



INDIAN COAST GUARD

(MINISTRY OF DEFENCE)

**PROCEEDINGS OF
13th NOS-DCP AND PREPAREDNESS MEETING 2009**

1. The Thirteenth "National Oil Spill Disaster Contingency Plan (NOS-DCP) and Preparedness" Meeting, the first bi-annual meeting of 2009 was held at Vigyan Bhavan, New Delhi on 15th Apr 09. The Director General Indian Coast Guard chaired the meeting.

2. The proceedings of the meeting are enclosed for information and necessary action.

Sd /XXXX
(A Athinarayanan)
Commandant
Director (F&E)

Enclosure : Proceedings of the meeting
EP/0720/13th Meeting
Date 01 Jun 09

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Enclosure to the CGHQ EP/0720/13th Meeting
dated 01 Jun 09

PROCEEDINGS OF THE THIRTEENTH NATIONAL OIL SPILL DISASTER
CONTINGENCY PLAN (NOS-DCP) AND PREPAREDNESS MEETING HELD
AT VIGYAN BHAVAN, NEW DELHI ON 15TH APR 09

Appendices:-

- 'A' - Discussions and decisions on previous agenda points
- 'B' - Discussions and decisions on new agenda points
- 'C' - Programme
- 'D' - List of delegates
- 'E' - Inaugural Address of the Chairman
- 'F' - NOS-DCP Overview
- 'G' - Presentation by Capt Deepak Kapoor, Nautical Surveyor,
DG Shipping
- 'H' - Presentation by Dr SP Fondekar, Dy Director, NIO and
Dr GS Reddy, MD, Environ Software

1. The Thirteenth National Oil Spill Disaster Contingency Plan (NOS-DCP) and Preparedness Meeting was held at Vigyan Bhavan, New Delhi on 15th Apr 09. Vice Admiral Anil Chopra, AVSM, Chairman NOSDCP chaired the meeting. The programme is placed at **Appendix 'C'**.

2. A total of 56 delegates from various Govt. Departments, Ports and Oil Companies attended the meeting. The list of delegates who participated in the meeting is placed at **Appendix 'D'**.

3. In his inaugural address, the Chairman welcomed all delegates and reiterated that the purpose and objective of the meeting was to review preparedness and response capabilities with a view to prepare all agencies to respond to any contingency which may arise out at sea. He stated that the meeting also affords an opportunity to monitor progress made by various resource agencies, whilst shouldering their responsibilities as per the provisions of NOSDCP.

4. The Chairman highlighted the growing concerns regarding the global environment deterioration and the genuine fear in all quarters, that if the humanity does not change its ways or governments and agencies do not take right decisions at the right

time, the damage that will be caused to the environment would be disastrous. He stressed that the coastal ecosystem and the sensitive shorelines are under great pressure due to developments of ports, shipping and oil terminals, and stake-holders should cater for environment protection issues along with the development issues.

5. The Chairman stated that ***the conduct of the recent national level exercise off Mumbai, in which many resource agencies participated actively, is an effort coordinated by the Indian Coast Guard to review the nation's preparedness for combating large oil spills and also to identify the weak areas. He thanked all who participated in the national exercise but also stressed that there is more room for improvement. He emphasized the need for all resource agencies to participate in such exercises wholeheartedly.***

6. Finally, the Chairman called upon all ports and oil handling agencies to put in place the necessary preventive measures like maintaining tier-I pollution response equipment, trained personnel and effective response system within their areas of operation, and also stressed the need for the resource agencies to streamline and practice the procedures of the plan and enhance synergised preparedness to combat oil spills. A copy of the Chairman's Inaugural Address is placed at **Appendix 'E'**.

7. The Secretary, NOS-DCP & Director (Fisheries and Environment), CGHQ briefed the participants about the progress made of the decisions taken during the last NOSDCP meeting and also briefly touched upon the developments at the national level, with respect to oil pollution preparedness and the efforts made by the Coast Guard since the last NOS-DCP meeting. A copy of Secretary, NOS-DCP's overview on pollution response is placed at **Appendix 'F'**.

8. There were two presentations arranged for the benefit of the members during the meeting. The first presentation was on "**Oil Pollution Legislation and Compensation**" presented by Capt Deepak Kapoor, Nautical Surveyor, DG Shipping, Mumbai. The second presentation was on "**Oil Spill Risk Assessment and Contingency Planning Process and the Use of Information Technology**" by Dr SP Fondekar, Dy Director, NIO, Goa and Dr GS Reddy, MD, Environ Software, Bangalore. The abstract of both the presentations are placed at **Appendix 'G'** and **'H'** respectively.

9. The important issues which were discussed and deliberated upon during the meeting include , establishing Tier-I facilities at all major ports, major oil spill exercise and training, role of SPCBs, preparation of Local Contingency Plan, contingency plan for LNG, status report on joint inspection of Tier-I OSR facilities, procurement of pollution control vessels for ports, inclusion of new ports under NOSDCP, oil spill response centre at Gulf of Kutch region, revolving trophies for best port and best oil handling agency, prevention of oil spillage in water and environment legislations etc.

10. While summing up, the Chairman thanked all stakeholders for their participation and appreciated the officers who made informative presentations during the meeting. He requested all ports and oil handling agencies to put an effective system in place and

instructed the Coast Guard and other departments concerned, to undertake an immediate audit of all major ports to assess the pollution response capability.

11. The item wise deliberations and discussions on previous meeting agenda points and current agenda points are placed at **Appendix 'A'** and **'B'** respectively.

PROGRESS ON PREVIOUS MEETING AGENDA POINTS AND DELIBERATIONS

SI No	ITEM	PROPOSED BY	ACTION BY
1	<p>(a) <u>Tier – I Oil spill response facilities by oil handling agencies.</u></p> <p>(b) <u>Standardisation of MoU.</u></p> <p><u>Progress.</u> Chennai, Vizag, Haldia, Cochin, Tuticorin and Paradip ports have signed MoUs with their respective port users for Tier-1 OSR facilities. Other ports are in the process of executing MoUs with respective port users and also establishing Tier-I facilities independently.</p> <p><u>Deliberations.</u> The MbPT and JNPT informed that the MoU for tier-I facility has reached a stalemate due to non participation of critical members. Dr JS Sharma, ONGC informed that the ONGC has tie up with OSRL, and having Tier-I capability at Uran hence they are unwilling to be part of MoU with MbPT. Development Adviser (Ports) informed that directives have been issued to ONGC authorities to be part of MoU. The issue of standardisation of MoU also arose and it was decided that the standardisation of MoU is left to the members to decide and Coast Guard cannot enter the commercial arena and hence requested the ports to sort out the issue. It was also proposed that the ports should establish Tier-I facility with existing members who wanted to participate and charge other non participants rateably. The Chairman requested all major ports should establish Tier-I facilities irrespective of MoUs and other constraints as it is binding requirement under ABR 61 and MoSRT&H notification.</p>	<p>OISD, CPCL, Mormugao Port COMCG(W)</p> <p>BPCL</p>	<p>MoSRT&H CGHQ DG Shipping All Major Ports</p>

