedia) We relates to the sector of marine navigation which relates to our National Water Policy: Water and Navigation.

There is a large scope of earning foreign currencies through the waterways henceforth Navigation.

But I had to go to Kishoreganj district and there was a little scope of evaluation in that area as there was no such field office of BIWTA, or BIWTC or such other organizations which primarily deals with the Navigation. Even there was no launch or steamers there. Some mechanized boats locally called trawler carries passenger and goods only in the monsoon period. So I have to depend only on the official data and local interviewed only.

Bangladesh has about 24,000 km. of rivers, streams and canals that together cover about 7% of the country's surface. Most part of the country is linked by a complex network of waterways which reaches its extensive size in the monsoon period. Out of 24,000 km. of rivers, streams and canals only about 5,968 km. is navigable by mechanized vessels during monsoon period which shrinks to about 3,865km. during dry period. The IWT sector carries over 50% of all arterial freight traffic and one quarter of all passenger traffic.

ABBREVIATION

Abbreviation Form	Full Form
BPTAC	Bangladesh Public Administration Training Center
SSC	Senior Staff Course
NWP	National Water Policy
MoWR	Ministry of Water Resources
GDP	Gross Domestic Product
BWDB	Bangladesh Water Development Board
WARPO	Water Resources Planning Organization
FGD	Focal Group Discussion
BIWTA	Bangladesh Inland Water Transport Authority
BIWTC	Bangladesh Inland Water Transport Corporation

CHAPTER: 1

Introduction:

1.0 National Water Policy and It's Background:

Water is essential for human survival and socio-economic development of the country. It is the single-most important resource for the well-being of the people of Bangladesh. It provides livelihood for millions of people. It is not infinite and cannot be treated as a perpetual free gift of nature to be used in any manner chosen. Availability of water, in both quantitative and qualitative terms, is a basic human right. To ensure it a sound policy is needed. But unfortunately, after independence during the last 28 years water resources management of Bangladesh was run without having national water policy. In absence of such a policy, much damage has already been done to the bio-diversity and environment of the country. In 1999 the Government of Bangladesh declared the National Water Policy.

1.1 Overview of National Water Policy:

The policy of the Government of Bangladesh is that all necessary means and measures will be taken to manage the water resources of the country in a comprehensive, integrated and equitable manner. The policies are designed to ensure progress towards achieving the national goals of economic development, poverty alleviation food security, public health and safety, decent standard of living for the people and protection of the natural environment.

The policy has been prepared by our officials and experts without any assistance from foreign experts. In this policy special importance has been given to the conjunctive use of ground and surface water. Policy regarding overall basin wide planning water rights and allocation, public and private involvement, public investment, water supply and sanitation, fisheries, navigation, agriculture, industry and environment are also incorporated in the policy.

The National Water Policy of Bangladesh has 6 (six) chapters. The first chapter outlines the purpose and aim of the Policy. Second chapter articulates about the scope. The third chapter deals with objectives of National water Policy. The fourth chapter contains 16 chapter of policy indications regarding river basin management, planning and management of water resources, water rights and allocation, public and private involvement, public water investment, water supply and sanitation, water and

agriculture, water and industry, water and fisheries and wildlife, water and navigation, water for hydropower and recreation, water for the environment, water for preservation of haors, baors, and beels, economic and financial management, research and information management, stakeholder participation. The fifth chapter deals with institutional policy. The sixth chapter outlines the legislative framework.

The National Water Policy will be reviewed periodically and revised as necessary. But after long 16 (sixteen) years, now time has come to evaluate whether the recommendations and policy articulated in the National Water Policy has been implemented and if not, why they could not be. As a nation it is also important for us to critically analyze the challenges and obstacles so that proper actions can be taken to meet these challenges. The present paper aims to look critically at the issues related to water and fisheries which are supposed to carry forward the desired plans and strategies as manifested in national water policy and recommend some plans of action to overcome and address those issues.

