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INDIAN COAST GUARD

(MINISTRY OF DEFENCE)

PROCEEDINGS
OF THE
18th NOSDCP AND PREPAREDNESS MEETING
31 MAY 2013

Directorate of Fisheries & Environment, Coast Guard Headquarters, National Stadium Complex, New Delhi – 110001
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EP/0720/18th Meeting Date : 07 Jun 13

Proceedings of the Eighteenth National Oil Spill Disaster Contingency Plan (NOSDCP) and Preparedness Meeting held at Dehradun on 31 May 2013

1. The Eighteenth National Oil Spill Disaster Contingency Plan (NOSDCP) and Preparedness meeting was held at KDM Institute of Petroleum & Exploration Complex, ONGC, Dehradun on 31 May 13. Vice Admiral Anurag G Thapliyal, AVSM, Director General Indian Coast Guard, chaired the meeting. The meeting witnessed an active participation from various government departments, ports and oil companies. 69 representatives from 38 organizations attended the meeting.

2. In his inaugural address, the Chairman welcomed the delegates from various Ministries, Departments of the Central and State government, Regional Commanders of Indian Coast Guard, members from major ports and oil handling agencies and media persons. He emphasized the fact that since last NOSDCP there has not been any major oil spill incident. Further, he appreciated the swift and coordinated response by all the stakeholders in the three incidents involving oiled mangroves at Sikka and Sarmat in the ecologically sensitive marine national park and marine sanctuary, gas leakage from G-1-9 well and fire onboard mv Amsterdam Bridge. He requested the stakeholders to forward regular updates of the response inventory and contact points to the Coast Guard so as to update the National Inventory and Contact Directory. He reiterated the need for all agencies to be prepared to deal with oil spills for the impeding monsoons. The Chairman's inaugural address is placed at **Annexure 'A'.**

3. A presentation on an overview of NOSDCP activities was delivered by Deputy Commandant Bhanu Gupta, Asst Director (FE), who brought out the specific details of oil spill incidents that occurred since the last NOSDCP. The AD(FE) also highlighted the

actions taken with regard to oil spill response, conduct of oil spill response training, joint audit of ports and oil handling agencies. A handout of the presentation on NOSDCP is placed at **Annexure 'B'**.

4. Shri ML Jain, ED Chief HSE, ONGC made a presentation on "G-1-9 Well Capping". The presentation highlighted the coordination of response measures and action taken to cap the well. A handout of the presentation is placed at **Annexure 'C'**.

5. DIG AA Hebbar, TM, Director (FE) made a presentation on "Review of Contribution to the IOPC Fund". The presentation reviewed India's contribution to the IOPC fund, the methodology of contributions vis-a-vis the factors of risk and response to oil spills. A handout of the presentation is placed at **Annexure 'D'**.

6. The other important issues discussed and deliberated upon during the NOSDCP meeting include tier-1 facilities at MbPT and JNPT, status of preparation of local contingency plan, notification of sensitive areas for declaring no OSD use areas, surveillance system by ports against illegal discharge, area of responsibility for oil spill response, standardization of inventory for tier-1 and tier-2 capabilities, optimum response time for responding to oil spills by offshore installation operators, requirement of identifying private OSROs, and protective booming of tankers at berths/SPMs. The discussion and decision on actionable points of previous meetings and new agenda points are placed at **Annexure 'E'** and **Annexure 'F'** respectively.

7. In his concluding address the Chairman appreciated the ongoing efforts by all agencies and requested the members to take further necessary actions on points deliberated during the 18th NOSDCP meeting in a timely manner. He also emphasized that agencies and stakeholders can meet periodically for sharing concerns on pollution preparedness. In conclusion the Chairman reiterated that cooperation and coordination amongst all stakeholders is vital to make the seas pollution free.

8. A summary of actionable points is placed at **Annexure 'G'**. The programme of the meeting and the list of delegates attended the meeting are placed at **Annexure 'H'** and **Annexure 'J'** respectively.

9. This is for information and necessary action.

(AA Hebbar)
Dy Inspector General
Director (Environment)

Annexure 'A'

(Refers to para 2)

INAUGURAL ADDRESS BY THE DGICG

1. Officers representing various ministries and departments of the central and state government, Indian Coast Guard Regional Commanders, members from major ports and oil handling agencies, members from the print and electronic media and other distinguished delegates.

2. Good morning and a very warm welcome to you all for the 18th NOSDCP and Preparedness meeting here at Dehradun. Given that Mussorie is also next door, Dehradun is, perhaps, an apt location especially during this summer season, for the NOSDCP meeting.

