



**INDIAN COAST GUARD**

**(MINISTRY OF DEFENCE)**

**PROCEEDINGS OF  
NOS-DCP AND PREPAREDNESS MEETING 2008**

1. The Eleventh "National Oil Spill Disaster Contingency Plan (NOS-DCP) and Preparedness" Meeting, the first bi-annual meeting of 2008 was held at Chennai Port Trust, Chennai on 24<sup>th</sup> Apr 08. The Director General Indian Coast Guard chaired the meeting.
2. The proceedings of the meeting are enclosed for information and necessary action.

(A Athinarayanan)  
Commandant  
Director (F&E)

**Enclosure** : Proceedings of the meeting  
EP/0720/11<sup>th</sup> Meeting  
Date 11 Jun 08

Enclosure to the CGHQ EP/0720/11<sup>th</sup> Meeting  
dated 11 Jun 08

PROCEEDINGS OF THE ELEVENTH NATIONAL OIL SPILL DISASTER  
CONTINGENCY PLAN (NOS-DCP) AND PREPAREDNESS MEETING HELD  
AT CHENNAI PORT TRUST, CHENNAI ON 24<sup>TH</sup> APR 08

*Appendices:-*

- 'A' - Programme
- 'B' - List of delegates
- 'C' - Inaugural Address of the Chairman
- 'D' - NOS-DCP Overview

1. The Eleventh National Oil Spill Disaster Contingency Plan (NOS-DCP) and Preparedness Meeting was held at Chennai Port Trust, Chennai on 24<sup>th</sup> Apr 08. The Director General, Indian Coast Guard chaired the meeting. The programme is placed at **Appendix 'A'**.

2. Seventy three delegates from various resource agencies and organisations participated in the meeting. The list of delegates participated in the meeting is placed at **Appendix 'B'**.

3. The Chairman, Chennai & Tuticorin Port Trust Shri K Suresh, welcomed all the delegates to 11<sup>th</sup> NOS-DCP Meeting at Chennai. In his welcome address, the Chairman Chennai Port Trust expressed his concern over the climatic changes taking place due to pollution and the resulting damage to the environment. The Chairman Chennai port emphasised that 500 million tonnes of crude oil which is 60% of the world oil trade is being carried in 3,500 tankers through our waters and any major accident will damage large scale marine environment around us. He stressed that marine operation of all major and minor ports, oil terminals, oil and gas explorations and oil tanker movements are to be monitored for taking all safety precautions. He lauded the role of the Indian Coast Guard in monitoring the preparedness and capabilities of various stakeholders and also reiterated that all agencies are to work for a clean and safe marine environment so as to leave behind a safe and sustainable world for future generation.

4. Vice Admiral RF Contractor, AVSM, NM, Chairman NOSDCP in his inaugural address thanked the Chairman, Chennai & Tuticorin Port Trust Shri K Suresh, for hosting the 11<sup>th</sup> NOSDCP meeting. He welcomed all the delegates and expressed his satisfaction over the progress made by the resource agencies and stakeholders and stressed the need for protection of marine environment amidst the increasing trend in offshore and port activities.

5. The Chairman impressed upon the delegates for early formulation of local contingency plans and positioning of Tier-1 facilities. He also expressed his concern over the climate change issues which are taking place due to global warming and stressed the

need for coordinated actions from regulators and the industry to protect the environment so as to give the future generation a pollution free and sustainable world. The Chairman drew the attention of the audience towards the collision incident of drifting barge with VLCC Hebei Spirit in the port of Incheon, South Korea (resulted in a spill of about 10,000 tonnes of crude oil) leading to a major environment disaster, and stated that about 20,000 personnel and all available resources were mobilised to respond to this disaster. He informed that the response operations served as an eye opener and such an incident could happen anywhere, anytime and preventive activities and preparatory measures can only enable the responders to address such issue effectively. **The collision of tug Dhan Lakshmi and MV Star Leikanger off Jakhau on 15 Oct 07 reminded everyone of the need for preparing effective contingency plans and acquiring Tier-1 pollution response facilities at the earliest to combat such eventualities.**

6. The Chairman also expressed his concern about the unseaworthy ships plying in our waters and also highlighted the high risk of pollution threat posed by the transiting of VLCC and ULCCs close to our coast and island territories. He urged all Govt authorities to institute appropriate measure in this regard. The Chairman stressed the importance of training of personnel and requested all concerned to avail the training provided by the Indian Coast Guard and also exercise their personnel regularly to meet any eventuality and keep their pollution response equipment operational at all times. He further emphasised the need for interoperability of equipment among the resource agencies.

7. Finally the Chairman called upon the **port and oil handling agencies to establish an effective MoU where the need for resource pooling is required and take actions for acquisition of Tier-1 facilities in a time bound manner.** A copy of the Chairman's Inaugural Address is placed at **Appendix 'C'**

8. The Secretary, NOS-DCP & Director (Fisheries and Environment), CGHQ briefed the participants about the developments at the national level since last NOS-DCP meeting. He discussed the South Korean oil spill in detail giving the exact cause of spill, and methodology adopted to combat it. A small video clipping was also shown on the spill to highlight the magnitude of the spill and the response measures taken. He further emphasised **the need to have strict penal sanctions required to enforce the provisions of MSA 1958 Act.** The Director (F&E) emphasized the need for notifying all grounding / oil spill incidents as per NOS-DCP by concerned agencies by raising POLREP for taking requisite measures by ICG for pollution response. He also urged the oil spill handling agencies to have adequate facilities (with or without MoU) earliest with contingency plan in place. The Director (F&E) thanked the inspection team from the OISD & the Ministry of Shipping for their support in undertaking the inspection of the resource agencies / ports and also urged the agencies / ports to complete the deficiencies at the earliest. The Secretary NOSDCP requested all oil handling agencies / resource agencies to make use of training programme and oil spill response exercises conducted by ICG to train their personnel. A copy of Secretary, NOS-DCP's overview on pollution response is placed at **Appendix 'D'**.