	<p>shoreline pollution response</p> <p>(b) Coast Guard Regional Commanders to take up the issue with State Governments and follow up the action of the letter issued by the MoSRT&H to the Coastal State Governments.</p> <p>Point to be retained.</p>		
3.	<p><u>Availability of dedicated pollution response vessel with respective ports for immediate response within port limits.</u></p> <p>Progress. Necessary assistance has been provided to the committee constituted by MoSRT&H. The committee has submitted its report to the Ministry.</p> <p>Deliberations. Capt MM Saggi, DG Shipping informed that, the report has already been submitted. However, the manning of the vessel cannot be done by DG Shipping. The Chairman informed that manning the vessel by ICG is not feasible in near future due to the prevailing security and limited manpower availability with ICG. He suggested that, the Ministry may identify other agencies that may undertake this service or may outsource the same to other Govt/Non-Govt agencies.</p> <p>Decision.</p> <p>(a) Due to existing limitation of manpower ICG will not be able to undertake the operations of the proposed PR vessel.</p> <p>(b) DGS to examine the manning issue and take necessary action.</p> <p>Point to be deleted.</p>	Mormugao Port Trust	DGS All Major Ports
4	<p><u>Inclusion of ports under NOSDCP</u> – Large number of upcoming ports like Karwar, Ratnagiri, Rewas, Vizhinjam under respective Maritime Boards should also be brought under the umbrella of NOSDCP.</p>	RHQ(W)	RHQs State Maritime Boards

	<p><u>Progress.</u> Coastal states have been requested to direct all minor ports in their jurisdiction to prepare contingency plans and position PR facilities. The same was reiterated during the MSDC meeting held at Chennai on 30 Dec 08.</p> <p><u>Deliberations.</u> COMCG (E) intimated that, developing ports like Krishnapatnam has the Tier-I facility. Accommodating all minor ports under NOSDCP was also deliberated and all were of the opinion that, inclusion of minor ports will attenuate the focus of larger issues under NOSDCP, hence the State Maritime Board's representative may represent the minor ports during his attendance at NOSDCP meetings.</p> <p><u>Decision.</u></p> <p>(a) All non major ports be represented in the respective ROSDCP meetings as these ports are administered by the State Governments.</p> <p>(b) The respective State Maritime Boards which administer such ports will be part of the NOSDCP.</p> <p><u>Point to be deleted.</u></p>		
5	<p><u>Oil Spill Response Center at Gulf of Kutch Region</u> – Considering the sensitivity of Gulf of Kutch, and the amount of oil handled, there is a need to identify 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 at the time of need.</p> <p><u>Progress.</u> Despite proactive liaison by ICG with Govt of Gujarat, the report is yet to be received. GMB, meanwhile has tied up with NIO for undertaking risk assessment of 16 ports in Gujarat for oil spill emergencies.</p>	OISD	RHQ(W)

	<p><u>Deliberations.</u> No member from GMB attended the meeting to obtain the present views of the Govt of Gujarat. The Chairman also opined that if the World Bank project also entails operation and manning of large PR centres by the Coast Guard , it would not be feasible to provide manpower for those requirements proposed by a State Government, hence they should manage the PR centres through own management.</p> <p><u>Decision.</u></p> <p>(a) RHQ(W) to intimate Gujarat Govt to establish necessary PR facilities under own management.</p> <p>(b) External support in the form of training/ mock drills and exercises can be extended by Coast Guard.</p> <p>Point to be deleted.</p>		
6	<p><u>Oil Spill Response</u> – All new ports likely to be set up or those that are already in place close to oil exploration area like Godavari basin should gear up as early as possible to have at least some oil spill response capability for tackling any situation.</p> <p><u>Progress.</u> A letter has been sent to MoSRT&H, MoEF and DG Shipping requesting some regulations/rules that may be formulated or direct the State Govts to make a policy for ensuring the new ports and oil handling agencies to have contingency plan and Tier-I PR facilities before the operations commence.</p> <p><u>Deliberations.</u> The Nautical Adviser informed that presently the Indian Ports Act 1908 applies for all minor ports and they are administered by the respective State Maritime Boards. He further stated that presently only three maritime States have established Maritime Boards. The Chairman asked if there are policies and other governing legislations which administer such ports prior</p>	RHQ (E)	All RHQs

	<p>sanctioning the establishing the port in the State, to which no answer was obtained. The representative of the Maharashtra Maritime Board informed the forum the decisions are taken in accordance with the policies established by the State Governments.</p> <p>Decision. CGRHQs to take up with concerned State Govt to establish PR facility as minor ports are administered by the State Governments.</p> <p>Point to be retained.</p>		
7	<p>Quantity of OSD – Quantity of Oil Spill Dispersant is required to be maintained against per ton of spilled oil.</p> <p>Progress. A study team comprising ICG, NIO and ONGC has been formed to formulate new OSD guidelines. The study team has been requested to put up its report by 10 May 09.</p> <p>Deliberations. Dr SP Fondekar, NIO informed that, the first meeting was conducted at Goa and they are in the progress of finalizing the report. Dr Pradeep Kumar, NMRL has intimated that, the certain OSDs are banned in western countries, the study group should consider this fact prior finalizing the report. The Chairman asked the NMRL representative to join the study team so that, he can provide relevant inputs. The member of the study team also requested the major ports to provide vital datas on the oil handled in their ports so as to establish necessary database on the type of oil handled in the country.</p> <p>Decision.</p> <p>(a) The study team to take inputs from NMRL, DRDO as necessary for thorough analysis on the effects of OSD in marine environment.</p> <p>(b) All ports and oil handling companies to provide particulars of the oil handled at their</p>	ONGC	<p>CGHQ NIO NMRL/DRDO All Major Ports All Oil Handling Agencies</p>

	<p>ports to study team.</p> <p>(c) The study team to submit report by 30 Jun 09.</p> <p>Point to be retained.</p>		
8	<p><u>Theatre level exercise for containing oil spill on the western sea board</u> – Majority of the country’s offshore oil infrastructure is located off the western seaboard, which comprises offshore oil rigs, SBM/SPMS etc. With increase in tanker traffic there is a need to better prepared for containing a major oil spill in this region. It is therefore recommended that a major oil spill containment exercise be conducted every year to mobilize all resources available for this purpose and validate national contingency plan.</p> <p><u>Progress</u> - National Level exercise ‘CLEAN SEA-I’ (NATPOLREX) was conducted off Mumbai from 07 to 09 Apr 09 invoking NOSDCP procedures. Assets from IN, ICG and resource agencies are likely to participate.</p> <p><u>Deliberations.</u> The Chairman thanked all the participants in the exercise. He also observed that, the participation and sharing of resources by the private players was poor. He requested all the private oil handling agencies to participate in the next exercise which is likely to be scheduled in Oct this year again off Mumbai.</p> <p><u>Decision.</u></p> <p>Second NATPOLREX to be scheduled off Mumbai in Oct/Nov 09. All resource agencies to participate in the exercise actively.</p> <p>Point to be retained.</p>	IHQ (Navy)	CGHQ All Resource Agencies

