

GOVERNMENT OF INDIA  
MINISTRY OF SHIPPING  
LOK SABHA  
STARRED QUESTION NO.222  
TO BE ANSWERED ON 2<sup>nd</sup> AUGUST, 2018

**RECRUITMENT OF SEAFARERS**

\*222. DR. C. GOPALAKRISHNAN:

Will the Minister of SHIPPING be pleased to state:

पोत परिवहन मंत्री

- (a) whether the Government is aware of the difficulties being faced in the recruitment of seafarers in the country due to improper registries;
- (b) if so, the details thereof alongwith the remedial steps taken/being taken in this regard and to eradicate unscrupulous recruiter for seafarers;
- (c) whether it is a fact that seafarers are not able to go out on shore from ships due to certain security restrictions;
- (d) if so, the details thereof; and
- (e) whether any relaxation is proposed to be given under International Ship and Port Facility Security (ISPS) Code for the purpose and if so, the details thereof?

**ANSWER**

MINISTER OF SHIPPING  
(SHRI NITIN GADKARI)

(a) to (e) A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF LOK SABHA STARRED QUESTION NO. \*222 FOR 02.08.2018 REGARDING RECRUITMENT OF SEAFARERS.

(a) Yes, Madam

(b) Based on the complaints received in the Directorate General of Shipping (DGS) about the difficulties faced by Indian seafarers who are recruited and placed on board foreign flag ships by Recruitment & Placement Service Providers (RPS) not registered by DGS under the Merchant Shipping (Recruitment & Placement of Seafarers) Rules, an advisory was issued in the newspapers, highlighting the importance of recruitment only through DGS licensed / registered RPS entities; the updated list of which is available on the DGS website. The DGS has also sent individual e-mails to all Indian Seafarers registered in its e-Governance system, advising them not to accept maritime recruitment and placement through non DGS registered entities. The DGS approved Maritime Training Institutes have been requested to display the said e-mails on their notice board / website for the benefit of their students.

In order to put in place institutional measures for preventing unlicensed entities from operating, the Merchant Shipping(Recruitment and Placement of Seafarers) Rules, 2016 were notified, which stipulate, inter-alia, that no person shall, directly or indirectly, carry on the business, in India of recruitment and Placement of any seafarer on behalf of an employer or ship owner of Indian or foreign ship, unless it is registered and licensed under these rules. However, at present there is no provision for penalty/prosecution against unlicensed RPS in the extant Merchant Shipping Act, 1958. Therefore, the proposed Merchant Shipping Bill, 2016 has incorporated provisions relating to imposition of penalty on unregistered RPS. Till such time the latter comes into force, alternative measures have been taken for preventing such unlicensed RPS entities from operating.

Steps have been taken to prevent Indian seafarers from leaving Indian ports/airports unless they are recruited through registered RPS. In addition to this, an online e-migrate system for the Indian seafarers has been developed and launched in association with the protector of Emigrants (MEA) and Bureau of Immigration (MHA) vide Merchant Shipping Notice No. 7 of 2017 on 11.08.2017. The seafarers who are recruited by unauthorized RPS and seafarers recruited directly by foreign ship owners are prevented from passing through the immigration check point under the said e-migrate system.

(c) & (d) There are instructions in Chapter 8 of the Handbook on Seaport Immigration on issuing of Shore Leave Passes to Seafarers.

Whenever any foreigner or Indian crew on a foreign run vessel berthed in the port wishes to visit the city, the Master of the vessel and the Shipping agent give a request for shore pass by submitting a letter mentioning the name, nationality, passport number, CDC/SID number, rank of the crew and date on which the shore pass is needed. If there is no valid seaman book or valid passport, no shore leave pass is given.

Foreign seamen are issued Shore Leave Passes on a daily basis (0800 hrs – 2200 hrs) subject to a maximum of seven days or till the departure of the vessel whichever is earlier.

