

vessels transporting very hazardous chemicals and crude, if these types of sea vessels broke or get accidents in sea it is extremely harmful for our environment?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): Control of substandard ships coming to Indian territorial waters and endangering environment is exercised by the Indian Maritime Administration through the international accepted method of Port State Control (PSC). Mercantile Marine Department's Surveyors carry out Port State control Inspections on foreign Flag vessels. These inspections verify sea worthiness of the vessels and simultaneously verify compliance with various International Safety Conventions. When vessels are found in substantial non-compliance with applicable laws or relevant maritime convention requirements, the PSC system suitably intervenes to ensure that non-conformances are rectified, before further plying. India is a founder member of Indian Ocean Memorandum of Understanding (IOMOU). There are 13 members of IOMOU. This Regional cooperation of countries on the Indian Ocean rim also contributes towards the control of substandard ships plying in the region. In addition, the Government is actively considering banning the entry of Ships which are more than 25 years old.

#### **Oil spillages in coastal areas**

2589. SHRI PARSHOTTAM KHODABHAI RUPALA:  
SHRI BHARATSINH PRABHATSINH PARMAR:

Will the Minister of SHIPPING be pleased to state:

(a) whether the Ministry is aware about increasing cases of oil spillages in our coastal areas which is very harmful for environment, if so, the corrective action that has been taken by the Ministry;

(b) whether Ministry issued any stringent directives to shipping companies to stop such cases and in case of accident, concerned shipping company has to compulsorily pay charges to concerned authorities to clean affected areas of oil spillage; and

(c) whether the Ministry approached State Governments to seek their views on this matter?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) It is noticed that cases of oil pollution has decreased over last few years. In every case of oil spillage, corrective action is taken by the concerned Port or Coastal State Authorities to deal with oil spillages as per the local or regional contingency plan developed for the affected area under National Oil Spill Disaster Contingency Plan.

(b) The existing national legislation pertaining to safety of ships and prevention of oil pollution in Indian waters already has stringent provisions to deal with oil pollution by ships. Under the Merchant Shipping Act 1958 the polluting ship or ship owner is liable to pay charges for cleaning up operations.

(c) Yes, Sir. In all incidents of oil pollution, Central and State authorities always work in close cooperation.

#### **Hijacking of Indian ships by Somali pirates**

†2590. SHRI PARVEZ HASHMI: Will the Minister of SHIPPING be pleased to state:

(a) whether it is a fact that the incidents of venturing into the Indian territorial sea by the Somali pirates and hijacking of ships by them are on the increase;

(b) the steps being taken by Government of India in this regard, the details thereof; and

(c) the details of the incidents of holding hostage in Lakshadweep Islands?

THE MINISTER OF SHIPPING (SHRI G.K. VASAN): (a) No, Sir.

(b) The Government has initiated several preventive/mitigating security measures that are as follows:

(i) Notices by Director General of Shipping detailing elaborate anti-piracy measures (Best Management Practices) including safe house/citadel.

(ii) Sailing vessels banned from plying in waters south or west of the line joining Salalah and Male.

(iii) Naval escort provided by Indian Naval Ships in Gulf of Aden.

(iv) Enhanced vigil by Indian Navy in Indian Exclusive Economic Zone (EEZ).

(v) Guidelines for deployment of armed guards on Indian merchant ships issued.

(vi) Joint operational exercises being conducted on regular basis among Navy, Coast Guard, Coastal Police, Customs and others.

(vii) The intelligence mechanism has been streamlined through the creation of Joint Operation Centers and multi-agency coordination mechanism.

(viii) Active participation by the Government agencies in International Maritime Organisation (IMO) meetings, meeting of the Contact Group on Piracy off the Coast of Somalia (CGPCS) established in pursuance of UN Security Council Resolution No. 1851 and other international fora.

(ix) Submission of Document 27/9/1 at IMO Assembly for flag states to provide information on welfare of captive crew, efforts of release and also on continued payment of their wages.

(c) There has been no incident of holding hostage in Lakshadweep.

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†Original notice of the question was received in Hindi.