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INDIAN COAST GUARD

(DIRECTORATE OF FISHERIES AND ENVIRONMENT)

(MINISTRY OF DEFENCE)

PROCEEDINGS OF

FOURTEENTH NOS - DCP AND PREPAREDNESS MEETING 2009



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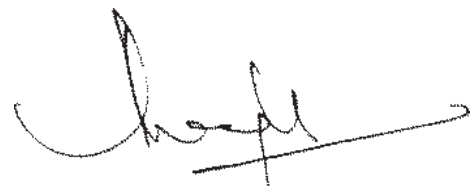
(MINISTRY OF DEFENCE)

PROCEEDINGS OF

FOURTEENTH NOS - DCP AND PREPAREDNESS MEETING 2009

1. The Fourteenth "National Oil Spill Disaster Contingency Plan (NOS-DCP) and Preparedness" meeting, the second bi-annual meeting of 2009 was held at Vigyan Bhavan, New Delhi on 17th Nov 09.
2. The proceedings of the meeting are enclosed for information and necessary action.

Enclosure: Proceedings of the Meeting
EP/0720/14th Meeting
Date 31 Jan 10



(A Athinarayanan)
Commandant
Director (F&E)

PROCEEDINGS OF THE FOURTEENTH
NATIONAL OIL SPILL DISASTER CONTINGENCY PLAN (NOS-DCP)
AND PREPAREDNESS MEETING HELD AT VIGYAN BHAVAN,
NEW DELHI ON 17TH NOV 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' - NATPOLREX - II

1. The Fourteenth National Oil Spill Disaster Contingency Plan (NOS-DCP) and Preparedness meeting was held at Vigyan Bhavan Annex, New Delhi on 17 Nov 09. Vice Admiral Anil Chopra, AVSM, Chairman NOSDCP chaired the meeting. The programme for the meeting is placed at **Appendix 'C'**.

2. A total of **70** delegates from various Government 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 to the 14th NOSDCP meeting, and reiterated the requirement of constant review of the preparedness and response capabilities, with a view to prepare all agencies to respond to any oil spill contingency, which may arise out at sea.

4. The Chairman highlighted the incidents of sinking of MV Asian Forest off - Mangalore and sinking of MV Black Rose off Paradip, resulting from non adherence to the proper checks and verification of loading of cargo. He appreciated the efforts taken by the concerned agencies, in

mitigating the oil pollution threats and also the quick clean-up actions undertaken by the Paradip Port Trust. He also highlighted the need for setting up a modern laboratory for undertaking oil finger printing/ so that any oil spill for which the sources is not non can be identified.

5. The Chairman appreciated the efforts made by some of the major ports in preparing the contingency plan, and establishing the Tier-I response facilities. He thanked the resource agencies which had participated in the Second National Pollution Response Exercise (NATPOLREX-II) conducted off Mumbai on 04 and 05 Nov 09. The Chairman concluded his address by calling upon all ports and oil handling agencies to take all the necessary measures and keep the action plan for oil spill prevention and mitigation dynamic by constant reviewing of the preparedness levels, and taking necessary corrective action to meet any emergent situation of oil pollution.

6. The Chairman also presented the **First Coast Guard Environment Award** in the Ports Category, to **Paradip Port Trust**, in accordance with the recommendations of the Awards Committee, who selected Paradip Port Trust for meeting all the criteria of establishing the updated contingency plan, undertaking regular drills, training and exercises, maintenance of adequate PR equipment and also in taking proactive measures to remove large quantities of trapped oil from the sunken ship MV Black Rose in Sep/Oct 09. The Deputy Conservator of Paradip Port Trust received the award.

7. The Secretary, NOS-DCP & Director (Fisheries and Environment), CGHQ briefed the delegates about the developments at the national level since last NOS-DCP meeting. The Director (F&E) gave a presentation on overview of NOSDCP, and copy of which 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 "**International conventions on Oil Pollution**" made by Capt Deepak Kapoor, Nautical Surveyor, DG Shipping, Mumbai. The second presentation was on "**Case Study on MT Hebei Spirit**" given by Commandant Donny Michael, Joint Director (Environment), CGHQ. A presentation on the conduct of the Second National Level Pollution Response Exercise (NATPOLREX-II) was also given during the meeting by Commandant SD Sonak, PRT(West).

9. The important issues which were discussed and deliberated upon during the meeting were the establishment Tier-I facilities in major ports, setting up of oil spill response organisation, preparation of contingency plan for HNS, preparation of contingency plan by the coastal states for oil pollution, creation of website for placing all critical information relating to sensitive areas, tie-up for salvage and ETVs, MoU with littoral states near A&N islands and oil spill legislations. All delegates actively participated in the meeting, and points meriting attention were discussed and decisions were taken.

10. While summing up the Chairman thanked all stakeholders for attending the meeting and lauded the efforts put in by the representative of DG Shipping for the informative presentation and cooperation extended by all members. He requested all members to take necessary actions as decided during the meeting in a timely manner.

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 AGENDA POINTS OF PREVIOUS NOSDCP MEETING

SI No	Agenda	Proposed By	Action by
1.	<p>(a) Tier-I OSR facilities by MbPT and JNPT.</p> <p>(b) Standardisation of MoU.</p> <p><u>Status/Deliberations</u> - As per directives of Chairman, audit of 11 major ports was carried out by a joint audit team. All major ports except MbPT and JNPT have established minimum level of Tier-I facilities. The rep from MoS intimated that to resolve the issue of MoU for Tier-I facilities for MbPT and JNPT a meeting was held in the office of Secretary Shipping with all concerned stakeholders but no progress has been made by any party. The rep of ONGC intimated that they are willing to sign the MoU for creation of combined Tier-I facilities to both MbPT and JNPT. The rep of ONGC intimated that they independently maintaining Tier –I facilities at Uran and incur heavy expenditure. It was clarified that each port is required to have Tier-I facilities to deal with any contingencies of oil spill upto 700 tons.</p> <p>The Chairman directed that the ports should go ahead and establish Tier-I facilities with or without MoU and an audit to be carried out in Mar 2010 to ascertain the adequacy of the facilities with respect to oil spill risks.</p>	<p>OISD BPCL MbPT RHQ (W)</p>	<p>JNPT, MbPT COMCG(W)</p>

SI No	Item	Proposed By	Action by
	<p>by the State environment ministry. The representative from Maharashtra Pollution Control Board also intimated that they are autonomous body and also reflected the same view of that of the Maharashtra Maritime Board. During further discussions it emerged that it would be appropriate that the subject matter should be taken up with the State environment ministry and the Coast Guard Regional Commanders to make necessary liaison with the concerned State Governments.</p> <p>Decision - RHQs to liaise with the respective state governments for early preparation of LCP indicating the roles for each department including the SPCBs.</p> <p>Point to be retained.</p>		
3.	<p><u>Need to have Tier-I facilities prior to commencing exploration/production activity.</u></p> <p>Deep water blocks have been allocated by the MoPNG under the NELP VIII and these blocks are all over the EEZ. The companies employed for exploration need to have minimum Tier-I 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-I response capability or for making arrangements for such OSR.</p>	RHQ (A&N)	MoEF MoPNG CGHQ