9	<p><u>Need to have Tier-1 facilities prior to commencing exploration activity</u> Deep water blocks have been allocated by the MoPNG under the NELP VII and these blocks are all over the EEZ. The companies employed exploration need to have minimum Tier-1 response capability for undertaking pollution response prior commencing exploration activity in these blocks. Thus license under NELP to be issued on conditions of having a Tier-1 response capability or for making arrangements for such OSR.</p> <p><u>Progress</u> A letter has been sent to MoSRT&H, MoPNG and MoEF requesting the companies involved in exploration and upstream activities be advised to have contingency plan and Tier-I PR facilities.</p> <p><u>Deliberations.</u> It was brought out by members that issue of clearance for allotting block does not have any threat. However, the threat is more when the oil is struck in the block and commencement of production. COMCG (A&N) has suggested that, an undertaking may be obtained from the company that in case of finding any oil, Tier-I capability will be maintained by the company at the site prior commencing oil production. The member of DGH informed that there is no threat of oil pollution during the exploration stage and it is only during the production stage that the threat of spill is more. However other members opined that there is a remote threat of explosion and consequent spill also and hence the possibility of oil spill cannot be ruled out.</p> <p><u>Decision.</u> CGHQ to take up the matter with MoPNG, DGH, OISD regarding establishment of PR facility or guarantee for cleanup prior exploration or production activity.</p> <p>Point to be retained.</p>	RHQ (A&N)	MoPNG CGHQ DGH OISD
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10	<p><u>Contingency plan for oil spill (Tier-I) to take input from the results of oil spill model</u> - Model output result needs to be provided by the ICG for effective mobilisation of OSR facility during contingency.</p> <p>Progress – JNPT and other minor ports in Gujarat have utilised the services of NIO and M/s Environ Software for oil spill risk assessment and oil spill modeling.</p> <p>Decision. All resource agencies can make use of the services of the companies providing oil spill modeling services for effective oil spill contingency measures.</p> <p>Point to be deleted.</p>	OISD	All Resource Agencies
11	<p><u>Revolving trophy for “Best Port for environment protection efforts” and “Best oil handling Facility for environment protection” may be instituted by ICG from the next year.</u></p> <p>Progress – Design of Trophy and guidelines for the award has been worked out and the same will be posted in ICG website by 25 May 09.</p> <p>Decision. CGHQ to institute measures and undertake audit of ports and the first trophy to be awarded during the next NOSDCP meeting.</p> <p>Point to be deleted.</p>	CGHQ	CGHQ
12	<p>(a) <u>Capacity augmentation for removal of oil before spillage in water.</u></p> <p>(b) <u>Capacity augmentation for removal of oil from submerged ships.</u></p> <p>Progress – As the MHA is the entity for Oil Spill Management, a letter was sent to NDM/MHA but no response has been received. As the legal issues are dealt by DG Shipping under the Road Map for Oil Spill Management under the MHA, the DG Shipping may also write to the NDM/MHA for</p>	MoSRT&H CGHQ	CGHQ DG Shipping

	<p>early constitution of the committee meeting.</p> <p><u>Deliberations:</u> The Nautical Advisor suggested that there should be system not only address post oil spill but preventive measures also. It was suggested that the developed countries have put in place capacity augmentation either through Govt or through private entity. The nearest salvors are located in Dubai and Singapore and the minimum time for arrival of their support is two days. The chairman stated that if any new private entrants are available then they can provide the services in India through a system coordinated by the DG Shipping. The Representative from MHA informed that the information sought from all the members of the roadmap for oil spill management has not been received except for Coast Guard and requested all members to send their information earliest so as to coordinate efforts at MHA.</p> <p><u>Decision.</u></p> <p>(a) At present the capacity for removal of oil is not available with any agency. A study team with representatives from ICG and DGS to be formed to examine the measures for capacity augmentation of removal of oil from a stricken vessel. The study report to be submitted by 15 Sep 09.</p> <p>(b) DG Shipping and CGHQ to establish necessary legal mechanism for augmenting powers to ICG.</p> <p><u>Point to be retained.</u></p>		
13	<p><u>Prevention of oil pollution by better surveillance during day and night and deployment of ETV.</u></p> <p><u>Progress</u> – The MoSRT&H intimated ICG to man, maintain and operate ETV which is not possible due to current manpower crunch. The ICG has advised MoSRT&H to consider operating such vessel through a third party</p>	MoSRT&H	

	<p>like SCI or other contractors under the control of ICG.</p> <p><u>Deliberations.</u> The Chairman informed that there should be a stringent surveillance system through electronic means so as to identify the vessel and also have a evidence that the spill was made by such vessel. As regard to the ETV, the Nautical Advisor informed that the MOSRT&H is considering floating a Special Purpose Vehicle (SPV) for establishing the ETV system in India and necessary ground work is made for the same by the DGS.</p> <p><u>Decision.</u></p> <p>(a) Efforts to be made to identify the areas prone for oil spill through operational discharges and Coast Guard to take necessary preventive measures.</p> <p>(b) The DGS is to establish necessary measures for ETV.</p> <p>Point to be retained.</p>		<p>CGHQ DGS</p>
14	<p>(a) <u>Mechanism for effective evidence gathering and prosecution of polluter.</u></p> <p>(b) <u>Deterrent/penalties for offenders.</u></p> <p><u>Progress.</u></p> <p>(a) A letter has been sent to MoEF, DG Shipping and NIO requesting all enforcement agencies and rep from MoEF and MoSRT&H in tandem with research organizations under EP Act 1986 and Water Act 1974 and other institutions like NIO/NMRL to work out a mechanism to establish infrastructure for setting up oil spill testing facilities in the vicinity of port premises.</p> <p>(b) Also, The MoEF has been requested to intimate whether the Central/State laboratories established under Section 51 of Water (Prevention and Control of Pollution)</p>	<p>MoSRT&H</p>	<p>CGHQ DG Shipping</p>

	<p>Act 1974 and Environmental Laboratory established under Environmental Protection Act 1986 will be able to undertake oil pollution sample analysis in the event of oil spill. A list of such laboratories which can undertake such analysis also requested from MoEF for promulgation to all concerned. No reply has been received in this regard so far.</p> <p>(c) Surveillance of the maritime zones has been stepped up by ICG as a preventive/deterrent measure.</p> <p><u>Deliberations.</u> Capt MM Saggi, DG Shipping informed that the evidence gathering and maintaining records in the event of an oil spill and subsequent response is very vital and without any support reflecting such record, the claim will not be allowed for the cleanup operations.</p> <p><u>Decision.</u></p> <p>(a) CGHQ to establish mechanism for effective evidence gathering.</p> <p>(b) DG Shipping to analyse and intimate ICG on the adequacy of current legislation on the subject.</p> <p>Point to be retained.</p>		
15	<p><u>Use of Oil pollution Cess.</u></p> <p><u>Progress</u> – The point has been discussed adequately in previous two meetings and the ports are to propose their requirement for funds to MoSRT&H for procurement of PR equipment, which will be catered from oil pollution cess collection.</p> <p><u>Decision.</u> As no ports or other resource agencies have any issues on the use of Oil Pollution Cess, the earlier decision taken on the issue remains and status quo to be maintained.</p> <p>Point to be deleted.</p>	MoSRT&H	MoSRT&H