9. There were five presentations arranged for the benefit of the members during the meeting. The first presentation was on **"Guidelines on use of Oil Spill Dispersants"** by Dr SP Fondekar, Dy Director, NIO. The presentation highlighted various aspect of Oil Spill Dispersant including testing parameters, consequences of using OSD, the reaction of

OSD with oil, etc. It was also emphasized that On Scene Commander (OSC) needs to weigh all aspects prior using the OSD and restricting the use OSD below 20 meters of depth. The second presentation was on **“Oil Pollution Control by New Mangalore Port Trust”** by Shri N Rajapoopathi, Pollution Control Officer, New Mangalore Port Trust. The presentation highlighted the **policy being adopted by NMPT in checking oil pollution with in the harbour and penalisation of offenders thereby ensuring clean waters in their port limits**. The third presentation was on **“Environmental Sensitivities in West Coast”** by Commandant SD Sonak, Dy O i/C, Coast Guard Pollution Response Team (West). The presentation highlighted the sensitive and important areas in the West coast, sources of pollution, resources for pollution response, human resource and training and issues related to NOSDCP. The fourth presentation was on **“Oil Spill Models”** by Dr RS Kankara, Scientist E, ICMAM-PD. The last presentation on **“Oil Spill Contingency on Eastern Sea Board”** was given by Deputy Inspector General BS Yadav, O i/C, Coast Guard Pollution Response Team (East).

10. The important issues which were discussed and deliberated upon during the meeting included the major oil spill exercise and training, procurement of Tier-1 facilities, use of oil spill dispersant, preparation of Local Contingency Plan, software for combating oil spills, procurement of pollution control vessels for ports, inclusion of new ports under NOSDCP, oil spill response centre at Gulf of Kutch region etc.

11. The Chairman while summing up, thanked all stakeholders for attending this meeting and lauded the efforts put in by the representatives of ICMAM-PD, NIO and NMPT for their informative presentations. He emphasized the **need to follow up various decisions which have been taken during the meeting in order to enhance synergised preparedness to combat oil spills in Indian waters**.

12. The item wise deliberations and discussions on agenda points are given in the succeeding paragraphs.

13. **PROGRESS ON PREVIOUS MEETING POINTS AND DELIBERATIONS.**

SI No	ITEM	PROPOSED BY	ACTION BY
1	<p>(a) <u>Tier – 1 oil spill response facilities by oil handling agencies</u></p> <p>(b) <u>Procurement of Tier – 1 facilities</u> – Prior setting up of facilities like SBM/jetty, the Oil companies should be set up Tier -1 facilities for response and should be confirmed by the authorities / agencies giving approval. The issue may be taken up with Govt for impressing upon them</p> <p><b><u>Progress:-</u></b></p> <p>(a) The Ministry of Shipping, Road Transport</p>	<p><b>OISD</b> <b>BPCL</b> <b>Mormugao Port Trust</b></p> <p><b>RHQ(W)</b></p>	

and Highways vide their letter No. PR/24021/22/2005PG dated 03 Apr 06 and Maritime State Development Council during the 9<sup>th</sup> MSDC meeting held on 07 Jan 08 at Goa have already issued instructions to major ports and state administrations respectively to have contingency plan and Tier-1 facility at the earliest.

(b) A letter has already been issued to Ministry of Environment and Forest. RHQs are to liaise with state maritime boards in this regard.

#### Mumbai Port

The MoUs was finalised in Oct 07 and is awaiting signatures of stakeholders. All the POCs except ONGC have already taken approval from their respective management for signing MoU as well as allocation of related budget. As soon as ONGC gets approval from its management all POCs will sign the MoU followed by execution.

#### JNPT

JNPT is in the process of finalising the MoU between JNPT and jetty operators. The representative of jetty operators has requested some more time to study the proposal. The MoU is on the final stage by the Oil jetty operators and is likely to be finalised shortly.

#### Kochi Port

MoU is already in operation with port users.

#### Tuticorin Port

Procurement of pollution response equipment is in progress.

#### Ennore Port

Ennore port Ltd intimated that M/s Reliance Industries Ltd, the sole facility operator provides the pollution response equipment

for handling oil spills in the port. Since it is a single user facility and the operator providing the pollution response equipment, a separate MoU with the operator is not required.

#### Vizag Port

MoU between VPT and the oil companies was signed on 17 Aug 07. Procurement of equipment is in progress.

#### Kolkata Port/Haldia Dock Complex

MoU has been signed between the port and major oil companies functioning in Haldia. The procurement of equipment is in progress.

#### Budge Budge Oil Terminal of KoPT

Since this Oil Terminal requires specific high current response equipment method for oil spill response, the Coast Guard assistance has been sought for providing assistance in this regard.

#### New Mangalore Port

The MoU between port and oil companies has been prepared and being forwarded to all stakeholders and is likely to be finalised shortly.

#### Paradip Port

The Paradip port has intimated that M/s HPCL and M/s BPCL are not responding for signing the MoU despite repeated requests. COMCG(E) is being requested to liaise for early finalisation of MoU.

#### Port Blair

The creation of Tier-1 facilities at Port Management Board, Port Blair is in progress and the PMB has already formulated action plan for emergencies due to oil spill under disaster management plan.