SI No	Item	Proposed By	Action by
3.	<p><u>Deliberations</u> - The member secretary intimated that the matter was taken up with the MoPNG, DGH and OISD. The MoEF has been advised to issue directives to the exploration companies to establish/ arrange for Tier-I facilities during the exploration activities prior according approval during the Environment Impact Assessment (EIA) process. The representative from DGH intimated that there is hardly any chance for oil spill during exploration and the companies are to be advised to establish the Tier-I facilities during the production stage.</p> <p><u>Decision</u> -</p> <p>(a) Tier-I facilities to be established during production phase.</p> <p>(b) Point to be taken up with MoEF and MoPNG.</p> <p>Point to be retained.</p>		
4.	<p><u>Sunderbans Contingency Plan.</u> Despite repeated request and active liaison by COMCG (E) the State Administration is yet to formulate the contingency plan. MoEF may be requested to intervene and issue suitable directives to the State Govt.</p> <p><u>Deliberations</u> - Member secretary intimated that no progress has been made for preparing contingency plan for</p>	RHQ (E)	RHQ (E)

SI No	Item	Proposed By	Action by
	<p>Sunderbans. The issue was also taken up with MoEF by CGHQ and a draft contingency plan was also forwarded for further dissemination to Govt of West Bengal. During the deliberations it was decided that the issue be taken up directly with Govt of West Bengal by COMCG(E) to establish a comprehensive contingency plan for Sunderban area.</p> <p>Decision - RHQ(E) to liaise with Govt of West Bengal.</p>		
5.	<p><u>Oil spill response databank.</u></p> <p>Deliberations - During the discussions, the representative from ICMAM-PD highlighted that the Ministry of Earth Sciences is holding adequate environment related information with regard to mangroves, corals, marine parks, sanctuaries, turtle nesting areas and other sensitive habitat areas in the Coastal regions and same will be made available to Coast Guard through their web sites by hyperlink.</p> <p>Decision - Oil Spill Response Data bank to be prepared by the ICMAM-PD and should be readily available in common web platform.</p> <p>Point to be retained.</p>	RHQ (A&N)	CGHQ ICMAM-PD

SI No	Item	Proposed By	Action by
6.	<p>Obligation of ICG under MARPOL/ OPRC Convention during IMO voluntary audit.</p> <p>Deliberations - The rep of DGS informed that the voluntary audit is programmed in Apr 2010. DGICG requested DGS rep to programme the audit for the latter half of 2010 in consultation with ICG.</p> <p>Decision - Director General Shipping to provide information on the preparatory measures for the audit and programme the audit for the latter half of 2010.</p> <p>Point to be retained.</p>	DGS	DGS CGHQ
7.	<p>(a) Capacity augmentation for removal of oil before spillage in water.</p> <p>(b) Capacity augmentation for removal of oil from submerged ships.</p> <p>Deliberation - Rep from Paradip Port Trust informed that the trapped oil from the sunken ship has been removed by US based firm Ms Resolve Maritime within a period of 25 days.</p> <p>DGICG enquired from the rep of Paradip Port Trust regarding the videography of the oil removal process undertaken for MV Black Rose. Other members representing the major ports also requested Paradip Port Trust (PPT) to</p>	MoS DGS CGHQ	PPT CGHQ

SI No	Item	Proposed By	Action by
	<p>provide the procedures adopted for issuing Global tender and the procedures for settlement of bills. The rep from PPT informed that most of the process of removal of oil has been videographed. He informed that all relevant material and information will be submitted to the ministry.</p> <p><u>Decision -</u></p> <p>(a) PPT to provide the necessary information to the Coast Guard and other members so that the procedures could be followed for any incidents of like nature.</p> <p>(b) ICG to examine issue regarding tie-up with recommended salvage company in consulation within MOS & MOD.</p>		
8.	<p>(a) Mechanism for effective evidence gathering and prosecution of polluter.</p> <p>(b) Deterrent/penalties for offenders.</p> <p>(c) Present position of various legislations with respect to oil pollution i.e. Indian Port Act, CG Act, MS Act etc.</p> <p>(d) SOP for effective prosecution of defaulters on obtaining concrete evidence through samples, pictorial documents etc.</p>	<p>MoS DGS CGHQ</p>	<p>DGS CGHQ</p>

SI No	Item	Proposed By	Action by
	<p>(e) Enforcement of MS Act for violation including imprisonment.</p> <p>Deliberation - Rep from DGS informed that the DGS will be forming the study group and nomination of member from ICG has been received. He further requested Chairman to provide time till end Mar 2010 to submit the report. He also requested all the members of the forum to send their representative to participate in the study group if any of their organisation's concerns, need to be addressed through new legislations. The Chairman requested other members especially from the E&P operators to contribute for the study so as to establish necessary regulations, keeping the interest of all parties.</p> <p>Decision - The study group to submit the report by 31 Mar 2010.</p> <p>Point to be retained.</p>		

DISCUSSION AND DECISIONS ON NEW AGENDA POINTS

SI No	Item	Proposed By	Action by
1.	<p><u>Tie-Up for Salvage Facilities.</u> With the increase in trade through the western frontier and congestion of traffic, major accidents in harbour mouth or in side channel are not rare possibilities. Coast Guard being the Central Coordinating Authority for pollution response, early evacuation/salvage of such vessels will require mammoth effort. It is proposed that a tie up with specialised agencies for salvage facility during such eventuality will go a long way towards ensuring clean beaches and timely pollution response.</p> <p><u>Deliberations</u> - This point was also discussed while reviewing the progress of old agenda points. The ETVs will be acquired by MoS and operated by SCI or other suitable company on the advice and control of Coast Guard. The ETVs proposed to be acquired will also address the salvage issues.</p> <p><u>Decision</u> - Point to be deleted.</p>	RHQ (NW)	

SI No	Item	Proposed By	Action by
2.	<p><u>Inclusion and Classification of OSRO in NOS-DCP.</u> The pollution response rules, regulations and practice need to be made more stringent, this would subject the users with more liability and responsibilities. Introduction and classification of OSRO (Oil Spill Response Organisation) will provide tremendous opportunity for private players and bring professionalism for pollution response. The OSRO can be inspected by the Indian Coast Guard for classification. The classified OSRO can then be listed on national response resource inventory online.</p> <p><u>Decision</u> - The Chairman directed that existing practice adopted by various ports and oil handling agencies to be examined and issue be discussed further in next NOSDCP meeting. RHQs to obtain the information on OSRO and submit to CGHQ for consideration.</p> <p>Point to be retained.</p>	RHQ (NW)	All CG RHQs
3.	<p><u>Vessels Oil Response Plan.</u> At present, vessels in Indian waters are not providing any oil response plan to the Indian Coast Guard when operating with oil in Indian waters. It is high time that a stringent local regulation for all vessels to make arrangements for oil spill response and prepare a vessel's oil response plan.</p>	RHQ (NW)	