DISCUSSION AND DECISIONS ON NEW AGENDA POINTS

SI No	ITEM	PROPOSED BY	ACTION BY
1	<p>(a) <u>IMO Level Tier-II Pollution Exercise.</u> Various oil handling companies and agencies have shown reluctance in participating in pollution response exercise giving reasons of financial and manpower constraints. It is recommended that an executive or legislative directive may be issued that all oil handling agencies are to have a certificate signed by ICG stating that they have participated once during the last calendar year in pollution response exercise conducted by ICG. Only on production of this certificate they should be permitted to any operations in the current calendar year.</p> <p>(b) <u>Participation of Private Organisation.</u> ICG conducts pollution response exercise annually to review pollution response capabilities. However, the much needed participation of private organisations who have major resources is not at encouraging level. Necessary agreements / meetings can be organised to increase the level of participation.</p> <p><u>Deliberations.</u> The Chairman informed that all ports, oil handling agencies and other resource agencies to actively participate by sharing the resources during the exercise. The member of the ports informed that their vessels are not capable of moving out of port limits, to which the chairman stated that at least the PR equipment can be made available to the Coast Guard for deployment during the exercise.</p> <p><u>Decision.</u> All resource agencies are to participate and provide resources to the coordinating authority.</p>	RHQ (W)	All Resource Agencies
2.	<p><u>Role of State Pollution Control Board.</u> The response from State Pollution Control Board is generic in nature towards beach cleaning. The State Pollution Control Board should have area</p>	RHQ (E)	MoEF CGHQ RHQs

	<p>specific responsibilities laid down to ensure active involvement of the SPCB. MoEF may be approached to issue suitable directives to State Govt.</p> <p><u>Deliberations.</u> COMCG (E) intimated that, a directive from MoEF to Chief Secretaries for participation in exercise will assist to pursue the matter. Tamil Nadu Govt has forwarded contingency plan and the same will be received from Andhra Pradesh, Orissa and West Bengal soon. Capt MM Saggi, DG Shipping intimated that the beach cleaning is a huge task and we have to address the issue of manpower, equipment mobilisation and disposal of oil collected in an environmentally accepted method. Therefore the participation of State Govts is must.</p> <p><u>Decision.</u></p> <p>(a) Letter to MoEF for issuing directives to all Chief Secretaries of coastal states and UTs by CGHQ.</p> <p>(b) RHQs to pursue follow up action with the respective State Governments upon issuance of the letter from the MoEF to the State Governments.</p>		
3.	<p><u>Sunderbans Contingency Plans.</u> Despite repeated request and active liaison by COMCG (E) the State Administration is yet to formulate the contingency plans. MoEF may be requested to intervene and issue suitable directives to State Govt.</p> <p><u>Deliberations.</u> COMCG (E) intimated that there is no contingency plan exists for Sunderbans being large bio-sphere reserve and the matter is being pursued with State Govt. However, Central Govt intervention will hasten for speedy result.</p> <p><u>Decision.</u></p> <p>CGHQ to take up this issue with MoEF for advising WB Govt to cooperate with ICG for establishing necessary contingency plans for Sunderbans.</p>	RHQ (E)	MoEF CGHQ

4.	<p><u>Tier-III PR Exercise.</u> Tier-III Level PR exercise may be conducted in Hazira Port region this year.</p> <p><u>Deliberations.</u> As there was no representative from Hazira Port, the Chairman intimated that, it is not feasible to conduct exercise in view of forthcoming monsoon and also an exercise is being planned at Mumbai in Oct/Nov 09, Hazira Port may take part in the exercise and share resources accordingly. PD (Ops) CGHQ also intimated that the Regional Commanders can conduct level-I or Level-II exercise off Hazira if required.</p> <p><u>Decision.</u> The next national level PR exercise will be conducted off Mumbai in Oct/Nov 09.</p>	Hazira Port Pvt Ltd	RHQ (W)
5.	<p><u>Oil Spill Response Databank.</u> There is a need to have a national databank which identifies marine and foreshore ecosystem and biological resource for the determination of protection priorities and provide information to National/State/Local Authorities on response option. This databank should include but should have information on habitats, both coastal and near shore, marine high definition coastline, bathymetry, marine places, reserves and national parks. biological resources, coastal and marine wildlife resources, recreational resources, location of spill stockpiles, aerial photography of selected regions, landmarks and features, ports and marine parks, shoreline access and roads, airports, marinas and boat ramps, logistics and other information. This databank may be accessible to all concerned parties through internet once they are the member of NOSDCP.</p> <p><u>Deliberations.</u> COMCG (A&N) highlighted the need for undertaking the sensitive mapping of the Indian coast so that a central database is available with all concerned. Dr JS Sharma, ONGC has intimated that a study on the East coast has been carried out by M/s Swaminathan Foundation in the past. Dr SP Fondekar of NIO informed that NIO can undertake this task</p>	RHQ (A&N)	CGHQ RHQs

	<p>provided a formal directive is issued from their administrative ministry as it involve huge costs. Capt MM Saggi of DG Shipping informed that the study can be used as evidence to support any oil spill claim. The chairman stated that due to the multiple agencies involved, there is a need to approach appropriate authority for issuing necessary instructions/approval view financial implications.</p> <p><u>Decision.</u></p> <p>(a) ICG to approach MoES, DoD for conduct of sensitive mapping of the coastline.</p> <p>(b) RHQs to identify any Institution/Foundation for undertaking such studies on coastal environment and inputs to be obtained for the data bank.</p>		
6.	<p><u>Reverting NOSDCP meeting from Bi-annual to Annual Meeting.</u> The NOSDCP meeting which was originally held annually was reviewed in 10th meeting and a decision was taken to conduct bi-annual meetings so as to coordinate and review the actions in more frequent manner. However, ROSDCP meetings intervene in between and due to paucity of time available to complete the actions, it is proposed that NOSDCP meeting be convened annually.</p> <p><u>Decision.</u> The decision of holding bi-annual meeting was taken during 10th NOSDCP meeting and not much time elapsed to completely observe the effects of any changes. Status quo to be maintained.</p>	CGHQ	CGHQ
7.	<p><u>Renaming of NOSDCP and Preparedness meeting to National Marine Pollution Response Preparedness meeting – 'NAMPOL'.</u> The term 'NOSDCP and Preparedness meeting' does not reflect the correct terminology and importance of the national level meeting and hence it is proposed that the NOSDCP and Preparedness meeting be renamed as <u>N</u>A<u>t</u>ional <u>M</u>arine <u>P</u>OLLution Response Preparedness Meeting and accordingly given an acronym 'NAMPOL' or any suitable acronym.</p>	CGHQ	CGHQ