Shore pass exceeding seven days is given only after proper justification and charging a fee equivalent to that of TLP. Shore pass is issued with the following conditions;

- i. The crew must have CDC authenticating his claim as a seaman.
- ii. The crew must return to the ship on the same day itself within the prescribed time (Foreigners only).
- iii. Shore pass is valid for visit to places within city limits only. It cannot be utilized to leave the confines of the city limits.
- iv. Shore Pass must be surrendered to the Immigration authorities before the departure of the vessel.

#### **SLP(Shore Leave Passes) for Indians**

There are instructions issued that shore leave passes may be issued to Indian Seafarers for a period of 10 days. However, since the shore leave passes for Indian Seafarers are to be issued only during the period of their Ship's stay at the port, it could be made for the duration of the Ship's stay at the port or for the period not exceeding 10 days, whichever is earlier.

As the sign on/off, arrival/departure of Indian flag coastal run vessel is done by Immigration, the Shore Leave Pass to the Indian crew on Coastal run vessels is issued and regulated by Immigration due to security concerns. Further, necessary amendments have been made in Chapter 27 of the revised Visa Manual pertaining to sign-on/sign-off facility to seamen joining ships. The instructions in this regard have already come into force with immediate effect.

(e) The International Ship and Port Facility Security(ISPS) Code deals with control measures for access and egress to/ from a ship and/or a port facility. Extent of severity of such control measures depends upon various factors, including the prevalent security environment in the area. Accordingly, security level is decided by the port facility. In heightened security environment the access/egress may be restricted. As ISPS Code does not deal specifically with shore leave of seafarers, the question of relaxation does not arise.

GOVERNMENT OF INDIA  
MINISTRY OF SHIPPING  
**LOK SABHA**  
**STARRED QUESTION NO. \*229**  
TO BE ANSWERED ON 2<sup>ND</sup> AUGUST, 2018

**SHIPPING INDUSTRY**

\*229. SHRI DHANANJAY MAHADIK:  
SHRI SATAV RAJEEV:

Will the Minister of SHIPPING be pleased to state:

पोत परिवहन मंत्री

- (a) the present status of the domestic shipping industry in the country;
- (b) whether there is a negative growth in the domestic shipping industry and if so, the details thereof along with the reasons therefor;
- (c) whether it is a fact that many Indian shipping companies are heavily in debt and if so, the details thereof along with the remedial measures being taken by the Government in this regard;
- (d) whether the Government has received any representation from the shipping industry for relaxation of rules so as to provide level playing field to them vis-à-vis Government-owned ports and if so, the details thereof along with the reaction of the Government thereto; and
- (e) the other steps taken/being taken by the Government to revive and develop the shipping industry in the country?

**ANSWER**

MINISTER OF SHIPPING  
(SHRI NITIN GADKARI)

- (a) to (e) A statement is laid on the Table of the House.

**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF LOK SABHA STARRED QUESTION NO. \*229 TO BE ANSWERED ON 2<sup>ND</sup> AUGUST, 2018 RAISED BY SHRI DHANANJAY MAHADIK AND SHRI SATAV RAJEEV, MPs REGARDING "SHIPPING INDUSTRY".**

---

(a) At present the Indian shipping industry carries around 6.5% of India's EXIM trade and about 66% of coastal cargo. India's fleet strength has increased by 108 vessels, totalling 1.81 Million GT during the last two years. As on 30.06.2018 the total Indian tonnage is 12.69 Million GT, consisting of 1389 vessels.

(b) No Madam. With the proactive and supportive policies adopted by the Government in promoting National tonnage, Indian tonnage grew steadily and India has become a significant maritime nation. The share of Indian ships in carriage of India's EXIM trade has, however, not kept pace with the growth in India's EXIM trade. The share of Indian flagged vessels in India's EXIM trade has drastically declined from around 40% in 1987-88 to about 6.5% in 2016-17. Similarly, the share of Indian flagged vessels in the coastal trade has declined from around 72% in 2009-10 to around 66% in 2016-17. The growth of Indian fleet has been affected primarily due to lack of long term bankable cargo contracts, higher cost of capital, relatively higher tax incidence and overall global slowdown of shipping industry.