	<p><b><u>Deliberations</u></b> – ONGC intimated that matter regarding sharing of funds for OSR has been referred to MoSRT&amp;H and the decision is awaited. Mr AR Rao, Port development Adviser (Ports), MoSRT&amp;H intimated that the inspection reports on Tier-1 facilities in respect of major ports will be forwarded to ICG shortly and also the issue of Tier-1 facilities with ports will be discussed in the Port Chairmen’s meeting scheduled for early May 08.</p> <p><b><u>Decision</u></b> – All ports and oil handling agencies must establish Tier-1 facilities at the earliest in a time bound manner.</p> <p><b><u>Point to be retained</u></b></p>		<p><b>All Ports &amp; Oil handling agencies</b></p>
2	<p>(a) <u>Standardisation of MoU</u> – MoU between all port users and port trust.</p> <p>(b) <u>Submission of contingency plan for approval by Kakinada Port, Kolkatta Port Trust and WBSPCB for Sunderbans.</u></p> <p><b><u>Progress</u></b> -</p> <p>(a) The progress was discussed along with Agenda Point No. 1.</p> <p>(b) Haldia port informed that they had submitted the contingency plan.</p> <p>(c) Preparation of contingency plan by Kakinada port is in progress.</p> <p>(c) RHQ(E) has taken up the matter with Chief Secretary, Govt of West Bengal for special contingency plan for Sunderbans. The matter is still pending.</p> <p><b><u>Deliberations</u></b> – The Chairman NOSDCP expressed his concerns over non finalisation of contingency plans by the oil handling agencies / ports till date.</p>	<p><b>BPCL</b></p> <p><b>RHQ(E)</b></p>	

	<p><b>Decision</b> – All ports &amp; oil handling agencies must have their contingency plan in place by 30 Jun 08.</p> <p><b>Point to be retained</b></p>		All Ports & Oil handling agencies
3.	<p><u>Customs rules and guidelines for receiving waste oil at the shore reception facilities from the vessels calling at the port and also for the disposal of oil collected from the oil spills.</u></p> <p><b>Progress</b> - CGHQ requested the details of the correspondence between Customs and Central Excise and Min of Finance. However, it has been intimated by the Custom and Central Excise that Min of Finance has turned down the proposal to amend the regulations regarding levy on dirty oil and will attract 10% custom duty and no excise.</p> <p><b>Deliberations</b> – Mr CR Sakthivel, Asst Director (Marine) of Customs &amp; Central Excise stated that status quo to be maintained. It was proposed that ICG may like to take up the case with MoF in liaisoning with MoSRT&amp;H.</p> <p><b>Decision</b> – Dir (F&amp;E)/CGHQ to take up the case with MoF through MoD and MoSRT&amp;H.</p>	Customs & Central Excise	CGHQ
4	<p><u>Role of State Pollution Control Boards and District Administration as specified and brought in the ambit of District Oil Spill Disaster Contingency Plan.</u></p> <p><b>Progress</b> – Preparation of contingency plans by all states in progress.</p> <p><b>Decision</b> – All Pollution Control Boards to prepare their contingency plan in consultation with State Administration as directed by Maritime State Development Council. RHQs are to provide necessary assistance in this regard.</p>	RHQ(W)	RHQs/ All State Pollution Control Boards
5	<p><u>Preparation of LCP</u> - Every major port is required to prepare a LCP and submit to Coast Guard for approval. The LCP does not</p>		

	<p>cover only the port waters, but also the neighboring creeks, fishing areas, coastline, village, etc., and a port cannot be expected to have expertise to judge the sensitivity of the areas around it. Coast Guard being a premier agency and having its expertise in combating pollution can have the LCP prepared and charge the respective ports for the same.</p> <p><b>Progress</b> - All stake holders are in the process of making their respective plans as per their threat perception.</p> <p><b>Deliberations</b> Assistance from specialists/consultants be obtained for preparing the contingency plan, as it involve detail study of sensitive areas, flora and fauna. Coast Guard can provide necessary inputs where necessary.</p> <p><b>Decision</b> – All stakeholders must have their LCP in place by 30 Jun 08 and to be hosted on their respective websites. The agenda point to be merged with agenda point No. 4.</p>	<p><b>JNPT</b></p>	<p><b>All Resource agencies</b></p>
<p>6</p>	<p><u>Availability of dedicated pollution response vessel with respective Port Trusts for immediate response within port limits.</u></p> <p><b>Progress</b> – Director (Ports) was requested for convening a meeting for deliberating on the above point. DGICG had also raised the issue through the Defence Secretary. A reminder was also sent to Director (Ports) however no reply has been received.</p> <p><b>Deliberations</b> – Mr AR Rao, Development Adviser (Ports), MoSRT&amp;H intimated that the issue will be discussed during the Port Chairmen’s meeting scheduled in early May 08. Also Ministry has constituted a committee for deciding the SQRs for two pollution response tugs one for each coast under the Chairmanship of Chief Surveyor, DG Shipping.</p> <p><b>Decision</b> – Ports to have pollution control vessel in a time bound manner.</p>	<p><b>Mormugao Port Trust</b></p>	<p><b>MoSRT&amp;H CGHQ</b></p>

7	<p><u>Feasibility of claiming the amount spent on oil spill combating by private agencies.</u></p> <p><b>Progress</b> – The delegate from Reliance Industries intimated that a reminder has been issued in Jan 08 along with contacting the concerned officer on telephone. The reply from DG Shipping is still awaited on claiming the amount spent on oil spill clean up.</p> <p><b>Deliberations</b> – Capt Deepak Kapoor, Dy DG(Tech), DG Shipping intimated that the procedure for the amount spent on oil spill combating by private agencies is already given in MSA 1958, CLC and Fund Convention.</p> <p><b>Decision</b> – In view of procedure already existing on the issue, agenda point to be deleted.</p>	Reliance Industries	Point to be deleted
8	<p><u>Mapping of pollution sources</u> - The State Govts need to be engaged in a dialogue about various pollution sources in their state that affect the sea and the ecology.</p> <p><b>Progress</b> - The details received from ICMAM-PD has been forwarded to all the agencies.</p> <p><b>Decision</b> – Point to be deleted.</p>	RHQ (W)	Point to be deleted
9	<p><u>Non-availability of ocean going tugs/salvage tugs</u> - The ocean going tugs capable of towing a medium laden vessel must be available in India, thereby reducing the time delay in arranging salvage for the drifting vessels.</p> <p><b>Progress</b> – A letter was issued by the CGHQ to these agencies to make the inventory of these equipment. Only M/s BG Exploration and Production India Ltd intimated that the company do posses tugs and other accessories however same are utilised for their day to day operations and it will not be feasible to pull out as it will result in serious operational issues.</p>	ESSAR Oil	