	<p><u>Deliberations.</u> Capt Mehta from CPT opined that NAMPOL means all marine pollution, NOSDCP deals only oil pollution it is better to continue the old name. The Chairman also of the opinion that, the majority of the members are used to NOSDCP, hence there is no need to change the name.</p> <p><u>Decision.</u> As NOSDCP has obtained the necessary opinio juris and renaming may cause confusion, the acronym NOSDCP to continue.</p>		
8.	<p><u>Status Report of Joint Inspection of Tier-I OSR facilities.</u> Joint inspections of Tier-I OSR facilities at 9 locations have been carried out by OISD and ICG till Oct 2008. The status of compliance of recommendations should be submitted to ICG one month prior to the NOSDCP meeting.</p> <p><u>Deliberations.</u> The Chairman queried about the status of the action taken by the ports and oil handling agencies. JD FE informed that the respective departments like OISD and Dept of Ports, MoSRT&H can request the action taken reports directly as they are the nodal departments dealing with the audit. The Chairman intimated since the audit carried out under the auspices of NOSDCP, the Coast Guard can seek the action taken report.</p> <p><u>Decision.</u> CGHQ/OISD to obtain action taken reports and issues meriting attention of the Committee be brought out during the NOSDCP meeting.</p> <p>Point to be retained.</p>	OISD	CGHQ OISD
9.	<p><u>Contingency Plan for LNG.</u> Contingency plan by the companies handling LNG facilities at coastal locations for their preparedness to deal with exigencies arising out of spill/leak of LNG in coastal water should be available and shared.</p> <p><u>Deliberations.</u> Capt Deepak Kapoor, of DG Shipping intimated that already an international convention OPRC-HNS pollution exists and it supports the regime for compensation,</p>	OISD	CGHQ OISD

	<p>mitigation and pollution prevention issues. He stated that the HNS pollution response will eventually fall in the lap of ICG sooner or later and the ICG should be geared up for the same. He also highlighted the incident of MV Kew Bridge with Butane which ran aground off Ratnagiri in 2006. The Chairman stated though the subject matter is outside the scope of NOSDCP, the concerned ministries should issue appropriate directives for establishing the contingency plans and HNS response system.</p> <p><u>Decision.</u></p> <p>(a) Contingency plan to be made by the companies handling LNG facilities in accordance to the directives of the concerned departments. The OISD to coordinate with the LNG facility operators.</p> <p>(b) CGHQ to study the coordination of pollution response for HNS in consultation with DGS/ MoSRT&H.</p>		
10.	<p><u>Conduct of Audit of ports by the Principal Officer, MMDs/ICG for Tier-I facilities.</u></p> <p><u>Deliberations.</u> Capt Deepak Kapoor of DG Shipping intimated that the MMD is undertaking the inspection of the port reception facilities under the provisions of the MS Act. PD (Ops) CGHQ queried whether MMD also want to be part of the audit team along with the Coast Guard, to which the Nautical Advisor informed, that the Coast Guard and other members to undertake the audit as hitherto and MMD surveyors will only undertake audit of port oil reception facilities independently.</p> <p><u>Decision.</u></p> <p>(a) DG Shipping to issue necessary notifications under MS Act to PO, MMD for audit of port oil reception facility .</p> <p>(b) MoSRT&H and ICG to continue joint inspection for port facilities.</p>	DG Shipping	MoSRT&H CGHQ DG Shipping
11.	<p><u>Tie-up with organisations (National/ International) and assurance of their</u></p>	DG Shipping	CGHQ All Ports

	<p><u>assistance including response period.</u></p> <p><u>Deliberations.</u> The ONGC informed that they are paying Rs. 40 lakhs as premium payment to OSRL for assurance of mobilization of PR equipment in the event of large oil spill. The Chairman queried how many such OSRO s are available nearby to which the Nautical Advisor intimated that there is Lamor Swire group located at Dubai and Oil spill Response Limited located at Singapore. The members deliberated whether the private OSROs should be invited to provide tier-I facilities for port also and it was generally accepted that the tier-I facility should be maintained by the port, tier-II by the Coast Guard and large oil spills to be addressed through coordination of national and international resources.</p> <p><u>Decision.</u></p> <p>(a) Tier-I PR facilities to be established by all ports and oil handling agencies.</p> <p>(b) Tier-II support to be extended by ICG through coordination of their own and other resources.</p> <p>(c) Large oil spills through coordination from national and international agencies.</p> <p>Point to be retained.</p>		<p>All Oil Handling Agencies</p>
12.	<p><u>Awareness to inland vessels/fishing vessels/sailing vessels associations, owner of other vessels including ports over reporting of oil pollution incidents to the competent authorities.</u></p> <p><u>Deliberations.</u> The point was further clarified by Capt Deepak Kapoor, DG Shipping that, the fishermen should be educated on sighting of oil spill so that they can report, if they notice any oil spill can report. The PD(Ops) informed presently the Coast Guard is undertaking Community Interaction Programme and during the programme the fishermen will be provided</p>	<p>DG Shipping</p>	<p>RHQs DHQs</p>

	<p>necessary information. COMCG (A&N) further added that, this may lead to hoax call, and we should guard against such calls as noticing spills through small boats will not provide the exact nature of the oil spill.</p> <p>Decision. ICG RHQs/DHQs to educate fishermen, barge operators and other vessels on the importance of reporting oil spills at sea through community interaction programme with support from the respective District Administrations.</p>		
13.	<p><u>Standard Operating Procedures for effective prosecution of defaulters on obtaining concrete evidence through samples, pictorial documents etc.</u></p> <p>Deliberations Capt Deepak Kapoor of DG Shipping intimated that there should be some SOPs established collectively so that necessary actions can be taken in accordance to the SOPs. The Chairman suggested that the SOPs involve incorporating the relevant rules which prescribe violations and requested the DGS to provide necessary rules on the subject to the Coast Guard so as to establish necessary SOPs.</p> <p>Decision.</p> <p>(a) DG Shipping to establish necessary rules and provide legal documents for effective prosecution of offenders to the Coast Guard to establish the necessary SOPs.</p> <p>(b) CGHQ to develop necessary SOPs accordingly by taking inputs from the concerned departments.</p>	DG Shipping	CGHQ DG Shipping
14	<p><u>Enforcement of MS Act for violation including imprisonment</u></p> <p>Deliberations. COMCG (E) informed the forum that, ICG should be empowered under MS Act for inspection of the vessels which are unseaworthy and prevent entry of such vessels near the port areas. He quoted the example of the vessel which sank near Kochi due to</p>	DG Shipping	DG Shipping