(c) Shipping is a highly capital intensive industry. Many Indian shipping companies are in debt and due to the long sustained recessionary period spanning almost a decade, debt servicing has been a major burden for many Indian shipping companies. The loan tenure is about 7-8 years and does not cover the economic life of the ships. Shipowners are now receiving returns below break-even levels for their vessels and face prospects of continued losses unless the international trade attains a reasonable level of normalcy. There have been instances of bankruptcies of international ship owners and the Indian industry is also struggling to cope with the worldwide downturn. In order to support the Indian shipping industry and to make it internationally competitive, the Government has allowed 100% Foreign Direct Investment (FDI) in the shipping sector, acquisition of all types of ships through import has been brought under the Open General Licence, Indian shipping industry has been provided cargo support in the form of right of first refusal, and policy of Free On Board (FOB) import is being followed for Government owned/controlled cargoes.

(d) No Madam.

(e) **The Government is committed to the sustainable development of Indian shipping industry.** In order to make the shipping industry more attractive and competitive, the Government has taken several measures for the Indian shipping sector such as:-

- Government has reduced GST from 18% to 5% on bunker fuel used in Indian flag vessels

...2/-

- Government has removed licencing requirement for chartering of foreign registered ships by citizens of India, Companies incorporated in India and Registered Societies to encourage coastal movement of Agriculture and other commodities.
- Government has removed licencing requirement for chartering of foreign registered ships by citizens of India, Companies incorporated in India and Registered Societies for coastal movement of (a) EXIM Transshipment Containers and (b) Empty containers.
- Government has also removed licencing requirement for chartering of foreign registered ships by citizens of India, Companies incorporated in India and Registered Societies for coastal movement of fertilizer.
- Indian shipping industry has been provided cargo support through Right of First Refusal (RoFR).
- Government has taken a policy decision to allow shipping enterprises based in India to acquire ships abroad and also flag them in the country of their convenience.
- Government has brought parity in the tax regime of Indian seafarers employed on Indian flag ships vis-à-vis those on foreign flag ships.
- Government of India has notified inclusion of stand-alone shipyards undertaking activities such as shipbuilding and ship-repair under the Harmonized List of Infrastructure sectors.
- Government is providing Shipbuilding Financial Assistance to Indian shipyards for contracts signed during a ten year period, viz. 2016-2026.

\*\*\*\*

GOVERNMENT OF INDIA  
MINISTRY OF SHIPPING  
**LOK SABHA**  
**STARRED QUESTION NO. \*232**  
TO BE ANSWERED ON 2<sup>nd</sup> AUGUST, 2018

**MARITIME CLUSTERS**

\*232. SHRI T. RADHAKRISHNAN:  
SHRI S. RAJENDRAN:

Will the Minister of SHIPPING be pleased to state:

पोत परिवहन मंत्री

- (a) the number of maritime colleges/ institutions in the country at present, State/ UT-wise;
- (b) the total number of students who have graduated from these colleges/ institutions during each of the last three years and the current year;
- (c) the steps taken/being taken by the Government to increase the employment avenues in the maritime sector;
- (d) whether the Government proposes to set up maritime clusters in the country to boost economic development along the coastlines and if so, the details thereof along with the locations identified for the purpose; and
- (e) the time by which these maritime clusters are likely to be developed?

**ANSWER**

MINISTER OF SHIPPING  
(SHRI NITIN GADKARI)

- (a) to (e) A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF LOK SABHA STARRED QUESTION NO. \*232 FOR 02.08.2018 REGARDING MARITIME CLUSTERS.

(a) The total number of Directorate General of Shipping approved maritime institutes in the country at present is 157. The list of such institutes, State/ UT-wise is given below.-

S. No.	Name of States / Union Territory	Maritime Training Institute (s)
1.	Andaman & Nicobar Islands	1
2.	Andhra Pradesh	4
3.	Bihar	2
4.	Delhi	9
5.	Goa	5
6.	Gujarat	3
7.	Haryana	2
8.	Karnataka	1
9.	Kerala	6
10.	Maharashtra	55
11.	Odisha	2
12.	Sikkim	1
13.	Tamil Nadu	36
14.	Uttar Pradesh	7
15.	Uttarakhand	4
16.	West Bengal	19
<b>TOTAL</b>		<b>157</b>

(b) The total number of students who have graduated from these colleges/ institutions during each of the last three years and the current year are given below:-

Sr.No.	Name of Course	2015	2016	2017	2018 (As on date)
1.	B.Sc Nautical Science	587	361	406	39
2.	BE/B.Tech. Marine Engineering.	1384	880	878	*

\* current semester is ongoing at present.