	<p><b>Decision</b> – The issue does not fall in the purview of this forum as the issue is concerned with salvage. However, details can be collected and kept for ready reference by ICG.</p> <p><b>Point to be deleted.</b></p>		<p><b>Point to be deleted.</b></p>
10	<p><u>Pollution Response Exercise</u> – National level exercises should be conducted at all major ports at least once in a year. Presently the conduct of Pollution Response exercise has been limited to only Gulf of Kutch/Gulf of Khambhat till now. PPN Power Generating Company recommended pollution response exercise on east coast also.</p> <p><b>Progress</b> –</p> <p>(a) RHQ(W) has conducted a national level PR exercise off Mumbai on 27 and 28 Mar 08.</p> <p>(b) RHQ(E) has conducted a major PR exercise off Kakinada on 15 Apr 08.</p> <p><b>Deliberations</b> – It was noticed that resource agencies are not taking part in the exercises organised by the ICG. The exercises training and mock drills are being organised for the benefit of the industry.</p> <p><b>Decision</b> – All stakeholders and agencies must participate in the exercises with equipment and manpower wherever possible.</p>	<p><b>RHQ(W)</b> <b>PPN Power</b></p>	<p><b>All resource agencies</b></p>
11	<p><u>Inclusion of ports under NOSDCP</u> – Large number of upcoming ports like Karwar, Ratnagiri, Rewa, Vizhinjam under respective Maritime Boards should also be brought under the umbrella of NOSDCP.</p> <p><b>Progress</b> - Issue has been taken up with DG(Shipping).</p> <p><u>East Coast</u></p> <p>(a) Ennore &amp; Nagapattinam ports have their own contingency plan duly approved by the</p>	<p><b>RHQ(W)</b></p>	

	<p>ICG. The following ports are yet to submit their LCPs:-  (b) Krishnapatnam Port Co  (c) Gangavaram Port Ltd  (d) Kakinada Seaport Pvt Ltd  (e) Gopalpur</p> <p><b>Deliberation</b> – During the Maritime States Development Council (MSDC) meeting held on 07 Jan 08 at Goa, MSDC directed all maritime states to prepare contingency plans to deal with oil spill within three months.</p> <p><b>Decision</b> – RHQs to liaise with new ports, State Maritime Boards and bring them under the ambit of NOSDCP and expedite the preparation of contingency plans wherever not held by 31 Jul 08.</p>		RHQs State Maritime Boards
12	<p><u>Oil Spill Response Center at Gulf of Kutch Region</u> – Considering the sensitivity of Gulf of Kutch, there is a need to be one authority to overview the oil spill aspects of this area. In this respect Indian Coast Guard being the Central Coordinating Authority (CCA) for oil spill response in the country to deal with major oil spills, may set up a major control centre in the Gulf of Kutch for faster and effective response for any crisis.</p> <p><b>Progress</b> - The reply from RHQ(W) regarding the establishment of PR Control Centre is awaited.</p> <p><b>Decision</b> – RHQ (W) to coordinate and formalise the sharing of resources including manpower in case of any eventuality with CGS Vadinar as a nodal point.</p>	OISD	RHQ(W)
13	<p><u>NOSDCP to be held twice a year</u> – It is proposed that NOSDCP should be held twice in a year preferably October and April.</p> <p><b>Progress</b> - Chennai Port Trust is organising the 11<sup>th</sup> meeting of NOSDCP on 24 Apr 08 at Chennai.</p>	RHQ(A&N)	

	<p><b>Decision</b> – The decision to conduct NOSDCP meeting bi-annually has already been implemented.</p> <p><b>Point to be deleted.</b></p>		<p><b>Point to be deleted</b></p>
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**14. AGENDA POINTS FOR THE XI NOS-DCP MEETING DISCUSSED AND DECISION TAKEN DURING THE MEETING.**

<b>SI No</b>	<b>ITEM</b>	<b>PROPOSED BY</b>	<b>ACTION BY</b>
1	<p><b>Training Programme</b> - In each region, Coast Guard may workout a training programme in pollution prevention for the benefit of the neighbouring ports.</p> <p><b>Deliberations</b> – The training programme is being promulgated annually and also being hosted on ICG website for the industry.</p> <p><b>Decision</b> – RHQs to intimate the detailed annual training programme to all agencies/stakeholders along with hosting on website.</p>	<b>Ennore Port Ltd</b>	<b>RHQs</b>
2.	<p><b>Periodical Mock PR exercises</b> - The stakeholders like Port trust/Oil Companies holding the stockpile of PR equipment to conduct a periodical mock drill in conjunction with Coast Guard. The mock drill will be a refresher training for the staff and also ensure operational status of PR equipment.</p> <p><b>Deliberations</b> – The resource agencies are already conducting mock drill as per their convenience with or without the involvement of ICG.</p> <p><b>Decision</b> – All oil handling agencies and ports must ensure conduct of mock drills bi-annually so as to refresh their personnel and ensure smooth operations of equipment. PRTs to coordinate and to witness the mock drills.</p>	<b>RHQ(A&amp;N)</b>	<b>PRTs All Resource Agencies</b>
3.	<p><b>Training in IMO Level – II and III</b> – The ICG have been conducting IMO Level – I equivalent for resource agencies since Feb 2005. So far, 519 personnel from industries have been trained. Also 24 officers from Srilanka were also</p>	<b>CGHQ</b>	

