

LOK SABHA

SYNOPSIS OF DEBATES (Proceedings other than Questions & Answers)

Tuesday, December 3, 2019 / Agrahayana 12, 1941 (Saka)

SUBMISSION BY MEMBERS

- (i) *Re: Reported commutation of death sentence of a prisoner to life imprisonment involved in the assassination of a Chief Minister of Punjab.*

THE MINISTER OF HOME AFFAIRS (SHRI AMIT SHAH)

responding to the issue raised by an hon. Member, said: You don't go by the media reports. No commutation shall be given.

- (ii) *Re: Need to supply food items under PDS to the tribals of Dadra and Nagar Haveli.*

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI G. KISHAN REDDY) *responding to the issue raised by several*

Members, said: The issue put forward by the hon. Members shall be taken care of today itself.

***MATTERS UNDER RULE 377**

1. **SHRI RAMESHBHAI L. DHADUK** laid a statement regarding repair and reconstruction of bridge over river Bhadar on National Highway between Rajkot and Porbandar in Gujarat.
2. **SHRI SUMEDHANAND SARASWATI** laid a statement regarding need to establish breeding centres for indigenous cow breeds in Sikar Parliamentary Constituency, Rajasthan.
3. **DR. (PROF.) KIRIT PREMJBHAI SOLANKI** laid a statement regarding setting up of VC fund for SC.
4. **SHRI NITESH GANGA DEB** laid a statement regarding granting of GI tag to Sambalpuri Saree.
5. **SHRI RAVINDRA KUSHWAHA** laid a statement regarding need to run Rajdhani Express/Vande Bharat/Shatabdi train on Delhi-Lucknow-Gorakhpur-Barauni and Lucknow-Gorakhpur-Varanasi Sections.
6. **SHRIMATI SHARDA ANIL PATEL** laid a statement regarding need to expedite gauge conversion of Bahucharaji to Patan railway line in Gujarat.
7. **DR. MANOJ RAJORIA** laid a statement regarding need to start construction of Dholpur-Sarmathura-Karauli-Gangapur City railway project and allocate adequate funds for the purpose.

* Laid on the Table as directed by Speaker/Chair.

8. **SHRI VINOD LAKHAMSHI CHAVDA** laid a statement regarding need to introduce a new train service between Kachchh in Gujarat in Delhi.
9. **SHRI ASHOK KUMAR RAWAT** laid a statement regarding need to undertake beautification of 'Nanamau Ghat' on the banks of river Ganga in Misrikh Parliamentary Constituency, Uttar Pradesh.
10. **SHRI JANARDAN MISHRA** laid a statement regarding need to impress upon Government of Madhya Pradesh to waive bank loan of farmers and defray outstanding electricity bill of farmers.
11. **SHRIMATI RITI PATHAK** laid a statement regarding need to expedite construction of stretch of NH-39 between Sidhi and Singrauli and Madhya Pradesh.
12. **SHRI BRIJENDRA SINGH** laid a statement regarding need to provide support to 'Jal hi Jeevan hai' scheme of Haryana.
13. **SHRI DURGA DAS UIKEY** laid a statement regarding need to conserve and develop historical forts in Betul Parliamentary Constituency, Madhya Pradesh as a tourist place.
14. **SHRI GURJEET SINGH AUJLA** laid a statement regarding setting up of a Central University in Punjab.
15. **SHRI SAPTAGIRI SANKAR ULAKA** laid a statement regarding conferring Bharat Ratna on tribal leader of Odisha.

16. **SHRI KOMATI REDDY VENKAT REDDY** laid a statement regarding need to make River Musi in Telangana pollution-free.
 17. **DR. T. SUMATHY(A)THAMIZHACHI THANGAPANDIAN** laid a statement regarding approval of DPR of phase-II of Chennai Metro Rail Projects.
 18. **SHRI RAGHU RAMA KRISHNA RAJU** laid a statement regarding funds for Polavaram Project.
 19. **SHRI RAHUL RAMESH SHEWALE** laid a statement regarding need to facilitate online submission of life-certificate for retired employees of MTNL.
 20. **SHRI ANUBHAV MOHANTY** laid a statement regarding levying of multiple cesses.
 21. **SHRI P.R. NATARAJAN** laid a statement regarding fixing minimum pension under EPS-95 Scheme.
 22. **SHRI JAYADEV GALLA** laid a statement regarding compensation to construction workers.
 23. **SHRI MOHANBHAI SANJIBHAI DELKAR** laid a statement regarding need to provide salary to *ad hoc* employees in government departments at par with permanent employees in Dadar & Nagar Haveli and Daman & Diu.
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THE RECYCLING OF SHIPS BILL, 2019