(c) The steps taken by the Ministry of Shipping to increase jobs for Indian seafarers include, inter-alia, Maritime Training Institutes securing tie-ups with shipping companies/Recruitment and Placement Service providers for on board ship training; revamping the assessment and certification system resulting in increase of Indian Certificate of Competency; improving quality of training for Indian ratings; introducing comprehensive inspection programme for Maritime Training Institutes; setting up of new maritime training institutes and increase in capacity of existing training institutes; Focusing on training & recruitment for crews of ships: Introduction of e-learning platform for Indian seafarers; Constant dialogue with ship-management companies; Agreements with ship owning countries for mutual recognition of CoCs; increasing the number of Indian registered vessels; etc. The rules for grant of Indian Continuous Discharge Certificate (CDC) have also been liberalized.

Apart from above, the Ministry of Shipping has undertaken various steps to improve employment outlook for the coastal community of India. Of these, 3 key initiatives are highlighted as below:

### **1. Coastal district skill development**

- A pan-Indian skill gap study was conducted with detailed inputs for 21 coastal districts completed. The domain ministries & state governments have been asked to implement the district action plans as highlighted in the skill gap study report.
- The Skill gap survey has been shared with DDU GKY for integration in their training plans.
- Under coastal district skilling programs in convergence with DDU-GKY, 1917 candidates have been trained, and 1123 candidates have been placed.
- To further address skill gap in ports and maritime sector in 21 coastal districts, Ministry of Shipping will also be funding skill development under DDU-GKY to train 10,000 persons annually for next 3 years.

### **2. Multi-skill development centers at JNPT and other major ports**

- Multi-Skill Development Centre linked to JNPT is being setup in coordination with Ministry of Skill Development & Entrepreneurship to impart training in port operations and maritime logistics.
- The operating partner has been selected and the courses are likely to start from Aug 2018.

### **3. Center of Excellence in Maritime and Shipbuilding (CEMS)**

- CEMS, a first of its kind in Asia, is being setup with two campuses with a total 24 laboratories (6 laboratories in IRS Mumbai and 18 in Indian Maritime University campus in Vishakhapatnam).
- It can train 10,512 students annually and is proposed to run on Hub & Spoke Model with majority funding from private sector.
- Total estimated project cost is Rs. 765.92 crores, of which Ministry of Shipping has sanctioned Rs. 50.07 Crores and released Rs. 25.03 Crores.

...4/-

- CEMS will equip students with employable engineering and technical skills in the areas of Ship Hull Design, Ship Detailed Design, Shipbuilding & Maintenance, Repair & Overhaul (MRO), Product Lifecycle Management (PLM), and advanced digital manufacturing-factory concepts.

(d) & (e) Two maritime clusters are to be set up in the initial phase by the Ministry of Shipping with funds being consolidated by the respective State Governments, and project implementation proposed to be undertaken under Public Private Partnership (PPP).

- **Tamil Nadu:** Maritime cluster is being proposed near Chennai, for an estimated project cost of Rs 160 crores. The project completion timelines are currently not available.
- **Gujarat:** DPR for the proposed Maritime Cluster is under preparation, with an estimated project cost of Rs 574 crores. The project is expected to be completed by March 2024.

\*\*\*\*\*

GOVERNMENT OF INDIA  
MINISTRY OF SHIPPING  
**LOK SABHA**  
**UNSTARRED QUESTION NO. 2548**  
TO BE ANSWERED ON 2<sup>nd</sup> AUGUST, 2018  
**DEVELOPMENT OF MAJOR PORTS**

2548. DR. RAM SHANKAR KATHERIA:  
SHRI AJAY MISRA TENI:

Will the Minister of SHIPPING be pleased to state:

पोत परिवहन मंत्री

- (a) whether the Government proposes to develop major ports in the country in view of large capacity of rivers for inland transportation;
- (b) if so, the details thereof;
- (c) the extent to which the transportation cost is likely to be reduced as a result thereof; and
- (d) the number of rivers likely to be included under the said project, State-wise?