	<p>trained in IMO Level-I course by ICG. There is an urgent need to organise IMO Level-II and III course for the industry. The industry may like to sponsor the training programme to be organised by ICG both for industry and ICG personnel.</p> <p><b><u>Deliberations</u></b> – The need to have Level – II and III course was agreed by all. A letter along with firm proposal may be issued to the resource agencies for sponsoring the training programme giving full details.</p> <p><b><u>Decision</u></b> – Dte of F&amp;E/CGHQ to co-ordinate and organise the courses.</p>		<p>CGHQ</p>
4.	<p><b><u>Venue for the next meeting</u></b> - The NOSDCP meeting is required to be conducted bi-annually wef 2008. The 11<sup>th</sup> NOSDCP meeting has been hosted by Chennai Port trust. It is proposed that 12<sup>th</sup> NOSDCP meeting in Oct 2008 may be hosted by some agencies in Mumbai/Jamnagar.</p> <p><b><u>Deliberations</u></b> – The issue was discussed to decide the venue and it was agreed to have next meeting on the west coast in Mumbai/Gulf of Kutch.</p> <p><b><u>Decision</u></b> – Dte of F&amp;E/CGHQ to co-ordinate and put up proposed venue by 30 Jun 08.</p>	<p>CGHQ</p>	<p>CGHQ Reliance, Jamnagar/ JNPT, Mumbai</p>

**11<sup>TH</sup> NATIONAL OIL SPILL DISASTER CONTINGENCY PLAN (NOS-DCP)**  
**AND PREPAREDNESS MEETING 2008**

Date : 24 Apr 08  
Time : 0900 hrs  
Venue : Chennai Port Trust, Chennai

**PROGRAMME**

<b>Ser</b>	<b>Time</b>	<b>Event</b>
2402	0900	Delegates arrive
2404	0910	Registration
2406	0925	Vice Admiral RF Contractor, AVSM, NM, Chairman, NOSDCP arrives
2408	0930	Welcome address by the Chairman, Chennai Port Trust
2410	0935	Opening address by the Chairman, NOSDCP
2412	0945	NOS-DCP Overview by Director (Fisheries & Environment), CGHQ
2414	1000	Exchange of mementoes
2416	1005	Tea Break
2418	1025	Presentation by National Institute of Oceanography (NIO)
2420	1035	Presentation by New Mangalore Port Trust
2422	1045	Presentation By PRT(W)
2424	1105	Presentation by Integrated Coastal and Marine Area Management (ICMAM) Project Directorate
2426	1115	Presentation by PRT(E)
2428	1130	Review of old agenda points
2430	1230	Discussion on new agenda points
2432	1310	Concluding remarks by the Chairman, NOSDCP
2434	---	Lunch on completion

**11<sup>th</sup> NOS-DCP AND PREPAREDNESS MEETING**  
**24<sup>th</sup> APR 08**

**PARTICIPANTS LIST**

01	Vice Admiral RF Contractor, AVSM, NM	Director General	Indian Coast Guard
02	IG SPS Basra, YSM, PTM, TM	COMCG(E)	Indian Coast Guard
03	IG Rajendra Singh, PTM, TM	COMCG(W)	Indian Coast Guard
04	IG SP Sharma, TM	COMCG(A&N)	Indian Coast Guard
05	DIG BS Yadav	O i/C PRT(E)	Indian Coast Guard
06	DIG AKS Chauhan	Chief Law Officer	Indian Coast Guard
07	DIG KC Pande	Principal Director (Ops)	Indian Coast Guard
08	Comdt SD Sonak	Dy O i/C PRT(W)	Indian Coast Guard
09	Comdt Shailindraa K Singh	Director (F&E)	Indian Coast Guard
10	Comdt A Athinarayanan	Director (F&E) Desig	Indian Coast Guard
11	Comdt S Paramesh	CSO(Ops), RHQ(E)	Indian Coast Guard
12	Comdt Bisham Sharma, TM	CGA	Indian Coast Guard
13	Dy Comdt Arun Singh	ROPO, RHQ(A&N)	Indian Coast Guard
14	Rear Adm Rajender Singh, AVSM, NM, VSM	FODAG	FODAG
15	Cdr A Subramanian	CSO	NOIC(TN)
16	Mr Lakshmipathi Kumar	Environmental Engineer	AP PCB
17	Mr BN Ramesh Kumar	Environmental Officer	Karnataka PCB
18	Mr S Balaji	Addl Chief Environmental Engineer	TN PCB
19	Dr RS Kankara	Scientist E	ICMAM-PD
20	Mr CR Sakthivel	Asst Director (Marine)	Customs & Central Excise
21	Dr SP Fondekar	Dy Director	NIO
22	Mr Shashi Vardhan	Joint Director (Env)	OISD
23	Mr AK Tewari	Dy Seretary	MoSRT&H
24	Mr NV Francis	Sr Manager (Safety)	BPCL
25	HS Bawa	Director/DIG	NSCS(PMO)
26	Dr Anant N Harshvardhan	Sub Regional Officer	Maharashtra PCB

27	Capt Deepak Kapoor	Dy DG (Tech)	DG Shipping
28	Mr A Ramasamy	Manager (MC&PC)	JNPT
29	Mr Dilip Vishwanathan	Addl Chief Mech Engineer	MbPT
30	Capt VVA Pereira	Sr Dock Master	MbPT
31	Dr Arul Kumar Nath	Special Officer on Duty (Env)	Kolkatta Port Trust
32	Capt PS Prasad	Dock Master	Vizag Port Trust
33	Capt PB Balaji	General Manager	Reliance, Jamnagar
34	Mr BM Pillai	Manager (Marine)	Reliance, Hazira
35	Dr GS Rao	Chief Operations Manager	Kandla Port Trust
36	Mr N Rajapoopathy	Pollution Control Officer	NMPT
37	Capt Pradeep Gaur	General Manager	Krishnapatnam Port
38	Capt P Mohanty	Pilot	Paradip Port Trust
39	Capt Arokkiaswamy	Sr Dock Master	ChPT
40	Mr SK Mall	Consultant	DGH
41	Mr KK Darad	Head Environment	DGH
42	Mr SP Maniktale	Sr Manager HSE	BPCL, Mumbai
43	Mr RC Kashyap	General Manager (Tech)	IOCL, Noida
44	Mr Chanduru	DGM	IOCL, Vadinar
45	Mr Animesh Maiti	Manager (S&EP)	IOCL, Paradip
46	Mr Amar Jha	General Manager	NIKO Resources
47	Mr RL Pai	Sr Group Vice President	Reliance/INSA
48	Mr SK Bhalla	Tech Adviser	INSA
49	Dr PK Pant	Sr Vice President-QHSE	Reliance, Mumbai
50	Mr S Ulaganathan	HSE Manager	Hardy (E&P) India Inc
51	Mr N Suresh Kumar	Manager (E&E)	BPCL Kochi Refinery
52	Mr VK Jain	GGM-Head Corporate HSE	ONGC, New Delhi
53	Dr JS Sharma	Chief Chemist, CHSE	ONGC, New Delhi
54	Mr AA Khan	ED-Asset Manager	ONGC, Rajahmundry
55	Mr AMK Murthy	Head Asset HSE	ONGC, Rajahmundry
56	Mr Santanu Chakrabarty	DGM(Marine Env)	ESSAR Refinery
57	Capt Rajen Sachar	Head Marine Projects	ESSAR VOTL
58	Capt Deepak Sachdeva	Head Marine	ESSAR VOTL
59	Mr Gautam Chakrabarty	Manager-HSSE	BG India
60	Mr B Sundaramurthy	Vice President	PPN Power