	<p>unseaworthiness. He requested that the DG Shipping should consider establishing stringent legislation and empower Coast Guard to take necessary actions. The Nautical Advisor informed presently under international conventions there is no provision to board the vessels at sea for checking the sea worthiness. The Chairman asked the NA to analyse the current legislations and take necessary actions for making any new regulations or amendment to MS Act accordingly.</p> <p><u>Decision.</u></p> <p>(a) DG Shipping to analyse the current legislation and take up with MoSRT&H for amendments for effective enforcement of MS Act.</p> <p>(b) The MosRT&H should empower ICG additionally under the provisions of the MS Act and other MS Rules so that strict action can be taken against the polluter/ potential polluters.</p>		
15	<p><u>Acquisition of Oil Recovery Vessels by ports – Technical specifications covered by DG Shipping, whereas Administrative related issues by MoSRT&H.</u></p> <p><u>Deliberations.</u> The NA informed that in European port certain barges act as Oil Recovery Vessels and they are used as shore reception facility for oil and other wastes. We need to establish some system to recover oil from stranded ships near the port areas and whether Coast Guard could consider establishing the system. PD (Ops) informed that it will be difficult at the current juncture to undertake any ancillary operations by ICG.</p> <p><u>Decision.</u></p> <p>Ports should explore feasibility of operating such vessels by themselves or through some service providers.</p>	DG Shipping	DGS All Ports
16	<p><u>Present position of various legislations with respect to oil pollution i.e. Indian Port Ac, CG Act, MS Act etc.</u></p>	DG Shipping	CLO/CGHQ DG Shipping

	<p><u>Deliberations.</u> Referring to the presentation made by Capt Deepak Kapoor of DG Shipping, the Chairman suggested that there is a need to examine the existing legislation and rules pertaining to the oil pollution issues and identify the weak areas and strengthen the same through new legislations or through amendments.</p> <p><u>Decision.</u></p> <p>CLO/CGHQ and DG Shipping to form a study team and provide the status report and recommend solutions for effective enforcement as are currently being practiced by developed Coastal States.</p>		
17	<p><u>Obligation of ICG under MARPOL/OPRC Convention during IMO Voluntary Audit.</u></p> <p><u>Deliberations.</u> Capt Deepak Kapoor, of DG Shipping informed that the scheme of IMO is developed to ensure that the guidelines are being followed by the member States on checked through a voluntary audit. He stated that such audit will include the audit of ICG also and informed that the shortcoming in the audit will also strengthen our point to ask for more assets from the government. The Chairman opined that before, we expose ourselves to external audit, we should do our internal audit first. COMCG (E) and PD (Ops) stated that the Govt department are not subjected to external audit by foreign institutions and it may require approval from the Government.</p> <p><u>Decision.</u></p> <p>(a) DG shipping to provide necessary input to CGHQ regarding the preparatory measures required prior undertaking the voluntary audit.</p> <p>(b) CGHQ to examine the issue of voluntary audit and undertake internal audit by a special team.</p> <p>Point to be retained.</p>	<p>DG Shipping</p>	<p>CGHQ DG Shipping</p>

Appendix 'C'

**13TH NATIONAL OIL SPILL DISASTER CONTINGENCY PLAN (NOS-DCP)
AND PREPAREDNESS MEETING**

Date : 15 Apr 09
Time : 0900 hrs
Venue : Hall No. 3, Vigyan Bhavan, New Delhi

PROGRAMME

Ser	Time	Event
1501	0900	Delegates arrive
1503	0920	Registration
1505	0925	Chairman, NOSDCP arrives
1507	0930	Opening address by Member Secretary, NOSDCP
1509	0935	Inaugural address by the Chairman, NOSDCP
1511	0945	NOS-DCP Overview by Director (Fisheries & Environment), CGHQ
1513	0955	Debrief on NATPOLREX-09 by CGRHQ (West)
1515	1005	Presentation on " Oil Pollution Legislation and Compensation " by Capt Deepak Kapoor, Nautical Surveyor cum DDG(Tech), DG Shipping
1517	1020	Tea Break
1519	1040	Presentation on " Oil Spill Risk Assessment and Contingency Planning Process and the Use of Information Technology " by Dr SP Fondekar, NIO, Goa and Dr GS Reddy, Environ Software, Bangalore
1521	1100	Review of old agenda points
1523	1215	Discussion on new agenda points
1525	1330	Concluding remarks by the Chairman, NOSDCP
1527	---	Lunch on completion

13th NOS-DCP AND PREPAREDNESS MEETING
15 APRIL 09

Appendix 'D'

PARTICIPANTS LIST

<u>Sl</u>	<u>Name</u>	<u>Designation</u>	<u>Organisation</u>
01	Vice Admiral Chopra, AVSM	Anil Director General	Indian Coast Guard
02	IG SPS Basra, YSM, PTM, TM	COMCG(East)	Indian Coast Guard
03	IG Rajendra Singh, PTM, TM	COMCG(West)	Indian Coast Guard
04	IG SP Sharma, PTM, TM	COMCG(A&N)	Indian Coast Guard
05	DIG AKS Chauhan, TM	CLO	Indian Coast Guard
06	DIG KC Pande, TM	Principal Director (Ops)	Indian Coast Guard
07	Comdt SK Singh	O i/C PRT(A&N)	Indian Coast Guard
08	Comdt A Athinarayanan	Director (F&E)	Indian Coast Guard
09	Comdt JBS Virk, TM	O i/C PRT(East)	Indian Coast Guard
10	Comdt Donny Michael	Joint Director (F&E)	Indian Coast Guard
11	Comdt T Shashi Kumar	CGA	Indian Coast Guard
12	Dy Comdt A Mehrotra	PRT(West)	Indian Coast Guard
13	Cmde GS Randhawa	CSO & PD (Ops)	HQ Offshore Defence Advisory Group
14	Cdr DK Sharma	DNO	Naval Headquarters
15	Mr Ashwani Kumar, IAS	Chief Executive Officer	Maharashtra Maritime Board
16	Mr AR Rao	Development Adviser (Ports)	Ministry of Shipping Road Transport & Highways
17	Mr HN Aswath	Director (Engg)	Ministry of Shipping Road Transport & Highways
18	Mr JL Chugh	Director (NDM-II)	Ministry of Home Affairs
19	Capt MM Saggi	Nautical Adviser	Directorate General of Shipping
20	Capt Deepak Kapoor	Nautical Surveyor	Directorate General of Shipping