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING AND MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI MANSUKH L. MANDAVIYA) *moving the motion for consideration of the Bill, said:* Ship recycling and ship building is an important aspect of Indian Maritime history. In the Ship Recycling Bill we have included all the subjects right from the ones covered in ship building to its breaking world over. Every year as many as one thousand ships are placed for ship breaking world over. All of them are recycled. Out of them three hundred ships are subjected to breaking in India. To date the entire exercise of ship breaking is being undertaken acting along the guidelines issued by the hon. Supreme Court in the year 2013. Secondly, International Maritime Organisation had made a framework for the recycling of ships by passing a Hong Kong convention in the year 2009. Compliance of the provisions made in the framework concerned ship recycling industry of India is likely to be enhanced. Today, we have brought in Ship Recycling Bill in order to ratify Hong Kong Convention and to adduce a legislative form to the guidelines issued by the Supreme Court.

SHRI HIBI EDEN *initiating said:* This is a very important Bill. The Hong Kong convention is slated to be the reason for the enactment of this Bill whereas the fact remains that the Hong Kong Convention has been strongly criticised for not providing standards that will ensure safety and environmentally sound

recycling. Hon. Supreme Court of India has raised concerns and many a times, it has referred basic convention as a model. There is huge difference between the basic convention and the Hong Kong convention. I believe that the Government should take adequate steps in understanding the basic differences and should consider which convention is exactly suitable for a country like India. We have a huge coastal line and the major fisherman community our country is going to have a huge setback on the passage of this Bill. I would have been eager to see the hon. Minister of Fishing also be part of this discussion. Breaking ships while in inland water wreaks havoc in the ecosystem and affects fishermen. The Government should take note of various criticism of the Hong Kong Convention made by the special Rapporteur of the United Nations and the Human Right Council and the allegation that this gives an unfair advantage to the ship owners. Alongside, the Government should take note of the fact that none of the European Nations support it. The Government seems to be hands in gloves with the ship building lobby. The Supreme Court judgment is flouted under the garb of a new enactment. Due to the haste shown by the Government the ship recycling industry in India will be affected in the long run. So, I would urge upon the Government to withdraw the Bill.

DR. BHARATIBEN D. SHYAL We have been making demands for a legislation on the recycling of ships for years in a way that may encompass the entire India. The incidences of fire as well as the leakage of oil and chemicals in

course of ship breaking used to be common in sight. This affected agriculture also other than causing breathing complications among people. The enforcement of Hong Kong Convention would in fact be hailed by all those associated with this industry in some way or the other. In the wake of the passage of the Bill the incidents shall be steered clear of and there would be absolute imposition of Ban on the use of hazardous material. Having said that I would like to suggest that this Bill must include the provisions making it mandatory that only the trained work force be deputed in the ship breaking yard. I demand that the office of National Authority should be established in Alang in Gujarat itself so that the time, energy and money of our ship breakers is saved and they are able to do all the work from there. No mapping of ship breaking yard in Alang has been done. If this mapping is done, several facilities can be received. A big hospital should be built for the workers by the Central Government of the Shipping Ministry. Some rules should be framed so that the workers stay only in the housing colony and better amenities should be provided to them. I want that this Bill should be passed in Lok Sabha and Rajya Sabha and become an Act at the earliest so that the doors of the development of Bhavnagar are opened for industry and us. I support this Bill.