61	Mr Dinesh Chandra	GM-HOS	ONGC, Mumbai
62	Mr TS Charvethia	DGM(F&S)	BPCL Refinery
63	Mr RCI Devadas	Chief Manager (F&S)	BPCL Refinery
64	Mr AR Rao	Development Adviser(Ports)	MoSRT&H
65	Mr Dinkar Pandit	GM (S&EP)	IOCL, Mumbai
67	Mr RK Gupta	GM-SHE (Refineries)	HPCL, Mumbai
68	Mr RM Kalailingam	Dy Director General	DGLL
69	Mr DH Katkar	DGM(F&S)	HPCL, Mumbai
70	Mr Mayil Ramanan	Sr Manager- SH&E	HPCL, Chennai
71	Mr S Subramanian	Manager-Terminal	HPCL, Chennai
72	Mr GS Baveja	GM(HSE)	BPCL, Mumbai
73	Mr HS Kakade	Sr Manager (CDM)	BPCL, Mumbai

**INAUGURAL ADDRESS BY THE CHAIRMAN**  
**11<sup>TH</sup> NOS-DCP MEETING 24 APR 2008**

Shri K Suresh, Chairman, Chennai and Tuticorin Port Trust, Esteemed members and colleagues of NOS DCP, ladies and Gentlemen

A Very Good Morning to you all

1. At the very outset I would like to thank Shri K Suresh, Chairman Chennai & Tuticorin Port Trust for graciously agreeing to host this historic biannual NOS DCP Meeting at Chennai, the first that is taking place outside New Delhi.
2. It gives me immense pleasure to be amidst you all once again at the 11<sup>th</sup> National Oil Spill Disaster Contingency Plan and Preparedness Committee Meeting, which as I have said has become a bi-annual event. This meeting is conducted primarily to review the progress made on various environmental issues and expedite those that have not made the desired headway,- like in the case of Tier- 1 facilities, while certain organizations have progressed well in acquiring Tier-1 facilities, signing of MoU and finalisation of contingency plans, their counterparts continue to lag.
3. To begin with we are witnessing a change in climatic conditions the world over which is a cause for concern for all of us. The Basel Convention, the United Nations Framework Convention on Climate Change (UNFCCC), Kyoto Protocol and the Bali Conference 2007 while focusing on the changes taking place in the climate have reminded us of the need to do our bit to protect the environment so as to give our succeeding generations a pollution free world.
4. On the maritime front, the IMO for one, is seriously looking into the fallout on the environment caused by discharge of ballast water, exhaust gas emissions and discharge from the ships which have a direct, as well as an indirect effect on climate change. Also, much of the debate at the 57<sup>th</sup> session of the Maritime Environment Protection Committee of the IMO centered on the Regulation of Greenhouse Gas Emissions from ships under MARPOL Annex VI. Indeed, we are beginning to look at marine pollution from a holistic perspective. The not too distant future will perhaps see the implementation of a regulatory requirement for an Energy Efficiency Certificate for ships on the lines of the MARPOL Certificates with possibly a mandate for overseeing compliance by an enforcement agency, may be the Indian Coast Guard.
5. With an aggressive campaigning by the media and NGOs such as Greenpeace and Friends of Earth International on the issue of invasive species in Ballast water, the 57<sup>th</sup> Marine Environment Pollution Committee (MEPC) has adopted a revised *Procedure for approval of Ballast Water Systems that make use of active substances*. Though the Ballast Water Management Convention is yet to come into force, we will be hard pressed to implement the provisions of the Convention on account of the increasing emphasis placed

by the international community on ballast water management. Only an integrated approach by the MoD, MoEF and MoST would go a long way in dealing with such important and critical issues.

6. You will recall that, on 07 Dec 07 a drifting barge 'Samsung-1' collided with a VLCC 'Hebei Spirit' at anchorage in the port of Incheon on the West coast of South Korea. The collision resulted in a spill of about 10,000 tonnes of crude oil off Incheon, only 8 kilometers from the West coast of Republic of Korea. 20,000 personnel from the Korea Coast Guard, the Navy and other oil spill response teams were deployed in sensitive areas of the entire affected shoreline to reduce the amount of pollutants drifting towards the coast. The drifting oil slicks nevertheless soiled over 300 kms of shoreline and polluted fishing harbours, aquaculture farms, migratory birds and tourist beaches. All available resources were mobilized at the national level and a state of National Emergency was declared to combat the massive oil spill.

7. The scale of response operations serves as an eye opener for all of us as such an accident could occur anywhere and any time. We, who have gathered in this forum are vested with the onerous responsibility to see that India is not caught off guard and unawares, and that we are well prepared and geared to meet any such contingency at any time, at any place.