1.2. Purpose and Objective of the present study:

The National Water Policy has 6 (six) chapters. Chapter 4.10 deals with Water and Navigation is integral aspects of economic development in Bangladesh and strongly linked to advancement of the country. Availability of water for Navigation is thus important from the point of view of commercial ventures. It is, therefore, the policy of the Government that:

Inland navigation is of substantial economic importance to Bangladesh because its numerous watercourses provide the cheapest means of transportation. Siltation, however, has disrupted river communications in many water channels. De-siltation of these channels is required not only to restore their navigational capability but also to assist surface drainage. The policies of the Government in this regard are:

- a. Water development projects should cause minimal disruption to navigation and, where necessary, adequate mitigation measures should be taken.
- b. Minimum stream-flows in designated rivers and streams will be maintained for navigation after diversion of water for drinking and municipal purposes.
- c. Dredging and other suitable measures would be undertaken, wherever needed, to maintain navigational capability of designated waterways.

1.3. METHODOLOGY OF THE STUDY:

1.3.1. Sources of Data

Both primary and secondary data have been used. Primary data have been collected through questionnaire (Appendix-1), interview and Focal Group Discussion (FGD). The survey included questions on telephone service. Convenient sampling was used to collect data for the study. Some people were chosen from rural area of Kishoreganj District and some were from urban areas specially the policy and guideline makers and service provider i.e. people involved in policy implementation.

Secondary data were collected from local Water Development Board, and BIWTA, BIWTC & National River Conservation Commission (NRCC).

1.3.2. THE METHODOLOGY:

In the present study convenience sampling or deliberate sampling method has been applied to elicit information on the issue of water and Navigation in the context of National Water Policy. From the Rules of Business 1996, it is understandable that Ministry of Water Resources is responsible for framing policy goals with the help of field level officials. But among them WARPO, Water Development Board, BIWTA, and BIWTC are the most important stakeholders.

Interviews were conducted with officials of WARPO, Water Development Board, Water Resources Ministry and m/o Shipping. To understand district level problems interview of district level officials of BWDB, Navigation were conducted going directly to BIWTA. In the policy level, in the ministries of Water Resources and Shipping, the officials who are in charge of implementing the policies have been asked about the "problems in implementing the policy goals, resource availability, manpower and other issues. Also secondary evidence with regards to policy implementation, resources allocation and officials directives have been looked into. Firstly Chapter 4.10 of National Water Policy has been analyzed to see what are the strategies outlined there and also to find out thorough interviews and field visit whether these strategies were implemented by Ministry of Water Resources and BIWTA. Data collected from different officials both at the ministry BIWTA has been analyzed and reflected in the findings of the study.

1.4. RATIONALE OF THE STUDY:

Rivers & canals are almost decreasing for siltation. For this water bodies should be properly managed and maintained. In National Water Policy 1999, Chapter 4.10 government formulates policies to preserve water bodies for Navigation. For this reason I the policies of government regarding water and Navigation to be overviewed as a part of training need for the 78th Senior Staff Course of BPATC.

1.5. LIMITATION OF THE SYUDY:

Main limitation of the study was shortage of time i.e. only 5 (five) days were allotted to conduct above study. Given the time limit and co-sources allotted, it is impossible to conduct a study on such an issue of national importance. However, attempt is made to complete the study so that minimum standards are maintained. If more time were allotted, data on other relevant issues could be obtained and sample size could be increased. This could have given the findings acceptable level of significance. So, while reading the paper proper care should be taken with regards to the samples representativeness. To get rid of the bias core officials directly dealing with the issue has been selected and interviewed closely.

CHAPTER :2

LITERATURE REVIEW

2.1 Over view of the Navigation Sector of Bangladesh

Bangladesh has about 24,000 km. of rivers, streams and canals that together cover about 7% of the country's surface. Most part of the country is linked by a complex network of waterways which reaches its extensive size in the monsoon period. Out of 24,000 km. of rivers, streams and canals only about 5,968 km. is navigable by mechanized vessels during monsoon period which shrinks to about 3,865km. during dry period. The IWT sector carries over 50% of all arterial freight traffic and one quarter of all passenger traffic.