SI No	Item	Proposed By	Action by
	<p>The plan is to be kept ready onboard for inspection by the Indian Coast Guard. This would assist in bringing responsibility on vessels and deterrence as well.</p> <p>Deliberations - The rep from DGS intimated that the Vessel Oil Response Plan is equivalent to Ship Oil Pollution Emergency Plan (SOPEP) which are prepared by the ship-owners in accordance to the requirement of the MARPOL 73/78 and approved by the Flag State. Presently the SOPEP are checked by the Port State Control Officers in accordance to the international practices. The Chairman intimated that this aspect is being looked after by an appropriate agency and it won't be necessary for making additional regulations by the Coast Guard.</p> <p>Decision - Point to be deleted.</p>		
4.	<p>Mapping of Pollution Hazards. Identification of flow of oil/polluting substance and their general operation area is imperative to facilitate speedy augmentation of pollution response. It is proposed that mapping of such areas/ ports be done considering the weather condition and made available online. The pollution response resources can be stowed along with transport facilities at the nearest location to augment speedy pollution response.</p>	RHQ(NW)	MOES ICMAM-PD CGHQ

SI No	Item	Proposed By	Action by
	<p>Deliberations - The rep from ICMAM-PD intimated that they have established the necessary software to predict the pollution hazard from any spill and requested Coast Guard to intimate them on occurrence of any spill so that they could contribute for the spill mitigation efforts by providing the spill movements and the likely areas that will be under threat.</p> <p>Decision - The Chairman directed that the ICMAM-PD should be involved during oil spill contingency and to be consulted for oil spill forecast.</p> <p>Point to be deleted.</p>		
5.	<p>Cargo Loading of Merchant Vessels. In a recent incident MV Asian Forest sank off New Mangalore on 18 Jul 09 posing environmental hazard. The ship sank because of improper loading of cargo in the prevailing weather condition. It is proposed that representative of PO MMD may inspect/certify proper loading of cargo prior departure from Indian Ports to avoid reoccurrence of such incidents. Ports state control / flag state control need to be made more stringent.</p> <p>Deliberations - The rep from DGS intimated that they have conducted inquiry into all incidents of sinking caused by the loading of iron ore in wet conditions. The</p>	RHQ(W)	

SI No	Item	Proposed By	Action by
	<p>rep also intimated that a notification has been issued regarding the loading of iron ores under sheltered conditions during monsoon or to ban the loading during monsoon if the protection could not be made by the port. The Chairman intimated that the subject matter is a serious issue and the surveyors at the port should be extra careful in allowing such vessels to proceed from the port on likelihood of cargo shifting during the voyage exists.</p> <p>Decision - Point to be deleted as the issue has been addressed by DGS and instructions to all ports have been issued.</p>		
6.	<p>Utilization of Assets of Littoral States. Andaman and Nicobar Islands are a group of 572 Islands with 03 major SLOCs passing through it. Also the 6 Degree channel carries bulk of oil, However, Any type of marine pollution which may take place in the Andaman sea can have a better and quicker response from the pollution response agencies of the littoral states because of their proximity to the Andaman and Nicobar Islands. It is recommended that Pollution Response facilities available with the South east littoral states be explored and MOU be signed.</p> <p>Deliberations - The Joint Director (FE)/ CGHQ provided a brief on the Regional Seas Programme and the establishment</p>	RHQ(A&N)	MoES /MEA

SI No	Item	Proposed By	Action by
	<p>of South Asia Seas Programme (SASP) by the UNEP and IMO. It was also brought out that the SACEP which was made under the SASP caters for the A&N region also. But due to the distance from the assisting countries from the South Asia, the A&N areas are far removed and almost overlap the adjacent regional SASP. The Chairman requested the rep from MoES to address the issue through ministerial level and the rep from MoES intimated that an inter regional arrangement could be made and the coverage to A&N could be arranged through such inter regional Seas Programme.</p> <p>Decision - MoES to coordinate for establishment of inter-regional arrangement to provide cover to A&N group of islands.</p> <p>Point to be retained.</p>		
7.	<p>Chemical Pollution. Combating oil pollution is one of the charters of Coast Guard. However, with the increased shipping activities along Indian coast/ports, pollution from harmful Noxious Liquid Substances is not ruled out and this is a major threat to environment. Hence there is a need to have a policy charted out under NOSDCP for combating pollution from Noxious Liquid Substances.</p> <p>Deliberations - Joint Director (F&E),</p>	RHQ(A&N)	CGHQ ALL MAJOR PORTS

SI No	Item	Proposed By	Action by
	<p>CGHQ intimated that the HNS and Chemical pollution at Ports is the subject matter of MoS and DGS, but the ICG has prepared a HNS Contingency Plan to address HNS incidents at sea. Suggestion was also made by members that both the oil and HNS should be addressed through the NOSDCP forum. The Chairman advised that the Coast Guard HNS Contingency Plan be circulated to all major ports and obtain their comments prior taking a decision to work out the necessary policy for HNS.</p> <p>Decision - ICG HNS Contingency Plan is to be circulated to all major ports and comments to be obtained for consideration during the next meeting.</p> <p>Point to be retained.</p>		
8.	<p>Signing of MOU. Draft MOU for setting up Tier-I oil spill response facility at Mumbai port was prepared by the member industries in 2007 and all the concerned agencies except ONGC had consented to sign the MOU. However, signing of MOU is still pending as ONGC is yet to confirm their participation. We have received a communication from ONGC on Aug 31 2009 expressing their willingness to participate and requesting to know the financial and other implication in view of MbPT & JNPT joining together in the project. The matter has been forwarded</p>	BPCL	

SI No	Item	Proposed By	Action by
	<p>to MbPT for necessary action.</p> <p>Deliberations - The issue was discussed during review of old agenda point.</p> <p>Decision - All Ports to establish Tier-I facility with or without MoU. The point is to be conjoined with agenda item no. 1 of the previous NOSDCP meeting.</p> <p>Point to be deleted.</p>		
9.	<p>Coast Guard or appropriate agency in Government of India may notify sensitive areas along the coast and in high sea for use of dispersants.</p> <p>Deliberations - Joint Director (F&E), CGHQ intimated that the Coast Guard has prepared a new Oil Spill Dispersants (OSD) Guidelines 2009 and the criteria therein generally provide the guidelines for the areas in which the OSD can be applied. The Chairman requested ICMAM-PD whether they could notify such areas, to which the rep intimated that they will study and examine the issue.</p> <p>Decision - Issue to be examined by ICMAM -PD/ MoES</p>	ONGC	ICMAM-PD
10.	<p>The incident of oil spill include leakage from oil exploration & transportation facilities, discharge from operating ships, discharge from ships proceeding to ship breaking yards and</p>	OISD	CGHQ MoEF OISD/ MoPNG

SI No	Item	Proposed By	Action by
	<p>even from sunken ship lying in that area etc. A system of surveillance for oil spill should be developed to stop it at the early stage before it pollutes the coastline/ beaches.</p> <p>Deliberations - The Chairman intimated that the Coast Guard has installed a new MSS-5000 spill identification system in Dorniers for surveillance of EEZ. The Chairman also mentioned there is a requirement of establishing a modern laboratory with facilities for oil fingerprinting.</p> <p>Decision - CGHQ to take up the issue of establishing modern laboratory with MoEF and OISD/MoPNG with oil fingerprinting facility.</p> <p>Point to be retained.</p>		
11.	<p>Ports should get the vetting of ICG/ Port user companies before purchase of OSR equipment for ensuring the adequacy of the same and also to avoid any technical/financial problem at later stage.</p> <p>Deliberations - The rep from OISD intimated that certain PR equipment procured by some oil companies are not safe to operate and they may cause fire hazard when operate in a volatile fuel environment. He stated that the PR equipment should be vetted by ICG before procurement. The chairman intimated that it is essential to adhere to</p>	OISD	CGHQ RHQs All Ports and Oil handling agencies.

