

GOVERNMENT OF INDIA
MINISTRY OF SHIPPING
LOK SABHA
UNSTARRED QUESTION NO. 3900
TO BE ANSWERED ON 3RD JANUARY, 2019

HAZARDOUS CONDITIONS IN SHIP BREAKING YARDS

3900. SHRI. L. R. SHIVARAME GOWDA:
SHRI TEJ PRATAP SINGH YADAV:
SHRIMATI ANJU BALA:

Will the Minister of SHIPPING be pleased to state:

पोत परिवहन मंत्री

- (a) the number of workers employed at various ship breaking yards in the country and the details of ship breaking yards, State-wise along with the quantity and kind of waste generated at these yards;
- (b) the details of the norms laid down by the Government for the disposal of solid waste generated therefrom;
- (c) whether the workers in these yards are reported to be facing health hazards due to negligent waste disposal practices;
- (d) if so, the details thereof along with the steps taken to improve waste disposal practices for well being of these workers; and
- (e) whether there is an urgent need for regulatory framework for ship breaking industry in the country and if so, the steps being taken by the Government in this regard?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF SHIPPING
(SHRI PON. RADHAKRISHNAN)

- (a) Ship breaking takes place at yards at Alang-Sosiya in Gujarat, Mumbai Port, Kolkata Port and Azhikkal in Kerala. As per information received from the ship breaking yards, around 8000 workers are engaged by the ship recyclers in Alang-Sosiya; around 50 workers are engaged by the ship recyclers in Kolkata Port; there are 15 permanent and about 30 to 40 temporary staff, recruited as per requirement, in Azhikkal; and in Mumbai Port, the workers are engaged by the ship breakers depending on requirement, the exact figures are however not available.

The waste generated during ship breaking includes ceramics, glass, rusted iron scale, asbestos and asbestos containing material, cooling powder, glass wool, thermocol, puff, oil sludge, paint chips, rubber gaskets, contaminated sand, oil rags, pvc and plastics, bilge water, contaminated water, oily water, etc.

In Alang-Sosiya, around 7794 metric tonnes of hazardous waste and 640 metric tonnes of municipal solid wastes were generated during 2017-2018. In Kolkata Port, 1334 kg of white cement, 1347 kg of thermocol, 2058 kg of paint chips and wood waste, 1329 kg of waste oil and 1216 kg of glass wool were generated from April, 2016 to November, 2018. In Mumbai Port, the waste generated is disposed off by the ship breakers themselves as per the terms and conditions laid down by the Maharashtra Pollution Control Board. The quantity of waste generated is not available with Mumbai Port. In Kerala, around 20 tonnes glass wool, 15 tonnes waste oil and 2 tonnes puff is generated from ship breaking in a year.

(b) Solid and hazardous wastes generated from the ship recycling activities are disposed off as per the Hazardous and Other Wastes (Management and Transboundary Movement) Rules, 2016, under the supervision of respective state pollution control boards.

(c) No such report has been received.

(d) Does not arise.

(e) Regulatory framework for ship breaking industry in the country is already in place in the form of Shipbreaking Code (Revised), 2013.