8. Closer home, we did witness ten groundings in our EEZ since we last met in September 2007. Fortunately none of the groundings resulted in a spill, though a singular incidence of a minor oil spill did occur when the barge "Dhan Laksmi" collided with the "MV Star Leikanger" off Jakhau. The incidents of the year gone by, serve as a reminder of the threat of oil spill that looms large in the event of any sinking, collision or grounding. We need to continuously review our preparedness so as to ensure that our response is prompt and effective and in accordance with our contingency plans.

9. The Indian economy is progressing at an unprecedented pace. Given that over ninety percent of the trade is seaborne, shipping in Indian waters too is growing at an equally rapid pace. Unfortunately, the prospect of increasing trade is fraught with the inevitable danger of old and unseaworthy ships of **Open Registry** also plying in our waters and even calling at our ports. An enhanced port state control regime coupled with stringent legislative measures is the need of the hour lest we become a recognised graveyard for such ships.

10. The seas around us have major SLOCs carrying huge amounts of crude and processed oil products in VLCCs or ULCCs which transit close to our coast or enter our major ports and harbour. Our marine environment is consequently posed with an added risk of crude oil spill. The problem is further compounded by the fact that single hulls continue to ply in our waters. We shall, therefore, persevere in voicing our concerns to the appropriate authorities until such measures are instituted and effectively implemented.

11. As far as training in oil spill response is concerned, the Indian Coast Guard has been regularly conducting training for personnel of stake holders in IMO Level Tier-1 response capabilities. I am happy to inform this august gathering that on a request from the Sri Lankan Government, two batches of 24 personnel each were trained at Coast Guard Pollution Response Team (West), Mumbai in December last year. Our very own

response capability will receive a big boost and usher international standards in the region when the three specialized indigenously built Pollution Control Vessels join the ICG fleet in the near future.

12. Last but not the least, I would like to draw attention to the fact that pollution response at sea is a multi-agency task requiring participation from one and all. It takes the resources and expertise of several agencies to combat an oil spill. This meeting provides an ideal forum to all the stakeholders for developing a clear, common and unambiguous interpretation of the contingency plan.

13. It is my considered view that the Ports when entering into an MoU with the oil handling agencies establish a common pool of oil spill response facilities, rather than the oil handling agency procuring its own set of oil spill response equipment which may be different from those procured by other ports, causing the attendant problems of interoperability when faced with a national level disaster wherein jointness and interoperability will be the order of the day.

14. I strongly feel that our discussions and candid sharing of views today will yield to logical conclusions in a time bound manner. Our collective wisdom and sincere efforts will surely strengthen the existing management of oil spill response in India. I urge all my colleagues to utilize this forum to look into our shortcomings, if any, and initiate appropriate remedial measures to overcome them. Let us renew our commitment to cleaner seas around our subcontinent especially in our ports and off our harbours by acquisition of the appropriate type of equipment and enforcement of stringent laws against defaulters, so that we are ready to meet the challenges that await us in the future.

15. Finally, I would like to once again take this opportunity to thank Mr K Suresh, the Chairman Chennai & Tuticorin Port Trust for hosting this meeting and Captain S Mehta, Rep of Chennai Port Trust in the last meeting who took up the case with Chennai Port Trust Chairman for hosting this meeting and to the staff at Chennai Port Trust for all their efforts in providing us with the Conference Hall and for the hospitality.

16. Thank you. Jai Hind

**OVER VIEW ON POLLUTION RESPONSE**  
**ACTIVITIES UNDER NOSDCP**

Good morning Gentlemen,

1. National Oil Spill Disaster Contingency Plan delineate national preparedness and response system including both public and private resources for responses to oil spill emergencies. It provides the basic framework and guidelines for a national response to a significant oil spill at sea. The National Oil Spill Disaster Plan which was promulgated in 1996 is now 12 years old. During these 12 years we have gone step by step towards strengthening the capabilities of oil spill response in the country. The Ministry of Home Affairs who is now the entity for Oil Spill Management in India under the National Disaster Management action plan is also the nodal Ministry for Oil Spill Response for the oil spill of a national level. The Home Secretary is the chairman of the Crisis Management Group (CMG) to be constituted in case of a national level oil spill. The Director General Indian Coast Guard is the Central Coordinating Authority for combating oil spill in Indian water and to enforce the provisions of NOS-DCP as per the Business Rules 60 of the Union of India.
2. In order to achieve the envisaged long-term plan of the total oil spill management and marine environmental security, the ICG, over a period of time, has built up oil spill response capabilities and stockpiles of pollution response equipment for responding to the oil spills up to 10,000 tonnes in Indian waters. Due some constraint the PC vessels which were to be there with ICG has been delayed. However the efforts are being made to commission first PC Vessel by Oct-Nov 2008 and next two with an interval of six months. A case to set up pollution cells at newly commissioned stations at is also being progressed at CGHQ.
3. Any Plan if it is not updated loses its identity and its purpose. The NOS-DCP is updated every two years. Last it was updated in 2006 and by the end of this year we shall be promulgating the updated version. We have already made the request to the resource agencies to intimate their updated contact numbers and changes made in their stockpile to us by 30 June this year. Any suggestion to be incorporated in the plan is also welcome. I would request to Forest and Environment Ministry member for details of the mapping of sensitive areas on the coastline undertaken by their Dept. so as to include same in the plan.
4. Fortunately during last six months out of 10 marine accidents only one has been reported causing a minor oil spill in Indian waters. A bulk carrier MV Star Leikanger off Jakhau was hit while at anchorage by a barge Dhan Lakshmi. There was a small oil slick of 14 Tonnes fuel oil. The ICG assets were deployed for response and monitoring. It was very fortunate that it was a cargo ship not a tanker otherwise we would have a catastrophe in our hand. On the International scenario the world has seen four major oil spills out of which oil spill in South Korea was the major oil spill. Since this spill is the biggest in our region I would like to discuss in brief. On 07 Dec 07 the oil tanker MT Hebei Spirit was hit by the crane barge Samsung-1 which was drifting dueits towline had parted. This collision led to 3 breaches in the hull of the Hebei Spirit, and about 10,800 tonnes of crude oil spilled into the Yellow Sea, only 8 kilometres from the coast.