SHRIMATI PRATIMA MONDAL: The proposed Bill seeks to frame a new law for ship recycling in tune with global standards. Ship breaking process in areas like, Alang, Gujarat, is controversial and poses risks to the environment as well as human health and safety. Allotting five years for mere applying for a

certificate is a lot of time. This will give the existing ships the liberty to carry on their function, even if it is hazardous. So, I would request that the number of years must be reduced. Stringent laws must be made to clear the approval of the ship recycling plan within a fixed timeframe. I would request the Government to amend the provision regarding the proposed automatic approval of recycling plan. It is absolutely unfair if the workers are denied the right of registering a lawful complaint which can be questioned in the court. Also, the NGOs working in this area are overlooked. Both of them should be brought under Section 36 of the Bill. I would like to say that the intent of the proposed Bill is very noble but the legislation is very weak.

SHRI SHRIRANG APPA BARNE: This Bill will definitely provide security to the workers and private shipping companies and also benefit the environment. Today, there are 12 big and 200 small ports in India. Ninety five per cent international trade of India is conducted through them. Sometimes there is oil leak from the ships due to some accidents which causes death of its workers onboard and the marine life as well. Eighty per cent of the trash found in the sea is plastic. The Government should completely ban the plastic and use of plastic goods onboard ships. It should be made mandatory to provide complete details if some ship is transporting any kind of hazardous material. Sometimes, ships dump the illegal trash in the sea knowingly. Rules should be made in this regard to check it. This Bill will benefit the Indian shipyards. Now, they will not be required to

send their ships to Japan, Korea for recycling. This will bring them savings and provide job opportunities in the country as well. I support this Bill.

PROF. ACHYUTANANDA SAMANTA: With a share of over 30 per cent of the market, India has a lion's share in the global ship recycling industry. India is also home to one of the largest ship-breaking facilities in the world, with over 150 yards along its coast. The provisions of the Hong Kong Convention will also be implemented through this Bill. This Bill prohibits the use of hazardous material in all ships. It calls for establishment of a national authority which will administer, supervise and monitor all activities relating to ship recycling. Ship breaking has grown into a major occupational and environmental health problem in the world. It is amongst the most dangerous occupations. Workers usually lack personal protective equipment and have little training. Odisha has desired that there should be a less strict regime to regulate recycling of small vessels. Port and shipping related activities are picking up in Odisha. The Bill will increase the employment opportunities. I would like to suggest to increase the punishment mentioned in the Bill and the licence should also be cancelled, if required. I support this Bill.

SHRIMATI SUPRIYA SADANAND SULE: I do not want my country to be a dumping ground because China, Korea, none of these countries are looking at this as a business opportunity. There is a difference between recycling and dumping. The hon. Minister mentioned steel and told us that this is going to help the economy. We all know what the situation of the economy is and in India the

steel business is almost at the rock bottom. How it is going to help us then? I see really no reason as to how there is going to be growth because in the last three years, this industry has shown no growth. Every year there are several deaths in this business. In Gujarat Maritime Board there is a 12-day mandatory safety training programme which does not exist in Mumbai and Kolkata. So, safety and security of all the labourers should be equal. The Bill is very vague as to who will be the competent authority? There is some authority to the State, and some to the Centre. So, would not there be a conflict? The 2019 labour code is not mentioned anywhere in the Bill. Your intention may be very good to bring in this Bill but I think, the labourers' health, safety and working conditions are most critical. The Government should make sure that no dumping takes place because we are not building a ship building yard here.

SHRI KAUSHLENDRA KUMAR: India carries out about 25-30 per cent of the ship-breaking work of the world. In the year 2017, about 6 thousand tones of scrap came to India and this industrial activity is growing year over year. It creates job opportunities in the country and generates revenue for the Government as well. Ship-breaking industry has an adverse impact on environment and health at large. Hence, under the Hong Kong International Convention, 2009, international standards have been fixed for countries engaged in ship recycling industry. Therefore, India had to enact this law for such activities. Ship-breaking

industry poses environmental hazards. Therefore, proper monitoring of ship-breaking industry is the need of the hour.

SHRI TALARI RANGAIAH: This Bill has a particular relevance to coastal States as ship breaking industries are located on the coast. Everything on the earth has a certain lifespan. After the lifespan is over, it is important to recycle it and dispose it of in a proper manner. India is a leader in the ship recycling industry with a 30 per cent market share and employs around 8000 workers. Therefore, it is imperative that we align the domestic rules and regulations with global standards and conventions. Ship-breaking industry raises concerns about human and environmental safety. With the enactment of this Bill, the Hong Kong Convention will come into force. This Bill is expected to improve business prospects of the industry and bring foreign investment in the ship-breaking industry. This will have a salutary effect on the economy, especially in the coastal States.