The scope of navigation activities main stake holder's functions in brief:

- Carry out river conservancy works including river training works for navigational purposes and for provision of aids to navigation including marks, buoys, lights and semaphore signals;
- Disseminate navigational and meteorological information including publication of river charts;
- Provided pilotage and hydrographic survey services;
- Draw up programmers of dredging requirements and priorities for efficient maintenance of existing navigable waterways and for resuscitation of dead or dying rivers, channels, or canals, including development of new channels and canals for navigation;
- Develop, maintain and operate inland river ports, landing/ferry ghats and terminal facilities in such ports or ghats;
- Carry out removal of wrecks and obstruction in inland navigable waterways;
- Conduct traffic surveys to establish passenger and cargo requirements on the main rivers, feeders and creek routes;
- Develop rural water transport by progressing of schemes for modernising and mechanizing country craft;
- Ensure co-ordination of Inland Water Transport with other forms of transport, with major sea ports, and with trade and agricultural interests for the optimum utilisation of the available transport capacity;
- Conduct research in matters relating to Inland Water Transport including development of
 - Craft design
 - Technique of towage
 - Landing and terminal facilities
 - Port installations

- Arrange programmes of technical training for Inland Water Transport personnel
- Maintain liaison with the shipyard and ship repair industry to meet the requirements of the Inland
- Water Transport fleet repairs and new constructions
- Maintain liaison with the Government and facilitate import of repair materials for the Inland Water Transport Industry
- Prepare plans or schemes for carrying out any of the above mentioned functions.

Regulatory Functions:

- Fixation of maximum and minimum fares and freight rates for Inland Water Transport on behalf of the Government;
- Approve time tables for passenger launch services;
- Inspection shies, cargo and inland vessel to ensure compliance with the provision of ISO -1976;
- Act as the Competent Authority of Bangladesh for the protocol on Inland Water Transit and Trade, looking after the use of waterways of Bangladesh on behalf of the Govt. of Bangladesh for the purpose of trade and transit between Bangladesh and India as provided in the Protocol.

- **List of Completed Projects of BIWTA (From 1997-June 2016):**

- **A-I. Projects completed under Development Budget (ADP): for smoothness of Navigation**

(Taka in Lakh)			
SL. No.	Name of Project	Implementation Period	Actual Expenditure incurred
01.	Development of H.F Tele-communication system.	July 1994-June 1997	273.94
02.	Construction of R.C.C Jetty with approach road and other allied facilities of Baraghope and Sattaruddinghat in Kutubdia off-shore island.	July 1995-June 1997	637.73
03.	Dredging of Railways Ferry routes across the Jamuna river for maintaining navigability during dry season.	July 1995-Jan' 1997	409.98
04.	Construction of permanent ferry ghat, parking yard & allied facilities at Notakhola instead of Nagarbari.	Sept' 1995-June 1997	225.00

05.	Procurement of 5Nos. survey work boat and 3 Nos. accommodation barges.	Jan' 1995-Sept' 1997	724.10
06.	Dredging of existing waterways and improvement of dredging operation & efficiency.	July 1992-June 2000	6806.08
07.	Procurement of Aids to Navigation.	July 1994-June 2000	4949.68
08.	Replacement of Electronic position fixing system.	July 1996-June 2000	1860.81
09.	Construction of ferry terminal including allied facilities at Paturia, Downstream of Aricha.	July 1996-June 2000	215.18
10.	Up-grading of Deck personnel training centre.	Dec' 1996-June 2000	961.08
11.	Landing facilities at 7 Places in inland waterways of Chittagong Hill Tracts Area.	July 1999- Dec' 2000	156.42
12.	BIWTA Flood Rehabilitation Project, 1998.	July 1999- Dec' 2000	3825.95
13.	Establishment of 5 Boat Centers at different places of the country for providing technical assistance to develop country boat sector.	Dec' 1997-June 2000	422.47
14.	Mapping for development of Bangladesh, 1st phase coastal area.	Oct' 1989- Dec' 2001	9888.40
15.	Development of 175 Nos. launch landing stations in rural areas of Bangladesh.	Mar 1997- Dec' 2000	5854.44
16.	Hydraulic and Morphological study for the selection of a site for ferry ghats alternative to Nagarbari/ Notakhola.	Sept' 2001-June 2003	59.00
17.	Feasibility study and detail design for providing landing facilities at 3(three) coastal Up-zillas (Cox's Bazar Sadar, Sandwip & Monpura) for	Jan' 2003- Dec' 2003	20.00

