

***Statement-II***

*Details of number of districts covered, expenditure incurred and status of  
National Waterways in Maharashtra*

Sl. No.	National Waterway (NW) with length	District Covered	Expenditure incurred on FSR/DPR (₹)	Status
1.	NW-10 (river Amba- 44.97 km.)	Raigad	24,41,925	These NWs are operational with 28.34 million tonnes of cargo movement per annum (2018-19).
2.	NW-28 (Dabhol Creek-vashishti river system-45.23 km.)	Ratnagiri	24,55,880	
3.	NW-85 (Revadanda creek-Kundalika river system -30.736 km.)	Raigad	16,68,964	
4.	NW-89 (Savitri river Bankot creek-45.47 km.)	Raigad and Ratnagiri	2469021	Potential of Ro-Pax identified. Government of Maharashtra/ Maharashtra Maritime Board (MMB) is taking appropriate action for development.
5.	NW-53 (Kalyan-Thane- Mumbai waterway, Vasai Creek and Ulhas river system-144.64 km)	Raigad, Thane, Mumbai Suburban and Greater Mumbai District	7,85,395 (FS)	
6.	NW-83 (Rajpuri creek- 30.64 km.)	Raigad	1,66,402 (FS)	
7.	NW-91 (Shastri river- Jaigad creek system- 52.02 km.)	Ratnagiri	28,246 (FS)	Not found feasible for commercial cargo transportation.

**Training of marine engineers**

2550. SHRI B. LINGAIAH YADAV: Will the Minister of SHIPPING be pleased to state:

(a) whether future training of marine engineers must be tailored to evolving technologies;

(b) if so, the details thereof and present status thereof; and

(c) the steps being taken for humanitarian role and greater vigilance in the duties being performed by marine engineers in the country?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING (SHRI MANSUKH MANDAVIYA): (a) Yes Sir, future training of marine engineers must be tailored to evolving technologies. Accordingly, provisions of the International Convention on Standards of Training, Certification and Watch-keeping for Seafarers (STCW), 1978 are amended by International Maritime Organisation (IMO) from time to time and India being a party to the Convention implements the same.

(b) Being a signatory to the international instrument, STCW, India follows all the provisions of STCW Convention and the Code and its amendments which are done at IMO from time to time.

International Convention on STCW, 1978 was adopted on 7 July 1978 and it entered into force on 28 April, 1984. The main purpose of the Convention is to promote safety of life and property at sea and the protection of the marine environment by establishing in common agreement international standards of training, certification and watch-keeping for seafarers.

STCW has been amended and expanded several times *viz.*, the 1991 amendments relating to Global maritime distress and safety system (GMDSS), the 1994 amendments on special training requirements for personnel on tankers, the 1995 amendments adopted STCW Code prescribing minimum standards required to be maintained by parties to the Convention to give full and complete effect to the provisions of STCW Convention, the 1997 amendments relating to training of personnel on passenger and RO-RO passenger ships, the 1998 amendments relating to enhanced competence in cargo handling and stowage, particularly in respect of bulk cargoes, the 2004 amendments relating to survival craft and rescue boats, the 2006 amendments new measures pertaining to ship security officers and the latest is 2010 amendments, known as Manila Amendment. This amendment is aimed to keep training standards aligned with new emerging technological and operational demands. The 2010 amendment has come into effect at the beginning of 2012 and was fully implemented gradually through 2017. These amendments are implemented by Government of India from time to time.

(c) Under STCW Convention, the duties of various categories of seafarers are defined. The duties of marine engineers are also defined.

Personal Safety and Social Responsibilities course forms part of the mandatory basic safety training for all seafarers. The aim of the course is to educate and train seafarers in accident prevention, safer working conditions, personnel safety and social responsibilities.

Government of India has also ratified the International Labour Organisation's Maritime Labour Convention (MLC). The MLC provides a broad perspective to the seafarer's rights and fortification at work, lays down a set of regulations for protection at work, living conditions, employment, health, social security and similar related issues.

#### **Setting up deep sea major port in Maharashtra**

2551. SHRI RIPUN BORA: Will the Minister of SHIPPING be pleased to state:

(a) whether Government proposes to setup deep sea major port in Maharashtra to offload the cargo from Colombo and Singapore;

(b) if so, whether there was a proposal to set up such a port at Tajpur and Kulpi of West Bengal;

(c) the details of comparative distances between West Bengal and Maharashtra and the investments proposal thereof; and

(d) the reasons for cancelling new ports in West Bengal?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING (SHRI MANSUKH MANDAVIYA): (a) Government of India has accorded in-principle approval for development of a modern deep draft all-weather port at Vadhavan in Dahanu taluka in Maharashtra which would be Hub Port for Indian Cargo.

(b) No proposal to set up such a port at Tajpur and Kulpi of West Bengal is under consideration by Government of India.

(c) National Highway-8 linking Mumbai to Delhi is only 34 Kms. away whereas Mumbai Vadodara Expressway will be approx. 22 Kms. away from the proposed site of Vadhavan.