**ANSWER**

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

(a) to (d) To make use of the complementarity between development of inland water transportation and major ports, under Section 111 of the Major Port Trusts Act, 1963, directions have been issued by the Government on 18.04.2018 to five Major Port Trusts viz. Paradip, Mormugao, JNPT, New Mangalore and Deendayal to take up development of the National Waterways (NWs) which are located in their vicinity. Details of the NWs allocated to these five Major Ports are at **Annex-I**. The Major Ports will undertake the development of National Waterways through release of grants by the Inland Waterways Authority of India.

As per RITES Report of 2014 on “Integrated National Waterways Transportation Grid” the cost saving in transportation of goods through Inland Water Transport (IWT) mode is as under:-

Mode	Railways	Highways	IWT
Freight (Rs./T Km)	1.36	2.50	1.06

**National Waterways allocated for development by Major Ports****1. New Mangalore Port Trust**

Sl. No.	National Waterway No.	Length (KM)	Details of Waterways
1	National Waterway 51	23	Kabini River
2	National Waterway 43	10	Gurupur River
3	National Waterway 52	53	Kali River
4	National Waterway 74	79	Netravathi River
5	National Waterway 90	29	Sharavati River
6	National Waterway 41	112	Ghataprabha River
7	National Waterway 67	94	Malaprabha River
8	National Waterway 104	232	Tungabhadra River
9	National Waterway 21	139	Bheema River

**2. Jawaharlal Nehru Port Trust**

Sl. No.	National Waterway No.	Length (KM)	Details of Waterways
1	National Waterway 10	45	Amba River
2	National Waterway 11	99	Arunavati-Aran River
3	National Waterway 28	45	Dabhol Creek-Vashisti River
4	National Waterway 53	145	Kalyan-Thane-Mumbai Waterway Vasai Creek Ulhas River
5	National Waterway 70	245	Manjara River
6	National Waterway 72	59	Nag River
7	National Waterway 78	262	Penganga-Wardha River
8	National Waterway 85	31	Revdanda Creek- Kundalika River
9	National Waterway 89	46	Bankot Creek – Savitri River
10	National Waterway 100	436	Tapi River
11	National Waterway 109	166	Wainganga-Pranahita River

**3. Deendayal Port Trust (Kandla)**

Sl. No.	National Waterway No.	Length (KM)	Details of Waterways
1.	National Waterway 66	248	Mahi River
2.	National Waterway 73	227	Narmada River
3.	National Waterway 100	436	Tapi River
4.	National Waterway 48	590	Jawai-Luni rivers and Rann of Kutch
5.	National Waterway 63	327	Luni River

#### 4. Paradip Port Trust

Sl. No.	National Waterway No.	Length (KM)	Details of Waterways
1.	National Waterway 5	332	Brahmani- Kharsua - Tantighai- PanduaNala- DedheINala- KaniDhamra- river System, Geonkhali- Charbatia Stretch of East Coast canal, Charbatia- Dhamra Stretch of Matai River and Mahanadi Delta Rivers
2.	National Waterway 96	314	Subarnrekha River
3.	National Waterway 14	49	Baitarni River
4.	National Waterway 64	425	Mahanadi River stretch from Paradip to Cuttack.