	river crafts.		
18.	Construction of ferry terminal and ferry ghats including other allied facilities of Harinaghat and Alubazar for introducing Ferry services between Chandpur-Shariatpur waterways	July 1999 – June 2004	629.56
19.	Rehabilitation at devastated Chandpur river-port terminal building and landing facilities of caused by river erosion	July 2002 – June 2004	176.87
20.	Introduction of waterways around Dhaka City, 1st phase: Development of navigability and providing landing facilities from Sadarghat to Ashulia Bridge.	July 2000 – June 2005	3599.64
21.	Establishment of river port facilities at Munshigonj Mirkadim area under Munshigonj District.	July 2003 -June 2005	817.84
22.	Construction of bus and truck terminal including infrastructure at paturia ferry ghat.	July2003 – June 2006	313.84
23.	Construction of water crafts stations including landing facilities at 3 (Three) coastal Upzillas (Cox's bazar shadar, Sandwip & Monpura) in the coastal area.	Jan' 2006-June 2007	951.39
24.	Installation, Reinstallation, Modernization and expansion of navigational equipment for smooth & safe day-night navigation for IWT vessels.	Jan' 2005-June 2007	2384.04
25.	Widening and development of navigability by dredging of Gabkhan canal connecting Dhaka-Mongla and	July 2004-Dec' 2007	1739.61

	Chittagong-Mongla river route .		
26.	Development of navigability of 4 nos. important inland water ways by dredging	Jan' 2005-June 2008	4605.27
27.	Long-term dredging Programme for maintaining waterways navigable including procurement of 3 No. dredgers and 1 no. booster pump with other accessories.	July 1998 – June 2009	3573.91
28.	Construction of pontoons in Inland River Ports	Jan' 2006- June 2009	9004.93
29.	Rehabilitation and Reconstruction of infrastructures and other facilities damaged by cyclone, 'SIDR'-2007.	July 2008 – June 2009	574.18
30.	Rehabilitation of BIWTA's 2(two) Nos. Dredger and related Ancillary crafts (1st Revised).	July 2006 – June 2010	3354.30
31.	Construction of port facilities in order to prevent unauthorized encroachment of Buriganga river and its foreshore land	July 2006 – June 2012	3500.00
32.	Extension of newly constructed RCC jetty at Guptachara at Sandwip.	July 2009-June 2012	1240.53
33.	Development and Modernization of Barisal River Port	July 2009-June 2012	1760.00
34.	Construction of RCC Jetty at Kumira, Chittagong Port	Jan' 2010-Dec' 2012	1210.00
35.	Construction of port facilities in order to prevent unauthorized encroachment of the Buriganga river and its foreshore land(1 st Revised interterm adjusted)	July 2006- June 2012	3495.73
36.	Development and	July 2009- June 2012	1556.84

	Modernization of Barisal River Port		
37.	Construction of RCC Jetty at Kumira, Chittagong	Jan' 2010 – June 2012	986.30
38.	Extension of Newly Constructed RCC jetty at Guptachara Sandwip(1st Revised)	July 2009- June 2012	1353.62
39.	Procurement of 1(One) dredgers with other accessories	July 2008- June 2012	2201.41
40.	Introduction of Circular Waterways in and around Dhaka city (2nd phase)(1st Revised)	July 2007- June 2013	5454.114
41.	Establishment of River port at Nowapara, Bhairab – Ashuganj and Barguna	July 2008 – June 2013	1491.60
42.	Salvage vessel Procurement	Jan' 2006 – June 2013	33847.95
43.	Dredging of Madaripur-Charmuguria-Takerhat-Gopalganj River Route (2 nd Revised)	Jan' 2011 -June 2016	11602.24
44.	Procurement of 2 dredgers, crane boats, crew house boat and tug boat with other accessories for maintaining the navigability of inland waterways(2 nd Revised)	Jan' 2009 -June 2016	14226.11

A-II. Projects completed under Agency's Own Fund:

(Taka in Lakh)			
SL No.	Name of Project	Implementation Period	Actual Expenditure incurred
01	Procurement of 1(one) dredger with ancillary accessories	July 2008 – June 2012	2210.00
02.	Construction of Inland Container River Terminal (ICT), Pangaon	July 2005 – June 2011	17757.00

