

Targets for highways construction

2587. SHRI PRAKASH JAVADEKAR: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) the targets fixed by Government for highways construction since 2009;
- (b) the details thereof;
- (c) whether the target has been achieved;
- (d) the reasons for under performance; and
- (e) the action that Government proposes to take in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (DR. TUSHAR CHAUDHARY): (a) to (c) The targeted and completed length since 2009-10 is as under:

Year	NHDP		Non-NHDP	
	Target	Achievement	Target	Achievement
2009-10	3165.00	2693.00	2458.50	2315.19
2010-11	2500.00	1780.00	2467.93	2156.74
2011-12	2500.00	822.85*	2254.00^	768.38*

*Upto October, 2011 ^Tentative.

(d) and (e) Progress in implementation has been affected due to poor performance of contractors, delays in obtaining forest/wild life/railway clearances, law and order problems in some States, delay in land acquisition etc.

The steps taken by the Government to minimize the delays in completion of all its projects include setting up of Regional Offices by National Highways Authority of India (NHAI) headed by Chief General Managers with adequate delegation of powers, setting up of special land acquisition units, setting up of High Powered Committees under the Chairmanship of Chief Secretaries of State Governments to resolve the bottlenecks relating to shifting of utilities, land acquisition issues, etc. Further, the delayed projects are closely monitored and periodically reviewed at the Headquarter as well as in the field units for expeditious completion.

Transportation of hazardous chemicals by sea vessels

2588. SHRI BHARATSINH PRABHATSINH PARMAR:
SHRI PARSHOTTAM KHODABHAI RUPALA:

Will the Minister of SHIPPING be pleased to state the corrective action that has been taken by the Ministry on the fact that there are large numbers of very old and fragile sea

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.