SI No	Item	Proposed By	Action by
	<p>all safety norms and the Coast Guard assistance can be sought to ascertain the specifications and other parameters.</p> <p>Decision - Specifications of the PR equipment without any brand name or vendors may be provided by ICG.</p>		
12.	<p>NOSDCP document should include the details of OSR facilities put up by various companies working for exploration of oil & gas putting up in offshore eg. RIL, Niko, Cairn, GSPC etc.</p> <p>Deliberations - Joint Director (F&E), CGHQ intimated that the Coast Guard is preparing the new NOSDCP document and will include all the details of the OSR facilities of E&P operators so that they can be readily referred and used during an oil spill incident. The Chairman directed that the new NOSDCP should be very concise and should be available online.</p> <p>Decision - The new NOSDCP -2010 to be made by Apr 2010 and should be available for online reference.</p>	OISD	CGHQ
13.	<p>Issues about storing and sharing of needs to OSD quantity between ONGC and Coast Guard as per RCC ie. 200 tonnes be clarified.</p> <p>Deliberations - Deputy Director General (Ops &CS)/ CGHQ intimated that the</p>	ONGC	

SI No	Item	Proposed By	Action by
	<p>Coast Guard has prepared the new OSD guidelines and the amount of OSD quantity to be maintained has been reflected in the document. The ideal quantity for the Tier-I size spill will be about 35 tonnes (1 part OSD to 20 parts oil)</p> <p>Decision - Point to be deleted as the point has been adequately addressed.</p>		
14.	<p>Coast Guard to specify the oil terminal operators insurance limit as they are not governed by any international treaties.</p> <p>Deliberations - The rep from Cairn Energy, Vadinar, intimated that the oil terminal operators have taken insurance for third party liability upto a certain limit and no criteria for liability limit is provided for oil terminal operators in IMO conventions such CLC, LLMC and Fund Convention. He requested Coast Guard to specify the amount of insurance cover for addressing oil spill compensation and claims. The Chairman directed CGHQ to ascertain the amount required as per norms and intimate all oil terminal operators accordingly.</p> <p>Decision - CGHQ to examine the issue regarding insurance cover limit to all Oil terminal operators.</p>	Cairn Energy	CGHQ

SI No	Item	Proposed By	Action by
15.	<p>Date and Venue for next NOSDCP Meeting.</p> <p>Deliberations - The rep from ONGC volunteered that they would like to host the next meeting at Dehradun.</p> <p>Decision - Next meeting in Apr-May 2010 at Dehradun / Mussorie.</p>	CGHQ	ONGC CGHQ

14TH NATIONAL OIL SPILL DISASTER CONTINGENCY PLAN
(NOS-DCP) AND PREPAREDNESS MEETING 2009

Date : 17 Nov 09
Time : 0930 hrs
Venue : Hall No. 3, Vigyan Bhavan Annexe, New Delhi

PROGRAMME

Ser	Time	Event
1701	0930	Delegates arrive
1703	0930-0950	Registration
1705	0955	Chairman, NOSDCP arrives
1707	1000	Welcome addressed by Secretary, NOSDCP
1709	1005	Inaugural address by the Chairman, NOSDCP
1711	1015	NOS-DCP Overview by Director (Fisheries & Environment), CGHQ
1713	1030	Presentation of Coast Guard Environment Protection Award by DGICG
1715	1035	Tea Break
1717	1050	Presentation on " International Oil Pollution Legislations and State of Oil Pollution Legislation in India " by Capt Deepak Kapoor, NS to GoI.
1719	1110	" Case Study of MT Hebei Spirit Incident " by Commandant Donny Michael, Joint Director (F&E). CGHQ
1721	1130	De-brief on NATPOLREX-II by RHQ (West)
1723	1150	Review of old agenda points
1725	1300	Lunch
1727	1400	Discussion on new agenda points
1729	1525	Concluding remarks by the Chairman, NOSDCP
1731	1530	Vote of thanks by Member Secretary, NOSDCP

14th NOS-DCP AND PREPAREDNESS MEETING**17th NOV 09****LIST OF PARTICIPANTS**

<u>Sl. No</u>	<u>Name</u>	<u>Designation</u>	<u>Organisation</u>
01	Vice Admiral Anil Chopra, AVSM	Director General	Indian Coast Guard
02	IG SPS Basra, YSM, PTM, TMs	COMCG (West)	Indian Coast Guard
03	IG A Rajasekhar, PTM, TM	COMCG (East)	Indian Coast Guard
04	IG SP Sharma, PTM, TM	COMCG (NW)	Indian Coast Guard
05	IG KC Pande, TM	DDG (Ops & CS)	Indian Coast Guard
06	DIG AKS Chauhan, TM	CLO	Indian Coast Guard
07	DIG KR Nautiyal, TM	COMCG (A&N)	Indian Coast Guard
08	Comdt SD Sonak	Dy O i/C PRT (West)	Indian Coast Guard
09	Comdt A Athinarayanan	Director (F&E)	Indian Coast Guard
10	Comdt Donny Michael	Joint Director (F&E)	Indian Coast Guard
11	Comdt T Shashi Kumar	CGA	Indian Coast Guard
12	Comdt (JG) MK Bhat	Dy Oi/C PRT (East)	Indian Coast Guard
13	Mr B Sundaramurthy	Sr VP–Corporate Affairs	PPN Power Co Pvt Ltd
14	Capt A Gole	Harbour Master	Pipavav Port
15	Mr Paul Joseph	Manager (E&E)	BPCL Kochi Refinery
16	Capt. Prasad Rebela	GM (Marine Services)	Ennore Port Ltd

<u>Sl. No</u>	<u>Name</u>	<u>Designation</u>	<u>Organisation</u>
17	Capt AM Surej	Dy Director General	DGLL
18	Dr YB. Sontakke	Regional Officer(HQ)	Maharashtra PCB
19	Capt Deepak Sachdeva	Head – Marine VOTL	ESSAR VOTL
20	Mr BM Pillai	Sr Manager (Marine)	Reliance Hazira
21	Mr VVS Srinivas	GM(Shore Base)	GSPC
22	Mr Ajay M Patel	Manager (QHSE)	GSPC
23	Mr VR Patel	Regional Officer	Gujarat PCB
24	Mr LB Muralidhar	GM–Operations	BGEPIL
25	Dr PK Pant	Sr VP-HSE	Reliance E&P
26	Capt BS Kumar	Sr Dock Master	JNPT
27	Dr BR Subramanian	PD & Sci G	ICMAM-PD
28	Mr PM Ansari	Additional Director	CPCB
29	Mr NR Gurnani	Vice President	Bharat Oman Refineries Ltd
30	Mr PR Thatte	Vice President	Bharat Oman Refineries Ltd
31	Capt Sarveshwar Rao	Manager (Marine)	Krishnapatnam Port
32	Capt S Sainath	State Port Officer	Tamil Nadu Maritime Board
33	Capt HPS Sodhi	Director (Plans)	HQ ODAG
34	Mr V Subramanian	Safety Inspector	Tuticorin Port Trust
35	Dr DK Behera	Sr Environmental Scientist	Orissa PCB