SHRI KOTHA PRABHAKAR REDDY: After this enactment, our country would emerge as a preferred destination among the European Union for ship-breaking and give a significant boost to the industry to increase the economy in future. This is important to take necessary measures to protect the environment and the lives of the persons engaged in this industry. Our country accounts for around 30 per cent of this work from across the world which is likely to increase and it may create huge employment opportunities. ‘One port, one industry’

approach will help cargo to grow whereby industries would also develop. There is a need for a single digital portal for streamlining the activities.

KUNWAR DANISH ALI: Ship recycling and ship-breaking will certainly create employment opportunities but at the same time it poses a threat to the environment. I want to know if the Government has taken any measures to prevent it. It is very good to provide employment but it is equally important to protect the environment and take care of the health of the persons engaged in this industry.

ADV. DEAN KURIAKOSE: Objective of this Bill is to regulate recycling of ships by setting certain international standards. Since the scrapped ship has plenty of hazardous materials, special care should be taken to manage the waste in accordance with the national and international regulations. A ship recycling yard should be well designed so that it does not produce harmful and polluting waste to human and environment. India has already demolished 6,323 tonnes in 2017 of known ship scrapping across the world. The ship recycling industry is a labour-intensive sector but it is sustainable to concerns on environmental safety. We are expecting that it will attract foreign direct investment. It will also ensure the availability of recycled iron and steel in our country for further industrial use. My State Kerala has around 600 kilometer coast line and many minor ports. I would urge upon the Government to make provisions in this Bill for development of such minor ports. On the one hand, we are obliged to promote labour intensive

industries, at the same time, we should restrict, prohibit and take extreme caution in the use and disposal of hazardous materials.

SHRIMATI POONAMBEN MAADAM: India is leading in the field of ship recycling industry with a share of 30 per cent of global ship recycling industry. This Bill will further boost our economy and also guarantee more employment. When our objective is to make India a five trillion-dollar economy, it becomes imperative that every sector functions at its optimum. Currently, we have ship-breaking code, 2013 in place in India but it does not provide penalties for contraventions. This Bill is very important to address the environmental concerns and the health and safety concerns of the persons engaged in this industry. India is a party to the Hong Kong International Convention and the proposed Bill provides the legal framework for implementing the provisions of the Hong Kong convention. My colleagues have voiced their concerns that India should not become a dumping yard. This industry is very important for India. India demolished around 6300 tonnes of ship scrapping across the world in 2017. The Government plans to further increase its share in the world market by 2024. Today, India is a leader in this particular segment. The State of Gujarat leads the ship recycling industry. This industry also contributes significantly to the State's economy. Our State Government has also taken several steps to develop Alang as an eco-friendly yard. This yard generates both environmental-friendly work as well as employment. We all know there is a global slowdown and despite that, this

particular industry is growing very, very fast. So, to capitalize on this growth also, we need this Bill. Indian industry faces intense competition from neighbouring countries like Pakistan and Bangladesh. So, it is better to enact a law so that we can capture the global market even more strongly. The other very important aspect is the protection of environment. I would like to inform the House that ship breaking is a green process. The Bill includes environment regulations for the management of hazardous material and also penalties and punishment for contravention of the environmental guidelines. The interests of labourers are protected under this Bill. Though the size of ship breaking industry is relatively small, but it has strong linkage with independent variables like environment regulations, freight prices and steel scrap prices, which sets itself apart from other industries. We have a very small ship breaking yard in Sachana, Jamnagar which has some legal issues with the Gujarat Maritime Board and the Forest Authority. I would request the hon. Minister for his kind intervention in this regard and to make this ship breaking and ship recycling yard functional.