B. List of On-going Projects (2016-17)**B-I. Projects under Development Budget (ADP):**

(Taka in Lakh)			
SL. No.	Name of Project	Implementation Period	Estimated Cost
01.	Establishment of Inland Container River Port at Ashuganj.	Jan' 2011 –June 2019 (Proposed)	46100.00
02.	Procurement of 10 dredgers, crane boats, tugs, officer house boats and crew house boats with other accessories (2 nd Revised).	July 2011 –June 2018	74560.22
03.	Dredging on 12 important River Routes.	Oct' 2011 – June 2017	50846.00
04.	Capital Dredging of 53 river routes in Inland waterways (1 st phase: 24 River Routes).	July 2012 – June 2019	192300.00
05.	Establishment of Ship Personnel Training Institute, Madaripur.	July 2013–June 2017	3987.00
06.	Development of launch ghat and wayside ghat in rural area of Bangladesh (1 st Revised).	July 2013- 2017	8531.30
07.	Procurement of 20 dredgers with Ancillary Equipment and Accessories.	July 2015–Dec' 2019	204799.87

- B-II. Projects under Agency's Own Fund:**

(Taka in Lakh)			
SL No.	Name of Project	Implementation Period	Estimated Cost
01.	Extention of Sadarghat Terminal Building at Dhaka Port	March 2014 –June 2017	1910.51
02.	Development of Port facilities at different landing stations of the southern region	March 2014 –June 2018	3250.00
03.	Development of Sadarghat to Shasanghat Road under Dhaka River Port	Jan' 2015 – June 2017	1990.90

- **C. Future Programme**
- **C-I. Projects proposed under Annual Development Programme (ADP) :**

SL. No.	Name of Project
01.	Modernization of DGPS Beacon Stations.
02.	Establishment of Ferry Ghat including allied facilities at Balashi and Bahadurabad.
03.	Construction & placement of Special type terminal pontoons with allied facilities.
04.	Establishment of 2 nd Terminal Facilities at Shacan Ghat Area under Dhaka River Port.
05.	Construction of walkway and bank protection on evicted foreshore land of Buriganga, Shitalakhya and Turag (partly)
06.	Procurement and Installation of Digital Gauges and data collection through Global System for Mobile (GSM) network
07.	Development and Re-habilitation of Dharla, Dhudkumar, Labukhali and old Brahmaputra
08.	Procurement and Installation of Navigational aids for Inland and Coastal areas.
09.	Development of Sadarghat to Shasanghat Road and ancillary Infrastructures under Dhaka River Port (1 st Revised)
10.	Establishment of River Port including allied facilities at Nagarbari
11.	Modernization of River Port including allied facilities at Paturia and Daulatdia.
12.	Establishment of Ferry Ghat including allied facilities at Naradaha

- **C-II. Project proposed under Foreign Aids:**

SL No.	Name of the project
01.	Bangladesh Waterway Transport Project-1

- **C-III. Project proposed under Public-Private Partnersip:**

SL No.	Name of the project
01.	Construction & Operation of Inland Container Terminal (ICT) at Khanpur, Narayanganj

CHAPTER: 3

3.1 FINDINGS OF THE STUDY

At present the Navigation line or waterways are decreasing day by day for siltation, for land grabbers and for illegal occupancy. All officials are in the opinion that rivers, canals are not maintained properly

The officials working in BIWTA, BIWTC and finally the ministry of shipping are in the opinion that the major problems of water management are:

1. Absence of distinct policy,
2. Non Appliance of policy
3. Non Appliance of eviction from the illegal tress-passers of rivers, canals etc.
4. III Management
5. Lack of peoples awareness.
6. There is no clear guidance about the sea-boundaries as well as navigation.

3.2 ANALYSIS

In the Field visit the officials and stakeholders were asked why this happens. In reply they mentioned that the main causes of this are as follows:

- I. Lifting of sands from river bed,
- II. Lack of public awareness.
- III. Filling of water bodies, i.e rivers, canals
- IV. Proper authority in marine waterways.
- V. Lack of public awareness.

Effective policies must be evidence based politically feasible, financially realistic and above all should be agreed to by the government and the stakeholders. At Kishoreganj district BWDB and Navigation officials argued that they have no sufficient knowledge on National Water Policy, insufficient budget allocation for Water Development and dredging and lack of manpower. WARPO which is responsible for implementation of National Water Policy has no sufficient and efficient manpower. So, it is important for the Ministry of Water Resources to ponder how to attract equip WARPO with right kind of manpower? Because getting budget and skilled manpower are the real challenges of implementing the National Water Policy.