<u>Sl. No</u>	<u>Name</u>	<u>Designation</u>	<u>Organisation</u>
36	Er NR Sahu	Sr Environmental Engineer	Orissa PCB
37	Capt Vijay Pereira	Harbour Master	Mumbai Port Trust
38	Mr Dilip Vishwanathan	Addl Ch Mech Engineer	Mumbai Port Trust
39	Mr S Balaji	ACEE	Tamil Nadu PCB
40	Mr Shantam Shinde	Commissioner	Mumbai Municipal Corporation
41	Mr HN Aswath	Director (Eng)	Ministry of Shipping
42	Mr RK Gupta	DGM-SHE Refineries	HPCL
43	Mr AA Raichur	DGM-SHE	HPCL
44	Mr SK Bhalla	Tech. Adviser	INSA
45	Mr Sadiq Ahmed	Sr Environment Officer	Karnataka PCB
46	Capt Shivman Mehta	Dock Master/Dy PFSO	Chennai Port Trust
47	Mr SK Ray	Chief Operations Manager (S&EP)	IOCL
48	Mr Satnam Singh	Chief Operations Manager	IOCL, Vadinar
49	Comdt (JG) SK Nath	Coastal Security Officer	Maharashtra Maritime Board
50	Capt S Mathur	Deputy Conservator	Visakhapatnam Port Trust
51	Mr N Rajapoopathi	Pollution Control Officer	New Mangalore Port
52	Mr VV Singh	GM(P), Head Offshore Safety	ONGC, Mumbai
53	Dr JS Sharma	DGM(Chem) CHSE	ONCG

<u>Sl. No</u>	<u>Name</u>	<u>Designation</u>	<u>Organisation</u>
54	Mr Atul L Karandikar	Manager-F&S	Karaikal Port
55	Mr Sudanshu Goswami	Head Logistics & Shore Base	RIL, Kakinada
56	Mr AK Gupta	Sr VP (TT)	SCIL
57	Mr CVSK Prasad	Sr Vice President	RIL, Jamnagar
58	Ms Amrita Neelakantan	Advocacy Officer	BNHS
59	Ms Rohini Rangarajan	Programme Officer	BNHS
60	Mr AK Tewari	Dy Secretary	Ministry of Shipping
61	Mr Purendu Kumar	HSE Manager	Niko Resources Ltd
62	Mr Vizesh Rana	DC (DM)	Ministry of Home Affairs
63	Dr GS Rao	Chief Operations Manager	Kandla Port Trust OOT
64	Mr Atul Vyawahare	Sr Manager Environment	BPCL
65	Capt MM Saggi	NA to GoI	DG Shipping
66	Capt Deepak Kapoor	NS cum DDG	DG Shipping
67	Mr V Ravi	Manager-HSE	Cairn Energy
68	Capt Sowresh Gon	Manager-Marine HSE	Cairn Energy
69	Mr KK Darad	Head Environment	DGH
70	Cmde Rajen Kapoor	Consultant	DGH

INAUGURAL ADDRESS BY THE CHAIRMAN
14TH NOS-DCP MEETING AT VIGYAN BHAWAN
NEW DELHI

Senior officers of the Indian Coast Guard, officers representing various Ministries and Departments of the Govt of India and State governments, Members of the Oil Fraternity, Distinguished delegates.

1. It is indeed a pleasure to be amongst you at this very important meeting dealing with marine environment protection. 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 oil spill 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. The past six months have indeed been eventful. There have been three incidents of spill due to the sinking of MV Asian Forest off New Mangalore in July, a mysterious spill that affected the south Gujarat and North Maharashtra coast in August, and the sinking of MV Black Rose off Paradip in September. I would like to place on record that, the effort put in by all the resource agencies in the endeavour to protect the marine environment interests has been appreciable.
3. This forum has time and again been advocating for preparedness in the form of establishing an oil spill contingency plan and Tier-I pollution response facility to address any oil spill that affects their area of operation and jurisdiction. The oil debris wash off that affected the south Gujarat coast could affect any other coastal state. The prompt shoreline clean-up measures initiated by the Gujarat government were of very high order. However, a matter of concern is the fact that the source responsible for the oil spill could not be pin-pointed. It is pertinent that, unless a dedicated Oil Spill Fingerprinting system is set-up by the respective State Pollution Control Boards, it would be difficult to take the polluters to task.
4. There is also a growing concern on the regulatory mechanism for controlling the operation of the iron ore bulk carriers. In the past two years, three ships that proceeded to sea during the monsoon, after loading iron-ore, reportedly sank. One of the vessel namely, MV Black Rose was 32 years old and was found operating with a forged insurance certificate. Operation of such vessels is an 'Ideal Recipe' for disaster. However, all credit goes to the Paradip Port Trust for taking necessary preventive actions, including issuing global tender - for removal of oil, preventive booming - to arrest oil spill drift, diving operations - to seal the leaking breather pipes and

institution of shoreline protection measures which included application of bio-remediation agents. In recognition of all the efforts and measures taken by the PPT in handling the situation arising out of the sinking of MV Black Rose, the Paradip Port Trust today is being awarded the first ever **Coast Guard Environment Protection Award** in the major ports category.

5. With regards to the establishment of Tier-I facilities, I am glad that ten out of twelve ports have established the basic Pollution Response infrastructure, and the other two major ports have made considerable headway. I am informed that the joint inspection undertaken by the Coast Guard and the Ministry of Shipping has aided the Port Trusts to identify the weak areas and establish necessary measures accordingly. I thank the Shipping ministry for undertaking this effort, and I propose that this joint inspection effort continues, so that the momentum of the Pollution Response preparedness is always kept up to highest standards.

6. The Second National Level Pollution Response Exercise (NATPOLREX-II) conducted recently off Mumbai, in which many resource agencies participated, was conducted to review our preparedness and identify the weak areas. I would place on record my appreciation to all the resource agencies who whole-heartedly participated in the national exercise.

7 I wish to inform this august gathering that the Govt of India is actively pursuing ratification of the 'IMO- Wreck Removal Convention', which will pave way for effective 'fuel-oil and wreck removal', which may occur in our maritime zones. Further, the inter-governmental South Asia Cooperative for Environment Protection (SACEP), has established an MoU for cooperation amongst five South-Asian countries; namely Pakistan, Sri Lanka, Maldives, Bangladesh and India. The same is expected to come into force shortly. The MoU provides for conduct of International Level Training and Exercises for the member countries, with the assistance of the IMO and the UNEP. Another convention which the Govt of India is actively pursuing is, 'Accession to the 1996 Protocol to the London Dumping Convention-1972'. This convention lays down standards for disposal of material at sea, including the offshore installations. Presently, there are no specific regulations addressing the disposal issues, except for oil and noxious substances discharged by ships. By acceding to the London convention, we will be able to provide all round environment protection measures.