SHRI ARVIND SAWANT: I welcome the Bill. The entire area of Mumbai Port Trust falls in my constituency. Along the coastline, Mumbai porters are the oldest porters who were doing the business and taking care of it. They had a ship breaking yard there. I welcome all the provisions of this Bill. Hon. Prime Minister had also mentioned about the development of Mumbai Port. Then what happened to this ship breaking yard, I don't know. On paper and in principle this Bill is

absolutely right, what we are facing over there are miserable conditions. Once upon a time the Mumbai Port was the pride of the nation. Today, there is no employment. It needs dredging and desilting. What has happened to the development plans of the government with regard to Mumbai Port Trust? The coastline of the entire Maharashtra is 720 kms. long. You can set up shipyard and wrecking yard anywhere. Mumbai needs beautification. I request the government to develop the Mumbai coastal area.

SHRIMATI SARMISTHA SETHI: Odisha is a coastal State and I believe that this Bill has significance and relevance to our State as well. I indeed welcome the provisions of this Bill. I believe that once this Bill is passed, we will have an effective mechanism to widen the scope of ship recycling industry. We are a global leader in the field of ship recycling industry. It has vast employment potential being a labour-intensive sector. We need to rise to the occasion and have an effective legislation so that our interests are protected amidst the challenges we are receiving from neighbouring countries. While pursuing business interest is important, protection of environment is also equally important. If the Union Government has approved incentives to promote domestic shipbuilding industry, I request the hon. Minister to consider Odisha as the next big thing in ship recycling.

DR. KALANIDHI VEERASWAMY: First indigenous shipping service was started between Tuticorin and Colombo called the Swadeshi Steam Navigation Company. The dangers of breaking down of ships or ship recycling was so huge

that it was definitely necessary that a Bill should be there for these kinds of activities. There are about 500 to 700 ships being scrapped every year. Looking at the statistics, it is obvious that we are being treated as a dump yard by the international community. They are not bothered about pollution and safety hazards, which happen due to these industries. I would like to mention about my Constituency, where 75 per cent of the dump of the whole city of Chennai is dumped in a place called Kodungaiyur. This dump yard is 350 acres huge, and the dump is 300 feet high. The pollution to sea and health hazard to the workers and Indian nationals is at very great peril. Fishing is a huge industry in India. Is it going to be affected because of this? The Central Government should also consider and discuss with a lot of experts on this issue.

SHRI MANOJ KOTAK: I rise here to speak in support of this important Bill. The Government is committed to creating employment. Our ship breaking business does not fall in the hands of other countries, that is why introduction of this Bill was essential. We have the largest coastline and skilled workers are also available. Ship breaking industry is being carried out mostly in Bhavnagar, Mumbai, Kolkata and Kerala. This will be helpful in developing all the above locations. The government should accelerate the process of land acquisition by consulting the concerned parties, where it is pending. The government should also make provisions of safety for the people living in coastal areas so that they can't be

affected by natural calamities. I would like to urge upon the government to create employment in Maharashtra through ship breaking industry.

***SHRI S VENKATESAN:**

SHRI RAM MOHAN NAIDU KINJARAPU: I appreciate the hon. Minister for bringing this Bill. After this Bill becomes an Act and comes into force, we will be the 14th country in the world which will be following these Hong Kong International Guidelines. Nearly, 30 per cent of the global share of ship breaking activity takes place in India. The important issues in the Indian context include the environment related and labour related issues. The Hong Kong Convention sets standards which we have to abide by. When we are saying that we are going to take care of the environmental impact but as a consequence of that the number of ships that come to India for recycling might reduce. That is because they might prefer to go to places where the laws are less stringent. I want to request the hon. Minister to keep this in mind. We should not compromise on the implementation of this law. I also request the Minister again on the floor of the House to ensure that the matter related to seafarers is settled as soon as possible as thousands of seafarers are working in this industry. I had also asked regarding the deaths that happen in ship breaking yards. Who is going to take the responsibility of such incidents if they happen in future? The labourers are not going through proper training before working in this industry.

* Please see supplement.

SHRI HANUMAN BENIWAL: India holds 30 per cent global share in the field of ship-breaking industry. This legislation will help in banning the factors responsible for damage to environment. More than eight thousand workers from the states of Gujarat, West Bengal, Kerala and others are engaged in this industry. I, through you, request the Government to ensure that the interests of the workers are fully safeguarded in this industry. This Bill will also fulfil the objectives of the Hong Kong International Convention.