5. The South Korea has a capacity of 80,000 tonnes oil spill response which included 56 ships of various tonnage 30,000 meters of boom, 75 skimmers, 1,00,000 tons of OSD and 30,000 kg of sorbents. Besides this different ports have their Tier-I facilities.

6. The oil spill contaminated 300 km of Western Coast line of South Korea. This is a sensitive area where fishing and aquaculture are important activities and also many migrating birds stop over. The region is also a popular tourist destination for its beaches. This linear coast comprises rocky areas, sandy and pebble beaches and mud flats.

7. Contrary to predictions by behaviour models, the oil remained relatively fluid and did not emulsify much. Ten of kilometres of containment boom have also been deployed either at sea, or close to sensitive coastal areas. On beaches, selective clean-up was carried out manually using shovels, buckets and sorbents and in rocky areas the Koreans used pressure washers. The primary clean-up technique using the large workforce to manually remove the oil using buckets, shovels and sorbent pads were used. Wide-spread manual wiping of rocks and pebbles using sorbent materials and other textiles were also carried out. Contractors used vacuum trucks, skimmers and mechanical means at selected sites.

8. The shoreline clean-up operations generated large quantities of oiled waste, including 2,000 tonnes of an oily/water mixture and more than 20,000 tonnes of solid waste particularly oiled sorbets and PPE used to equip the workforce. We have a small clipping on the incident highlighting the incident is being screened for the benefit of the members.

9. Here I would like to impress upon the need of notifying the oil pollution incident as per the provisions of NOSDCP. It has been observed the agencies are not intimating the accident which may leads to oil spill or the oil spill incidents by way of POLREP to ICG. I would request all agencies including ports to follow the procedures envisaged in the plan in case of oil spill or grounding. This will cut down the time for arranging response from ICG as time is the main crux in combating any pollution eventuality.

10. As the Chairman has impressed upon in his inaugural address about the need for Tier-1 facilities with all stake holders so that we are prepared for such eventuality. The accident of South Korea is a sort of warning to all of us that such accident can happen any where and any time and we have to be prepared for any eventuality. This is only possible by the cooperation and proactive approach of all the members in setting up of Tier-1 facilities for their own organisation. The issue of setting up of Tier-1 Oil Spill Response facilities is pending quiet long as an agenda point of this meeting. The concept of MoU has been devised to avoid the duplication of efforts and members can save some capital expenditure however it is seen that some of the members are still having some reservations on this account. I am sure that the minor issues in sharing the cost of Tier-1 facilities will be sorted out by the resource agencies and will work proactively in setting up of these facilities in their area of operation which is as per NOSDCP is a mandatory requirement.

11. In this regards I would like to quote the example of Singapore and Oman where the water is clean and blue despite having busy channel and port. In both the countries the resource agencies are equipped with Tier-I response facilities which help the National

agency in case of any eventuality. For the benefit of all I will flash the Pollution response organization of Singapore. It may be agreed that for the desired results in keeping our seas clean and safe the proactive approach is the buzz word. Besides proactive approach strict penal actions against the polluters will facilitate to keep our waters clean. It may be noted that in Singapore the fine for polluting Singapore waters ranges from \$ 1000/- to \$ 1 million including arrest of the crew of the vessel. The other examples for strict measures against the polluters can also be seen in US and European countries. Similar provisions are required to be adopted in Indian waters for achievement of desired results. May I request all port authorities, DG Shipping to enforce strict measures in this regard.

12. During last six months the inspections of Tier-1 facilities with stakeholders have been carried out by the audit teams. It heartening to note that generally the report from Oil companies is satisfactory except few minor points which I am sure will be taken care off by next audit. There are some grey areas with the Ports and I urge to all port authorities to position the facilities earliest. I would like to thank to OISD and Ministry of Shipping for their whole hearted support in conducting these inspections along with both the PRT's. In this regard I would request to State Pollution Control Boards to have a proactive approach and oversee the implementation of the provisions of NOSDCP as this will reduce their burden in coastal water which is also their area of responsibility.

13. Availability of trained man power is the foremost requirement for a successful an affective response. The Indian Coast Guard has been playing an active role in conducting IMO Level One (equivalent) course for the industry. So far we have trained 519 personnel from the resource agencies. In December 2007 the Indian Coast Guard undertook training of 24 Srilankan Government officials in IMO Level-1 training. The training programme for the industry for next year is given on the slide. For the nomination for these programmes concerned PRT may be contacted. Efforts are on to organize IMO Level 2-3 course in India. Here I would like to request industry to participate in this training programme by way of the deputation requisite person and sponsoring these courses.

14. In order to achieve the desired level in the response operation, the ICG actively involved in conducting basic orientation courses including simulated exercises and mock drills for field operators and the CG personnel.

15. The ICG has conducted two major Pollution Response exercises during last six months one each on West and East coast. The emphasis was to conduct these exercises in those locations, which are more susceptible to marine pollution and accidents due to their proximity to sensitive areas. Further, the successful conducts of these exercises confirm usefulness and efficacy of national oil spill disaster contingency plan and the importance of having the basic response capabilities.

16. Today we have organised 05 presentations. The first presentation is on "Oil Spill Dispersants" by Dr SP Fondekar, from NIO. The presentation will cover the various aspects of risk, usage and guidelines for oil spill dispersants. The second presentation is by Sh. RS Kankara, Scientist E, ICMAM-PD on "Oil Spill Models". The third presentation from New Mangalore Port will tell us the success story as to how to keep our port area clean from oil spill. The last two presentation are by PRT (W) & PRT (E) respectively which will give an over view on development of pollution response preparedness on west and east coast.