8. During the current year, the Coast Guard in coordination with the AMET University, Chennai has successfully conducted the First IMO Level-II Pollution Response Training, as a pilot project. The Coast Guard will coordinate the training, based on the requirements from various resource agencies. The Coast Guard has also developed a Contingency Plan for Hazardous and Noxious Substances (HNS), to effectively coordinate actions in response to HNS spills at sea. I shall request the ports and other agencies who are involved in handling the HNS cargo, to establish necessary contingency plans and response measures.

9. I had the opportunity to visit the Republic of Korea in September this year, and learnt a few lessons on manpower & resource mobilization, and the decision making process adopted by the Korean government and the Korea Coast Guard, during the MT Hebei Spirit incident. A presentation on the pollution response measures adopted by the Koreans will be delivered today by the Joint Director (FE).

10. The Coast Guard is reviewing the NOSDCP, and necessary amendments where required will be made to meet all the objectives of the plan. I would request all concerned to forward their suggestions and other details, so that an updated plan is in place for implementation, before the next NOSDCP meeting.

11. To conclude, I would like to thank all the ports and other resource agencies, who have proactively acted upon the decisions taken during the previous meetings, leading to establishment of the necessary pollution response facilities within their area of operations.

12. Gentlemen, our collective and sincere efforts will surely strengthen the existing management of oil spill response. Just as dynamic as oil, our preparedness needs to be dynamic and continuous. The plan and pollution response facility should be reviewed, re-assessed and drilled regularly, so that an effective response to oil spill can be made collectively.

Jai Hind

PRESENTATION BY DIRECTOR (F&E)

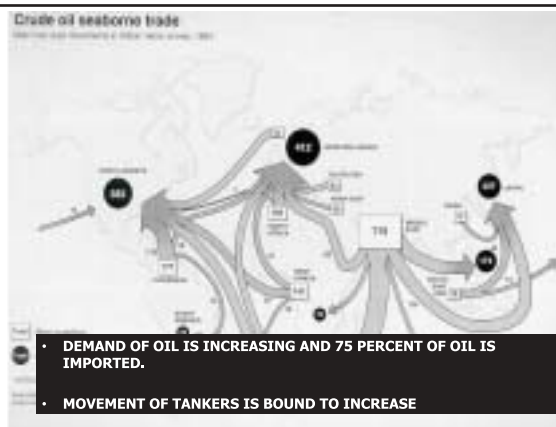
OVERVIEW ON NOSDCP

SCOPE OF THE OVERVIEW

- NOSDCP POLICY ISSUES
- OIL SPILL INCIDENTS
- JOINT INSPECTION OF MAJOR PORTS
- TRAINING PROVIDED
- EXERCISES AND DRILLS
- ISSUES ADDRESSED SINCE LAST NOSDCP MEETING

NATIONAL OIL SPILL DISASTER CONTINGENCY PLAN

- DELINEATES THE RESPONSIBILITIES OF VARIOUS RESOURCE AND OIL HANDLING AGENCIES
- PROVIDES THE NATIONAL PREPAREDNESS AND RESPONSE SYSTEM
- MOST ECONOMICAL SOLUTION IS ACHIEVED THROUGH POOLING IN OF RESOURCES
- OIL SPILL RESPONSE RESOURCES MAINTAINED BY THE RESOURCE AGENCIES ARE NOT FOUND SUITABLE FOR OFFSHORE USE



NOS-DCP PREPAREDNESS-POLICY

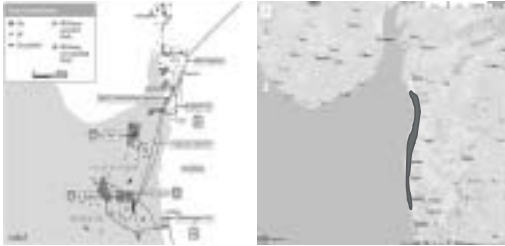
- COAST GUARD AS CCA ENDEAVOURS TO MAKE ALL ARRANGEMENT FOR SUCCESSFUL COORDINATION IN THE EVENT OF OIL SPILL
- COAST GUARD PR INVENTORY ESTABLISHED TO PROVIDE THE OIL POLLUTION RESPONSE COVER TO THE PORTS AND OIL INDUSTRY RISKS
- IMPERATIVE THAT THE OIL SPILL RESPONSE ORGANISATION PROVIDE COVER TO THE INDUSTRY FOR ADDRESSING BOTH TIER-I AND TIER-II SIZE SPILLS,

NOS-DCP PREPAREDNESS-POLICY

- THE COAST GUARD AS A REGULATOR WILL CONTINUE TO COORDINATE ALL ACTIVITIES REQUIRED FOR SUCCESSFUL CLEAN UP OPERATIONS.
- DECISIONS FOR SMOOTH FUNCTIONING OF THE OIL SPILL RESPONSE COORDINATION TO BE DISCUSSED AT NOSDCP /ROSDCP MEETINGS.
- COAST GUARD WILL PROVIDE
 - TRAINING TO ALL RESOURCE PERSONNEL,
 - VETTING AND APPROVING CONTINGENCY PLANS ,
 - CONDUCT OF DRILLS AND EXERCISES FOR THEIR BENEFITS

OIL SPILL INCIDENTS

- UNIDENTIFIED OIL SPILL AFFECTED SOUTH GUJARAT AND NORTH MAHARASHTRA COAST IN AUG 09



SOUTH GUJARAT OIL SPILL

- GUJARAT PCB/ GMB COORDINATED CLEANUP
- 100 KM OF COASTLINE WAS AFFECTED BY OIL DEBRIS
- 200 TONS OF OIL DEBRIS COLLECTED
- SPILL SOURCE NOT IDENTIFIED



SINKING OF BULK CARRIER



**MV ASIAN FOREST- OFF MANGALORE 19 JUL 09
330 TONS FUEL OIL**

SINKING OF BULK CARRIER



**MV BLACK ROSE OFF PARADIP – 09 SEP 09
950 TONS FUEL OIL**

NUMBER OF SHIPS THAT HAVE SUNK/STRANDED IN THE INDIAN COAST

Sl	Year	No of ships sunk/stranded	Remarks
(a)	2006	19	03 ships sank (Fuel carried, 90+130+ 24 tonnes = 234 T)
(b)	2007	30	05 ships sank (Fuel carried 20+128+350+10+150 tonnes = 658 T)
(c)	2008	07	02 ships Sank (Fuel Quantity 120 tonnes)
(d)	2009	07	02 Ships sank with 330 + 950 = 1280 tonnes of fuel oil