SHRI N.K. PREMACHANDRAN: I rise to support this Bill with some reservations. I am supporting this Bill because something is better than nothing. At present, there is no regulation and no rules. In 2013, there was a Ship-breaking Code but the Hong Kong Convention 2009 has stipulated various measures. Though we were party to that Convention, we did not ratify it. Ships from Korea, Japan and all those countries will not be coming to our country and thousands of people will be losing their employment. So, we have to protect the employment of the country. But at the same time, the Government has to keep it in mind that the environmental protection and the human safety should be given topmost priority. I have two suggestions to make to the hon. Minister. This Bill is silent about the labour force. But the provisions for working conditions and the healthcare conditions have to be incorporated in the Bill itself as they are equally important as the environment safety. The second suggestion is with regard to the establishment of an authority. We should have an independent authority to look into the affairs

of all these things. I would also like to seek a clarification from the hon. Minister regarding the Financial Memorandum.

SHRI JAGDAMBIKA PAL: Almost the entire House is supporting this piece of legislation. Hon. Members from the states which have a coast line and also ports, have spoken on it. However, we are also concerned with this Bill because thousands of workers from our areas are working in the ship recycling industry. We have a 30 per cent global share in this industry. However, there was no law for the people till now. Several important provisions have been made in this Bill. Ships will have to register themselves on our ports and will also have to obtain the certificate. We are going to spend hundred million dollars and as per the provisions of the Hong Kong Convention, we have entered into agreements for construction of a number of ship recycling yards in India. Hon. Supreme Court had also directed in its verdict that there should be sustainable ship recycling. Therefore, this legislation must have been enacted long back. I would, therefore, appreciate our Government for bringing this Bill which is also to honour the directive of the Supreme Court. Environment is a matter of concern and is a critical issue. Today, we need to care for the environment as well as for the industrial growth.

SHRI RITESH PANDEY: This is a welcome move of the Government to introduce a Bill which is going to further improve the ship-breaking industry in the country. But there are certain areas that need to be monitored and changed. The

Government often talks about minimum Government and maximum governance. But the Bill specifically states that the entire procedure of ship-breaking activity would be controlled and monitored by bureaucrats which sounds that the Government is going to be heavily involved in this. Hence, an independent body is required to monitor such procedures.

DR. (PROF.) KIRIT PREMJI BHAI SOLANKI: I rise to support this Bill. Alang alone contributes more than 60 per cent to the global ship-breaking industry. I believe that our ship-breaking yards are doing a tremendous work. The total worth of this industry is about Rs. 6,000 crore which provides direct employment to about 20,000 workers. Moreover, about more than one lakh people are getting employment indirectly in this industry. I would like to give a slew of suggestions for the welfare of the workers engaged in this industry. The working hours and the minimum wages for the workers engaged in this industry need to be specified. At the same time, I would like to urge upon the govt to set up skill institutes and courses in the universities for developing research courses in shipbuilding. I firmly believe that the Bill brought in by the government will certainly usher in big reforms in this sector.

SHRI ADHIR RANJAN CHOWDHURY: We are the signatory of Basel Convention which classified old ships as the toxic waste. Hence, we cannot afford ourselves to be a dumping ground of toxic waste generating out of ship wrecks. I do not have any fundamental objection to this legislative document, however, some

clarifications and observation I thought it prudent to put before you. Even a peripheral reading of the Bill would suggest that its enactment would arrogate unbridled powers to the Central Government. The next issue is inadequacy of safety measures of workers. The Bill replicates the safety provisions of the Factories Act, 1948 without attempting to contextualize safety provisions in the process of ship recycling. It is simply a demolition industry and according to official statistics, between 1983 and 2013, there were 470 fatalities in Indian ship-breaking yards. Do you have any provision for fatalities compensation in your legislation? Therefore, the Bill should be amended to list out the safety and welfare measures that ship recyclers should provide which includes complete body protection. So far as the environmental protection is concerned, clause 21 of the Bill mandates that 'Ship Recyclers ensures safe and environmentally sound removal and management of hazardous materials from a ship. But it has not been clearly determined what constitutes safe and environmentally sound removal and management. Furthermore, Clause 22 mandates that there should be no damage caused to the environment in any form due to the recycling activities at the ship recycling facility without defining environmental damage. So, there lies the dichotomy. The Bill should be revised with clear definitions under Clause 21 and 22 to avoid multiple interpretation, which would lead to prolonged litigation.