CHAPTER: 4

4.1 RECOMMENDATIONS:

The challenges mentioned above may give a gloomy picture to the readers and also it might appear that the glass is half empty. But one must see these problems as opportunities, opportunities to work harder and better. For every challenge or problem bring with some solutions and there is hardly any problem which cannot be solved by human being in collaborative efforts. After analyzing the policy issues based on the findings of primary and secondary data the following recommendations are made to implement the strategy outlined for Water and Fisheries in Chapter 4.10 of National Water Policy 1999:

1. Create a dedicated cell/wing in the Ministry of Water Resources only to look into Development issues of National Water Policy 1999,
2. In line with Mo WR wing /cell, a special taskforce should be formed in BWDB and W ARPO to carry out the instructions of Mo WR,
3. Create a separate Wing in the MoWR named as National Water Policy Wing and arrange posting therein efficient an experienced officers,
4. Arrange an effective coordination system with relevant 13 ministries which are involved in implementing National Water Policy,
5. Draw a time bound action plan with priority of ac ions and resources allocated to implement the important issues,
6. Aware and train ministry of shipping, BIWTA, BWDB officials and other relevant stakeholders on the implementing the issues of Water and Navigations,
7. For people participation all kinds of stakeholders need to aware on this,
8. From time to time apprise and inform the political leadership and Parliamentary Committee on Water Resources, on the issue of challenges ahead and progress achieved. If needed seek their cooperation and collaboration.
9. Engage media to garner public support and neutralize hostile forces.

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Government of the People's Republic Bangladesh
 Bangladesh Public Administration Training Center
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Confidential

National Water Policy
 Survey on Stakeholder Participant in National Water Policy
 (Water and fisheries and wildlife)

Service Provider : 13	Service Receiver : 2
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Module 1: (a) Identification of Sample Area

Area	Name	Remarks
Division	Dhaka	
District	Kishorganj	
Upazila/Thana		
Union/Word		
Mauza/Mahallah		
Rural/Urban	Rural: 1 Urban: 14	

(b) Details of the Respondent

Name of the Respondent	:	
Address (With Designation if applicable)	:	
Education Qualification	:	
Profession	:	
Sex	:	Male: 11 Female: 4
Religion	:	Muslim: 8 Hindu: 2 Buddist: 2 Others: 0

(c) Details of Interviewer:

Name of Interviewer	:	A.N. Ahammad Ali	Signature:
Name of the Supervisor	:	Dr. Rizwan Khair	Signature:
Date	:	17.10.2016	

Stakeholder Participation in National Water Policy
Survey Questionnaire

Service Provider

Please answer, the questions below in details. Your answers must be kept in confidential. It will be used only for research purpose and policy formulation.

General Information:

Name:

Male/ Female: Religion:

Questions:

1. Have you heard about 'National Water Policy' of Bangladesh?Yes No
2. If yes, Who formulate the Policy? Water Development Board Ministry
3. Do you have National Water policy in your office?Yes No
4. Who are the major stakeholders of water resource in Bangladesh (name):
(a)(b)(c)(d)
5. How are stakeholders involved in water resources management here?
(a) Project identification and planning (b) Project implementation (c) Project monitoring (d) Others
6. What are the water management organizations (WMOs) in your locality?
(a) WMG (b) WMA (c) WMF (d) Others (e) None
7. The 'Policy' suggests fisheries will receive due emphasis in water resource planning. How far it is being maintained here?
(a) Fully (b) Largely (c) A little (d) Not at all
8. Please list the involvement/engagement of landless people in local water resource management:
(a) (b)(c) (d)
9. Involvement of women: please list activities of women as stakeholders of water resource management:

(a) (b) (c) (d)

10. Do you have any project for water development? If yes, please indicate how it affects the fish movements.

11. For better water management in your areas you may have haors, baors, beels which may be reserved for fish production and development. Do you think these water bodies are reserved for proper fish production?

Yes No

If not, why not

(a) (b) (c) (d)

12. Name the major problems of water resources management in your locality:

(a)

(b)

(c)

(d)

13. In your opinion what should be done to manage water resources more effectively.

(a)

(b)

(c)

(d)

14. Any other relevant information or suggestion.

(a)

(b)

(c)

(d)