CONCERNS OF COAST GUARD

- REMOVAL OF OIL TRAPPED IN THE SUNKEN SHIP WAS NOT UNDERTAKEN IN THE CASE OF MV ASIAN FOREST EVEN THOUGH THE SHIP IS HAVING A VALID P&I CLUB COVER
- OIL LIKELY TO ESCAPE WITHOUT WARNING AND COAST GUARD RESOURCES CANNOT BE KEPT STANDBY AT ALL TIMES
- THE ENVIRONMENT THREAT LOOMS LARGE
- STRINGENT LEGISLATION FOR REMOVAL OF FUEL OIL FROM SUNKEN SHIPS REQUIRED

**TIER - 1 INSPECTION OF OSR CAPABILITIES
OF MAJOR PORTS**

<u>PORT</u>	<u>JT INSP DATE</u>	<u>REMARKS</u>
KOLKATTA	16 SEP 09	SAT REQUIRE FAST CURRENT BOOMS
HALDIA DOCK COMPLEX	15 SEP 09	SAT
PARADIP	17 SEP 09	SAT
VISAKHAPATNAM	27 OCT 09	SAT
CHENNAI	22 SEP 09	SAT
ENNORE PORT	14 OCT 09	SAT. ADDITIONAL BOOMS REQUIRED
TUTICORIN	26 AUG 09	SAT

**TIER - 1 INSPECTION OF OSR CAPABILITIES
OF MAJOR PORTS**

<u>PORT</u>	<u>JT INSP DATE</u>	<u>REMARKS</u>
MUMBAI PORT TRUST	28 JUL 09	NIL
JNPT	27 JUL 09	ONLY OSD APPLICATOR
MORMUGAO	10 AUG 09	SAT
NEW MANGALORE	11 AUG 09	SAT
KOCHI	213 AUG 09	SAT
KANDLA	NOT CARRIED OUT	SAT. (OLD INSP 2008) FAST CURRENT BOOMS REQD

**OBSERVATIONS FROM JOINT
INSPECTIONS**

- CONTINGENCY PLANS ARE OLD
- REGULAR REVIEW AND UPDATION
- PROCUREMENT OF PORT SPECIFIC EQUIPMENT
- RISK ASSESSMENT FOR SENSITIVE AREAS

NATPOLREX-II



EXERCISES AND DRILLS

- TWO LEVEL ONE EXERCISES WERE CARRIED OUT SINCE LAST NOSDCP
- PORTS TO UNDERTAKE DRILLS AS PER THEIR CONTINGENCY PLAN SCHEDULE



TRAINING

- FIRST IMO LEVEL-II TRAINING CONDUCTED
- IMO LEVEL-I TRAINING CONDUCTED AT MUMBAI, KOCHI AND CHENNAI
- 79 PERSONNEL IMPARTED LEVEL-I TRAINING



NOS-DCP PREPAREDNESS

- THE DECISIONS IMPLEMENTED SINCE THE LAST NOSDCP MEETING
 - CONDUCT OF NATIONAL LEVEL POLLUTION RESPONSE EXERCISE NATPOLREX-II OFF MUMBAI ON 04 & 05 NOV 09
 - PROMULGATION OF OIL SPILL DISPERSANT APPLICATION GUIDELINES 2009
 - COORDINATION FOR CONDUCT OF IMO LEVEL II TRAINING AT CHENNAI IN JUL 09.
 - SCREENING AND FINALISATION OF AWARDEE FOR ENVIRONMENT PROTECTION AWARD
 - JOINT INSPECTION OF 11 MAJOR PORTS

THANK YOU

COAST GUARD
ENVIRONMENT AWARD-2009

PORTS CATEGORY

PRESENTATION BY COMDT SD SONAK, PRT (WEST)



CLEAN SEA - 2

MUMBAI
04 - 05 NOV 2009





CLEAN SEA - 2

- Introduction
- Exercise Settings
- Participation
- Exercise Areas & Weather
- Execution
- Observations
- Conclusion







INTRODUCTION

- What will happen if an oil spill of TIER-II / TIER-III hits the coast of Mumbai ?
- **Large scale consequences**
 - Two major sea ports
 - Beaches
 - Fisheries
 - Entire marine life
 - Industrial establishments




EXERCISE SETTINGS

- DECIDED IN 13TH NOSDCP MEETING ON 15 APR 2009
- EXERCISE PLANNED 4-5TH NOV 2009
- VENUE – MUMBAI

EXERCISE AIM

- TO EVALUATE COAST GUARD AND RESOURCE AGENCIES, POLLUTION RESPONSE CAPABILITIES UNDER THE PROVISIONS OF THE NOSDCP.
- TO CHECK READINESS AS PER THE CURRENT POLICIES.
- TO CHECK INTEGRATION OF THE RESOURCE AGENCIES WITH COAST GUARD.
- TO CHECK EQUIPMENT, COMMUNICATION PROCEDURES AND EFFECTIVENESS OF TRAINING IMPARTED.




SITUATION

- TANKER (20,000 GRT) MT BIRU SINGH WHILE EMBARKING OIL FROM BMD CONSORTIUM CONTROLLED SINGLE POINT MOORING SIGHTED OIL SHEEN AND DARK PATCHES OF CRUDE OIL AROUND HER.
- TANKER REPORTED MATTER TO HER FIRM
- AFTER FOUR HOURS SPILL SIZE GROWS LARGER

SITUATION

- FIRM REDUCES PRESSURE AND DEPLOYS ASSETS FOR SURVEILLANCE
- SPILL BECAME UNCONTROLLABLE. TANKER ATTEMPTS TO DISENGAGE FROM SPM. IN PROCESS COLLIDES WITH ASSISTING MSV
- ONE OF HER TANK SUSTAINS 2" RUPTURE AND CRUDE OIL SPILLS INTO SEA
- CREW ATTEMPTS PREVENTING SPILL.

SITUATION

- TANKER CATCHES FIRE. FIRE FURTHER SPREADS AFT.
- AT 050900 CREW ABANDONS TANKER. EMBARK LIFEBOATS
- COAST GUARD ALERTED FOR SAR, FIRE CONTROL AND PREVENTION OF OIL SPILL.

AGENCIES / ORGANISATIONS

- | | |
|-----------------|-------------------------|
| • MHA | • INCOIS |
| • MoS | • ISRO |
| • COAST GUARD | • NIO |
| • INDIAN NAVY | • CIVIL ADMIN |
| • DG SHIPPING | • FISHERIES DEPT |
| • VARIOUS PORTS | • MS PCB |
| • ONGC | • OIL HANDLING AGENCIES |
| • SCI | • DGLL |
| • ICMAM PD | |

AGENCIES / ORGANISATIONS INVITED PARTICIPATION

CENTRAL / STATE GOVT DEPARTMENTS

MAJOR PORTS

OIL HANDLING AGENCIES



AGENCIES / ORGANISATIONS PARTICIPATED

- | | |
|-------------------|-----------------------|
| • HPCL | • JNPT |
| • RELIANCE | • NMPT |
| • ESSAR | • PPT |
| • MPSEL | • TPT |
| • NIKKO RESOURCES | • MPCB |
| • BCRL | • GPCB |
| • BG EXPLORATION | • IOC |
| • MBPT | • KRISHNAPATNA M PORT |
| • CAIRN ENERGY | • MMB(MB) |
| • PORT BLAIR PORT | |