SHRI MANSUKH L. MANDAVIYA *replying said:* Most of the hon. Members have supported the Ship Recycling Bill, 2019 and some of them have

given their suggestions during discussion. I am delighted to tell you that the ship-breaking industry is about to get a push. I am fortunate enough to request all the hon. Members to pass the Bill today to promote this industry for the protection of which somewhere down the line I have been making efforts. We have already ratified the Hong Kong Convention and 72 shipyards out of 131 shipyards situated in Alang have been prepared in consonance with the framework of the Hong Kong Convention. A number of hon. Members have said that we cannot afford to convert India into a dumping site. This ship is not waste but stands to be a wealth creator. Most of the things generating out of the ship-breaking are utilized here. 30 per cent of the ships came to India from all across the world for recycling. This provides us an opportunity and we make the best of it. At the same time, it creates opportunities of employment which are availed of by the people not only from Gujarat but from all the States of the country. People come all along the way from each and every corner of the country including Odisha, Uttar Pradesh and Bihar to work in the ship-breaking industry. The ship-breaking industry has helped the emergence of a number of downstream industries such as rerolling mill industry and furniture industry. This industry has facilitated 1 to 1.5 lakh people to get employment opportunities directly or indirectly. I agree to the concerns raised by some hon. Members on the environmental pollution and the issues related to the health and safety of the workers engaged in the ship-breaking industries. To address these concerns is the main objective of this Bill. As per the Hong Kong

convention, inventory on hazardous materials is required to be submitted before Ship-breaking. Then only, ship can be sent for recycling with an inventory certificate. Thereafter, a plan for Ship-breaking is also required to be submitted. This recycling plan would be examined by the competent authority and recycling will start only after the completion of examination process. Apart from that, a certificate pertaining removal of hazardous materials is also required to be submitted after the recycling. After the recycling of Ship, a report is submitted to the central authority. In case of dispute between the Recycler and Owner, appeal can be made before the national authority. In this Bill there is a provision to approach courts also. Similarly, I would like to submit that IRS is an authority pertaining to ensuring the standards in ship-breaking industry. Apart from it, DNV and NKK are other agencies engaged as standard authorities. In all, there are 12 to 15 authorities approved by International Maritime Organization engaged in standardization. In this Bill, provisions have been made to ensure labour safety. Labours should be imparted training about their workplace environment. So, a training center has been started at Alang Ship-breaking yard. Due to such trainings, number of accidents has also reduced. We sincerely, hope that no accident may happen in future. Again, hazardous materials cause harm to the marine flora and fauna. So, this Government has brought an environmental friendly Bill. Apart from that, this Government has taken various steps in this Bill to mitigate the health related problems of labourers. The Government is also

extending support to solve the environment related issue pertaining to small Ship-breaking yard at Sachana. The Government is also making efforts to solve traffic congestion issues through waterways. Similarly, there is a plan to develop East Mumbai under Mumbai Port as a smart city. This Bill has been brought to rectify the guidelines as a code approved by hon. Supreme Court and to give it statutory status. Another aspect of this Bill is related with rectification of the Hong Kong convention. Three rules have been formulated to rectify the Hong Kong convention on ship recycling. This convention may be implemented only after the rectification of all three rules. All the shipyard in our country fulfill the requirement of Hong Kong convention. Our government would implement it clause by clause and in this way ship breaking industry in our country is likely to flourish furthermore. I would also like to submit that minor ports fall under the jurisdiction of State Government whereas major ports are under the administrative control of Union Government. However, Union Government extend its supports under Sagarmala Yojana in the development work of minor ports undertaken by the State Governments. The Government would try to incorporate all the suggestions given by hon. Members while framing the laws. So I would request to pass this Bill unanimously and be the facilitator of Nation building.

The Bill was passed.

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SNEHLATA SHRIVASTAVA
Secretary General

**Supplement covering rest of the proceedings is being issued separately.

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NOTE: It is the verbatim Debate of the Lok Sabha and not the Synopsis that should be considered authoritative.

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