

**GOVERNMENT OF INDIA
SHIPPING
LOK SABHA**

UNSTARRED QUESTION NO:5441
ANSWERED ON:13.12.2010
HAZARDOUS WASTES IN PORTS
Lagadapati Shri Rajagopal

Will the Minister of SHIPPING be pleased to state:

- (a) whether in the absence of any centralized mechanism to deal with hazardous waste, ports are facing a lot of problems to deal with hazardous material;
- (b) if so, the details thereof;
- (c) whether the Government, in view of the chlorine gas leakage in Mumbai Port proposes to stop giving permission for import of hazardous material or put a condition that within one month the consignment has to be lifted;
- (d) if so, the details thereof; and
- (e) if not, the reasons therefor and the action taken in this regard?

Answer

MINISTER OF SHIPPING (SHRI G.K. VASAN)

(a): No, Madam.

(b): Does not arise.

(c) to (e): Following the incident of Chlorine Gas Leak at Mumbai Port Trust, Ministry of Shipping constituted a committee under the Chairmanship of Joint Secretary (Ports), Ministry of Shipping. Among others, the committee has recommended that all hazardous cargo would be handled during daylight hours only. Direct delivery of dangerous/hazardous cargo is to be resorted to, rather than storage of such cargo within port premises. All import cargo should be taken from the ship's hook under custom escort directly to the importer's bonded warehouse. In case of export cargo, all custom formalities need to be carried out by the exporter while such hazardous cargo may be transported when the ship is at the berth and loaded directly on to the vessel just prior to sailing. In case due to any circumstances, the hazardous cargo is not cleared and lies in the port for 7 days from landing, it will be the responsibility of the Ship Agent to re-ship the cargo back to the country of export/origin within next 7 days.

In case export cargo is brought into Port for shipment and is not shipped within 2 days, it will be the responsibility of the Clearing Agent to take the cargo back within the next 2 days.