PARTICIPANTS

- 04 Nov 2009
- Workshop / Table top exercise
 - 31 participants
- 05 Nov 2009
- Main exercise
 - 23 participants
 - 03 media persons



ASSETS

- COAST GUARD
 - 02 ACPVs (SANKALP & SANDRAM)
 - 01 OPV (VEERA)
 - 03 FPV (SK CHAUHAN, KAMALA DEVI, SB PHULE)
 - 01 IB (C-143)
 - 01 CG DORNIER
 - 02 CG CHETAK





AGENCIES PARTICIPATED

SL NO	COMPANY	RESOURCES	REMARKS
(A)	ONGC	ONE HSY (HALVOK 30)	INVOLVED IN LAYING OF CONTAINMENT BOOM
(B)	90 EXPLORATION	ONE OIV (HIGHY TIDE)	-CO-
(C)	M&P	ONE TUG (POST DELIBERATIONS BY CG)	INVOLVED IN DASHORE (TIF-1) OPERATIONS FOR LAYING OF RIVER BOOM.
(D)	SCI	ONE TANKER PVC HARSH SINGH	ISOLATED AS POLLUTING VESSEL
(E)	INDIAN NAVY	ONE TANKER CLASS SHIP	ISOLATED TOWING AND SCUTTLING OF DISABLED POLLUTING TANKER.

AREA OF EXERCISE

- MAIN EXERCISE - OFF MUMBAI
- 13 NM SOUTH WEST FROM PROMOS LT
- AERIAL DISTANCE 13.5 NM FROM PROMOS



BLUC

MET PREDICTION (04 - 05 NOV)

(a) Morning winds	-	N - 03 Knots
(b) Evening winds	-	NW - 07 Knots
(c) BMP	-	1007 - 1010 hPA
(d) Cloud cover	-	1-2 Octa
(e) Rel Humidity	-	66 - 73 %
(f) Surface Temp	-	32° / 25° C
(g) Sea State	-	1-2
(h) Visibility	-	Good
(i) Rain	-	Unlikely
(k) Current	-	Sly - 0.5 knots

EXECUTION - DAY -1

Forenoon session-Work shop



Presenting of professional papers



- RIS Contingency plan D (PSE), COHC
- Oil Pollution Legislation and Future Needs PRT (SRN)
- New OSE Guidelines 2009 PRT (E)
- Pollution Response Efforts for Offshore Installations / Pipelines PRT(W)

EXECUTION - DAY -1

Afternoon session-Table top exercise

EXECUTION – DAY -1

Afternoon session-Table top exercise



EXECUTION – DAY – 2

- ISSUE OF POLWARN
- MOBILISATION OF RESOURCES
- ASSESSMENT
- ISSUE OF NAVAREA

FISHERIES PROHIBITION



EXECUTION – DAY - 2

Inner Harbour Level-1 Exercise



FIRE FIGHTING



BC
TANKER



VVA

MSV

OSV

STANDBY TO TOW / SCUTTLE



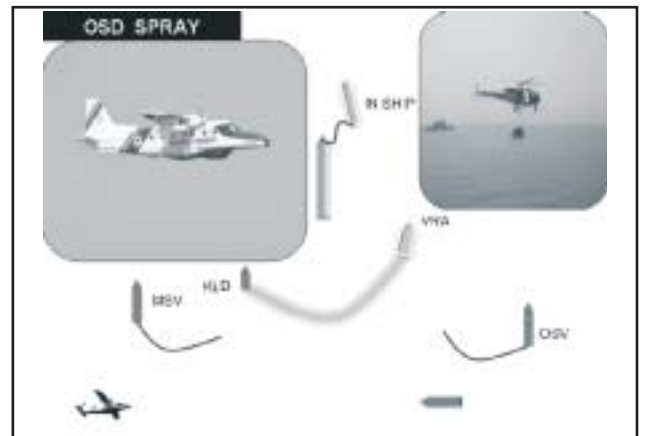
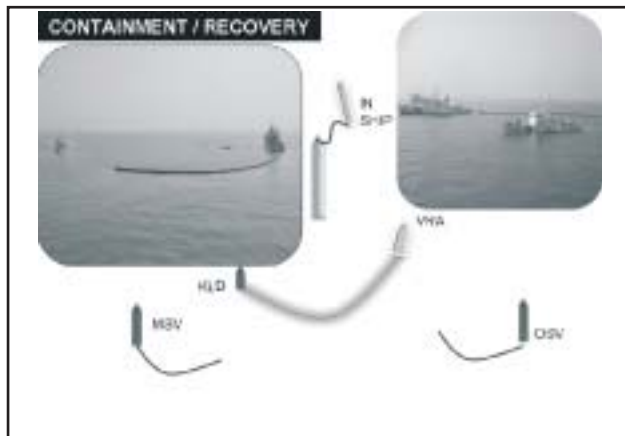
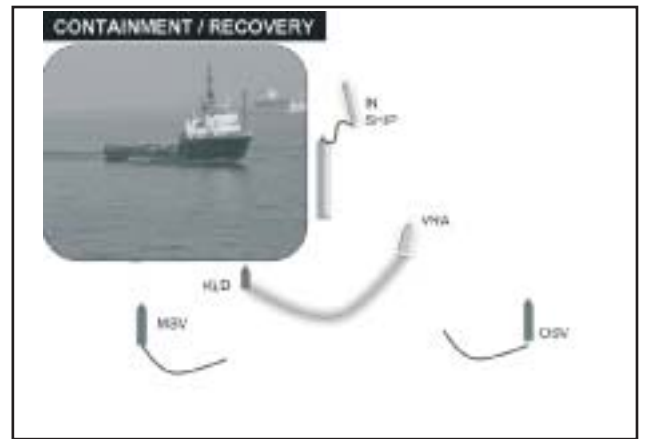
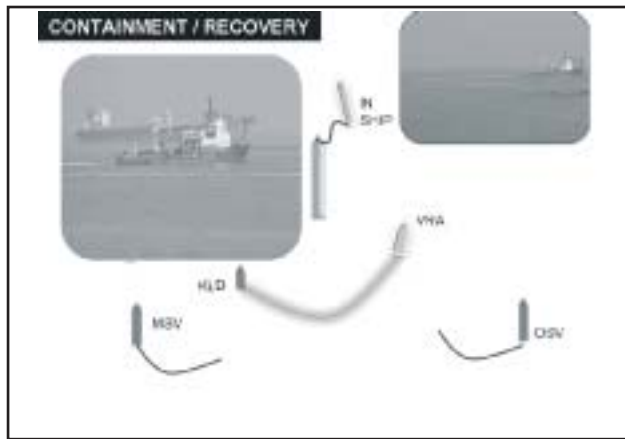
BC1
TANKER



VVA

KLD

OSV



OBSERVATIONS

- Inadequate holding of equipment
- Building up of Tier-I capabilities as envisaged under NOS-DCP
- Identifying suitable vessel for operating boom and skimmers
- Incorporation of action plan towards disposal of recovered oily water in local contingency plan

CONCLUSION

Working closely

Training / Exercise