21	Dr Pradeep Kumar	Scientist F	Naval Materials Research Laboratory
22	Dr SP Fondekar	Dy Director	National Institute of Oceanography
23	Mr Shashi Vardhan	Joint Director (Env)	Oil Industry Safety Directorate
24	Mr KK Darad	Head Environment	Directorate General of Hydrocarbons
25	Mr AS Popli	Head Production	Directorate General of Hydrocarbons
26	Capt Vijayan Pillai	Director of Ports	Ports Dept, Kerala
27	Capt R Mohan	Director of Ports	Ports Dept, Karnataka
28	Capt BS Kumar	Deputy Conservator i/c	Jawaharlal Nehru Port Trust
29	Capt Vijay Pereira	Harbour Master	Mumbai Port Trust
30	Mr Dilip Viswanathan	Addl Chief Mech Engineer	Mumbai Port Trust
31	Capt R Sachar	Head Marine	ESSAR VOTL
32	Capt Pradeep Kant Gaur	Vice President (Marine)	Krishnapatnam Port Co Ltd
33	Capt AH Gole	Harbour Master	Gujarat Pipavav Port Ltd
34	Dr GS Rao	Chief Operations Manager	Kandla Port Trust OOT
35	Mr Suresh Purohit	Manager (Marine)	Mundra Port SEZ
36	Capt CS Swami	Port Officer	Karwar Port
37	Capt Shivman Mehta	Dock Master/Dy PFSO	Chennai Port Trust
38	Capt Prasad Rebela	General Manager (MS)	Ennore Port Ltd
39	Mr B Sundaramurthy	Sr Vice President-Corporate Affairs	PPN Power Co Pvt Ltd
40	Mr SK Bhalla	Tech Adviser	Indian National Shipowner's Association
41	Mr NR Gurnani	Vice President	Bharat Oman Refineries Ltd
42	Mr PR Thatte	Vice President	Bharat Oman Refineries Ltd
43	Dr JS Sharma	DGM, CHSE	Oil and Natural Gas Corporation Ltd
44	Mr Amar Jha	General Manager	Niko Resources Ltd
45	Dr PK Pant	Sr Vice President-QHSE	Reliance Petroleum E&P
46	Mr Sankalp Mitra	Spl Projects Manager	Hardy E&P (India) Inc

47	Mr RK Gupta	GM-SH&E (Refineries)	Hindustan Petroleum Corporation Ltd
48	Mr Gautam Chakrawarty	Manager-HSSE	BG India
49	Dr GS Reddy	MD	Environ Software
50	Mr SB Chatterjee	DGM (S&EP)	Indian Oil Corporation Ltd
51	Mr Satnam Singh	Chief Operations Manager	Indian Oil Corporation Ltd
52	Mr RD Sabherwal	Sr Manager (Marine)	Indian Oil Corporation Ltd
53	Mr SK Ray	Chief Operations Manager (S&EP)	Indian Oil Corporation Ltd
54	Mr Anil Phukat	Manager S&HE (Marketing)	Hindustan Petroleum Corporation Ltd
55	Mr TS Charvethia	DGM (F&S)	Bharat Petroleum Corporation Ltd
56	Mr DH Katkar	DGM	Hindustan Petroleum Corporation Ltd

INAUGURAL ADDRESS BY THE CHAIRMAN
13TH NOSDCP MEETING AT VIGAYAN BHAVAN, NEW DELHI

Senior officers of the Indian Coast Guard, officers representing various Ministries and Departments of the Govt. of India and State Governments, distinguished delegates, Ladies and Gentlemen

1. It gives me immense pleasure to be amidst you all at this very important meeting dealing with our marine environment. The purpose and objective of this meeting is to review our preparedness and response capabilities with a view to prepare ourselves to respond to any contingency which may arise out at sea. This meeting also affords us an opportunity to monitor the progress made by various resource agencies whilst shouldering their responsibilities as per the provisions of NOSDCP.

2. Presently there is a growing concern for the global environment deterioration and there exists a genuine fear that if the people do not change their ways right now or the government or its agencies do not take right decisions at the right time, the damage that will be caused to our coastal ecosystem and the sensitive shoreline will render it incapable of sustaining for future use and may cause irreversible damage.

3. The quality of our environment is being closely monitored by not only the regulatory authorities but also the media, various NGO's and in some cases even the judiciary is stepping in to take proactive measures and giving directions to the departments and agencies responsible for maintaining and protecting the environment. the involvement of Hon'ble Supreme Court of India, along with the World Wildlife Fund and Green Peace activists against the ship breaking industry at Alang, is a reminder that the responsible industry, stakeholders and the governmental agencies involved in oil spill prevention and environment protection are taking proactive measures and preparing themselves to meet any eventuality.

4. The recent bunker oil spill by MV Pacific Adventurer off the Australian coast caused havoc to about 60 Kilo Metres of pristine beaches and the Govt of Australia was forced to declare the affected area as disaster zones.

5. The international community expects the national organisation responsible for co-ordinating oil spill response to play the lead role and take necessary preventive measures so as to ensure that the oil spill incidents do not take place. To address any eventual oil spill, there should also be a system to address the ill effects of oil spill through a capacity of resources maintained by the nodal authority as well as by the other resource agencies. ***The conduct of the recent national level exercise off Mumbai in which many resource agencies participated actively, is an effort coordinated by the Indian Coast Guard to review our preparedness and identify the weak areas. I thank all the resource agencies for their whole hearted participation in the national exercise.***

6. The Indian Coast Guard is currently besieged with many additional responsibilities and the security of maritime zones takes paramount importance. However, the Coast Guard is fully apprised of the havoc that an oil spill (of whatever magnitude) can create and hence ICG assets and manpower are required in critical areas. A critical review of the stakeholders / industry responsibility for oil pollution is being undertaken by the ICG. It is pertinent that in view of inadequate pollution response measures present in many ports, coastal states, the oil industry need to have tie-ups / arrangements with Oil Spill Removal Organisation (OSRO) to provide necessary oil spill response assurance based on the threats identified through scientific methods.

7. It can be seen from the minutes of previous meetings that certain points which are mainly addressed to the ports, oil industry and the coastal states to establish relevant oil pollution contingency plans, undertaking risk assessment for sensitive areas, creating environment sensitive index mapping and establishing Tier-I pollution response facilities are still unresolved. In the era of information technology which prevails in all facets of our life, harnessing such technology to our advantage to predict the threats and take necessary preventive actions will be a highly valuable tool, which can provide important decision support to the oil spill management teams in time of crisis. The consultants and technology are now available in India also and I request the concerned stakeholders to take advantage of the technology and it's tools for taking proactive measures in addressing any shortcomings that are long pending.

8. I am told that some of the presentations today have been arranged to throw light on those issues. I strongly feel that our discussions and candid sharing of views today will bring about logical conclusions that can be instituted in a time bound manner.

9. I also strongly believe that our collective wisdom and the will to put in sincere efforts will surely strengthen the existing management of oil spill response in India. I request all the participants to utilise this forum to look into the shortcomings and weak areas and avail necessary assistance for taking corrective actions.

10. Finally, I would like to thank all of you for attending this important meeting, which is committed to the task of maintaining cleaner seas around the Maritime Zones of India and I hope that the discussions will be purposeful, keeping in mind our commitment to streamline and practice the procedures of the plan and to enhance synergised preparedness to combat oil spills.