#### 5. Mormugao Port Trust

Sl. No.	National Waterway No.	Length (KM)	Details of Waterways
1.	National Waterway 68	41	Mandovi River
2.	National Waterway 27	17	Cumberjua River
3.	National Waterway 111	50	Zuari River
4.	National Waterway 25	33	Chapora River
5.	National Waterway 71	27	Mapusa River

\*\*\*\*\*

GOVERNMENT OF INDIA  
MINISTRY OF SHIPPING  
**LOK SABHA**  
**UNSTARRED QUESTION NO.2562**  
TO BE ANSWERED ON 2<sup>nd</sup> August, 2018

**TRANSPORTATION OF FERTILIZERS THROUGH FOREIGN VESSELS**

2562. SHRI KONAKALLA NARAYANA RAO:

Will the Minister of SHIPPING be pleased to state:

पोत परिवहन मंत्री

- (a) whether the Government proposes to permit transportation of fertilizers through foreign vessels from one port to another port within the country;
- (b) if so, the details thereof; and
- (c) the details of the formalities likely to be followed under this new system?

**ANSWER**

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

(a) & (b) Yes, Madam. The Ministry of Shipping has given relaxation to foreign vessels for carriage of fertilizer from one port to another port within the country under section 407 of the Merchant Shipping Act, 1958. The foreign flag ships are now not required to obtain a license from the Director General of Shipping for engaging in coastal trade for carriage of fertilizer by sea.

(c) The relaxation is subject to the condition that the information as per the format prescribed in the relaxation order is submitted to the Director General of Shipping by email at least 24 hours prior to sail of ship from a port in India. The relaxation shall also be subject to the condition that Indian law enforcement agencies, including Indian Navy, Coast Guard, State Maritime Police and Customs, shall be allowed to board such ships any time in the sea for ascertaining the bonafide credentials of the ships/crew.

\*\*\*\*\*

GOVERNMENT OF INDIA  
MINISTRY OF SHIPPING  
**LOK SABHA**  
**UNSTARRED QUESTION NO.2633**  
TO BE ANSWERED ON 2<sup>ND</sup> AUGUST, 2018

**AUTONOMY FOR PORT BOARDS**

2633. DR. K. GOPAL

Will the Minister of SHIPPING be pleased to state:

पोत परिवहन मंत्री

- (a) whether the Government proposes to grant more autonomy to Port Boards in the country;
- (b) if so, the details thereof;
- (c) whether all Public Private Partnership (PPP) stakeholders in future will be free to fix tariff based on market conditions and simply notify to the port authorities;
- (d) if so, the details thereof; and
- (e) whether the port authorities will be able to make assessments for lease of land for both port and non-port related use and prepare their own master plan and if so, the details thereof?

**ANSWER**

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

(a)&(b) Yes, Madam. Major Port Authorities Bill, 2016 to replace Major Port Trusts Act, 1963 has been introduced in Lok Sabha. This bill intends to give more autonomy to the Board of Port Authorities by delegating full powers to enter into contracts, planning and development, fixing of tariff except in national interest, security and emergency arising out of inaction and default etc.

(c)&(d) Yes, Madam. In the proposed Major Port Authorities Bill, 2016, provision is made to give the Port Authority powers to fix tariff which will act as a reference tariff for purposes of bidding for PPP projects. PPP operators will be free to fix tariff based on market conditions.

(e) The Major Port Authorities Bill, 2016 envisages to empower the Boards of the Port Authority to make Port's Master Plan in respect of the area within their port limit.

\*\*\*\*\*

GOVERNMENT OF INDIA  
MINISTRY OF SHIPPING  
**LOK SABHA**  
**UNSTARRED QUESTION NO. 2678**  
**TO BE ANSWERED ON 2<sup>nd</sup> August, 2018**

**CABOTAGE FOR CRUISE VESSELS**

2678. SHRI SUMAN BALKA:

Will the Minister of SHIPPING be pleased to state:

पोत परिवहन मंत्री

- (a) whether the Government proposes to waive off cabotage for foreign registered cruise vessels; and  
(b) if so, the details thereof?

**ANSWER**

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

(a) & (b) Yes, Madam. The Ministry of Shipping has allowed Foreign flag vessels carrying passengers to call at more than one Indian port under section 407(1) of the Merchant Shipping Act, 1958 without obtaining a licence from Director General of Shipping, for a period of 10 years with effect from 6<sup>th</sup> February, 2009; which has been extended further for a period of 5 years i.e. upto 5<sup>th</sup> February, 2024.

\*\*\*\*\*