Jai Hind.

OVER VIEW ON POLLUTION RESPONSE
ACTIVITIES UNDER NOSDCP BY SECRETARY, NOSDCP

Good Morning Gentlemen

1. NOS-DCP is the national plan which delineates the responsibilities of various resource and oil handling agencies. It provides national preparedness and response system, including both public and private resource for response to oil spill emergencies.
2. The NOS-DCP forms the umbrella plan from which the roles and responsibilities of the resource agencies emanate. Maintaining of pollution response resources by a singular Government agency like Indian Coast Guard for a developing country such as India is not cost effective. The most economical solution is achieved through pooling in of resources and integrating the capability available with other agencies for national cause. Pollution response unlike other crisis management, is a specialised subject and requires elaborate preparatory measures and availability of skilled manpower. Since 1996 the year when the NOS-DCP was formalised, the Indian Coast Guard has been very persistent in endorsing two preventive measures, the first one establishing a "Contingency Plan "and the second "Maintain Tier – I Pollution Response Capability" by the ports, oil handling companies and the state government.
3. These preventive and preparatory measures adopted by the Coast Guard represent the beginning of the Coast Guard long term plan in providing a total marine environment security. However, the progress of implementation of establishing Tier-I pollution response capabilities has been very slow for ports and coastal State Government. Total environment security involves response to pollution by other substances other than oil.
4. Our country's dependence on oil will continue in the foreseeable future. Already, the import of oil constitutes more than 75 percent of national consumption. The movement of oil tankers is bound to increase accordingly and it will be Coast Guard's endeavour to ensure that the marine environment is protected from all sources of pollution and we require support from other regulatory bodies and stakeholders in ensuring that the cargo is transported in safe, seaworthy condition and efficient ships. The half year gone by has not seen any grounding and sinking in Indian waters. However, some lessons can be learned from the recent oil spill occurred off Australian East coast by container ship MV Pacific Adventure on 13 Mar 09. It is to be noted that 40 tonnes of bunker oil devastated 80 Kms of pristine beach of Australia.
5. Recent worldwide trends indicates oil pollution incidents at ports has been probability of occurrence and any oil spill at major ports located near metropolitan cities in India will adversely affect other sea related economic and social activities. It will be catastrophic event if 500 tonnes spill takes place inside Mumbai port. The Indian Coast Guard has been continuously taking with central ministries and departments for

augmenting the capacity of emergency towing vessels, construction of oil recovery vessels for transfer of oil from stranded vessel and establishment of oil spill response in port areas through specialised vessels for not only for oil pollution but for pollution from HNS, garbage and for other substances. The Coast Guard has also taken up with Ministry of Home Affairs who administers the National Disaster Management for funding Tier-III pollution response centres.

6. Majority of decisions taken during at last meeting have been implemented:-

(a) National Level Pollution Response Exercise NATPOLREX- 09 was conducted off Mumbai from 07 to 09 Apr 09.

(b) Multi-agency study team comprising of representatives from ONGC, NIO and Coast Guard has been formed to study Oil Spill Dispersant application at NIO, Goa.

(c) Conduct of IMO Level II training – at Goa was co-ordinated. The next IMO Level-II training scheduled at Chennai in Jul 09.

(d) Environment protection award has been constituted – the draft guidelines have been prepared and circulated to all concerned.

7. Another important aspect of the outcome of NOSDCP decision was to institute joint inspection of ports and oil handling companies. This has been proved to be effective measure in making the ports and oil companies for safe handling of oil cargo. During the joint inspection, oil spill mock exercise and drills within their premises are carried out in accordance to their contingency plans. It is strongly felt that the mandatory requirement to be met by ports and oil handling companies for a maximum limit of 700 tons and equipment selection should be based on local environment conditions.

8. The protection of shorelines has been a subject matter of this forum for a long time and it is obligatory on the part of the coastal State Government to put in basic preparatory measure as the shorelines protection falls

(a) Under the State Govt jurisdiction and any expenditure on oil spill protection measure can be claimed from the polluter.

(b) State Govts are the sole claimants for compensation in the event of oil pollution damage to shorelines.

(c) Spill response inventory of ICG and resource agencies has limited scope for shoreline protection.

(d) To help the State Govts the Cost Guard RHQs and DHQs have already forwarded draft contingency plan templates to all State Governments to forward

the completed draft contingency plan templates to the Coast Guard for further consolidation and operationalisation of the plan.

9. The role of Central Pollution Control Boards and state pollution control boards have been very minimal or nil in many contingency plan exercise.

(a) The role of central and state pollution control boards for marine environment protection should be spelt out clearly.

(b) The land based oil effluent also forms a major input to marine pollution.

(c) SPCB and MoEF while preparing the Environment Impact Assessment (EIA) for ports and oil industries are to cater for the possibility of oil or other marine pollutant input to the marine environment.

10. The ICG has promulgated new Oil Spill Response Exercise Guidelines (OSREG). Guidelines established to test preparatory level of resource agencies in accordance to section 20 of NOSDCP. The OSREG generally provide guidelines for the ports and oil handling companies to undertake drills and exercise in an organised manner and the coast guard to carry out the supervisory roles.

11. The equipment mobilisation and display of oil recovery methods by ports has been far from satisfactory. It is therefore requested that the oil companies and private agencies should take part whole heartedly to check their own efficiency and to integrating pollution response capabilities with national agencies to lend support during crisis.

12. The ICG has conducted 08 pollution response exercises with major ports. The ICG has conducted training for personnel from the resource agencies. The proposed training schedule will be made available on Coast Guard website. I request all resource agencies to go through the website and depute maximum personnel for training.

13. Lot of issues are deliberated in this forum. I will highlight some of the major issues pending:-

(a) Establishment of Tier-I oil spill response capability ports and by oil handling agencies.

(b) Role of State Pollution Control Boards and preparation of Local Contingency Plans.

(c) Pollution Response Vessels for major ports

(d) Oil Spill Response Centre at Gulf of Kutch

(e) Oil Spill Response facilities for new ports

- (f) Emergency towing vessels
- (g) Use of pollution cess
- (h) The participation by the private oil handling agencies and sharing their resources during the nation pollution response exercise was poor.

13. The future plan of the ICG are:-

- (a) To increase its capability from tier-ii to tier-iii based on support available through integration of resources and trained manpower of resource agencies.
- (b) Integration of contingency plans in a single platform and data on sensitivity and oil spill movement prediction through a centralised software.
- (c) Database management of resources and skilled manpower.

14. Gentlemen as part of this meeting, two presentations are planned. The first presentation will be on "**Oil Pollution Legislation and Compensation**" – by Capt Deepak Kapoor, Nautical Surveyor, DG Shipping. The second presentation will be on "**Oil Spill Risk Assessment and Contingency Planning Process and the Use of Information Technology**" - by Dr SP Fondekar, NIO, Goa and Dr GS Reddy, Environ Software, Bangalore.

Thank you.

Jai Hind.