3. As stakeholders in the National Plan, we have a common goal to prepare ourselves for any oil spill contingency in our waters and the objective of this meeting is to review our response preparedness. In the course of the meeting, we shall take stock and review our capabilities, limitations and policies. We will also review the progress made on the various issues discussed during the last NOSDCP meeting held on 12 Jun 2012 at Gandhi Nagar.

4. Fortunately for us, in the past one year, there has been no major oil spill incidence except for oiled mangroves at Sikka and Sarmat in the ecologically sensitive marine national park and marine sanctuary on the southern coast of the Gulf of Kutchch. Cleanup operations were launched by the Indian Coast Guard after the Department of Forests reported oil ingress into the mangrove forests on 24 Oct 2012. During the sustained operations that lasted for about a month, approximately 1,300 gash bags containing about 30 tonnes of oily debris was recovered through concerted efforts by all stakeholders.

5. There was also an incident of gas leak from a temporarily abandoned deepwater well of the ONGC, about 45 nautical miles off Kakinada. For nearly three months until the well was successfully capped on 23 Nov 2012, there remained the danger of condensate spewing out of the well. The uncertainty was particularly acute in the initial phase. The Indian Coast Guard

maintained continuous surveillance of the incident site, through deployment of ships and aircraft. The incident highlights the need for a review of the contingency plan, availability and mobilization of critical resources, such as capping stacks.

6. Incidentally, during the gas leak in KG Basin it was observed that most of the contact details listed in the contingency plan were either dysfunctional or outdated. It is therefore important to understand that such deficiencies impinge on expeditious response to any contingency. Based on the experience, a National Contact Directory containing contact details of all stakeholders in the Ministries, Directorates under various Ministries, Indian Coast Guard, Indian Navy, State Maritime and Pollution Control Boards, oil handling agencies, ports etc. was compiled by the ICG in Sep 2012. It may also be recalled that National Plan Inventory of pollution response equipment held with all stakeholders was also compiled in Jun 2012. Given the significance of these databases, I earnestly request all stakeholders to forward regular updates of their inventory and contact points to the Coast Guard as an when such changes occur.

7. We all are aware of the case of mv Amsterdam Bridge, which sustained fire onboard on 09 Sep 2012 at Mumbai inner anchorage. The vessel was carrying 18 tons of turpentine oil, 20 tons of flammable liquids and 7.6 tons of flammable gas. The vessel was also carrying solid and liquid substances in packaged form recognised as 'marine pollutants'. ***'Operation Agnishaman'*** was promptly launched by the Indian Coast Guard. Resources of the Indian Coast Guard, Mumbai Port Trust and ONGC were deployed to contain the fire onboard the vessel. A swift and coordinated response averted a potential disaster that could have adversely impacted the marine environment in the area.

8. In keeping with our annual program, the fourth annual National Level Pollution Response Exercise (NATPOLREX) was conducted at sea off Kochi from 13-14 Dec 2012. The exercise tested the preparedness of the Indian Coast Guard and other resource agencies. Resources of the SCI, Kochi port trust, BPCL, IN & ICG were utilized during the NATPOLREX-IV. I would urge all the stakeholders to continue with their enthusiastic participation, with assets, in the NATPOLREX exercises. Also in NATPOLREX IV, for the first time, a sample mobilization of equipment ex OSRL Singapore was executed, invoking the membership of ONGC. A one-time

waiver of customs duty exemption was secured by the Coast Guard for the purpose. However, we need to pursue the issue towards a permanent solution.

9. Regular training and exercises play an important role in response preparedness. Since the last NOSDCP meeting, the Indian Coast Guard has imparted IMO level 1 training to 120 personnel of various stakeholders. I would request all stakeholders to collectively endeavor to train adequate number of personnel and exercise regularly for managing pollution response.

10. For the benefit of this august gathering, I would like to recapitulate that the Govt. of India has initiated various measures to ensure that 'Oil Spill at Sea' is given top priority by all the concerned agencies. The Defence Secretary is now the designated Chairman of the Crisis Management Committee in the event of an Oil Spill Disaster. Further, MoD bears overall responsibility to co-ordinate among all stakeholders at the centre on the implementation issues arising from NOSDCP.

11. Consequent to the meeting of Committee of Secretaries in Dec 2011, the Indian Coast Guard drafted a concept paper on private Oil Spill Response Organisations (OSRO) in India. The approach paper examines the issues underlying mandated pre-contractual arrangement with OSROs by all ships entering Indian ports. The draft approach paper was circulated to all stakeholders in Apr 2012 and we received valuable inputs from the Directorate General of Hydrocarbons, the Ministry of Petroleum and Natural Gas and other Ministries. However, despite several reminders from the Ministry of Defence over the past months, we await a response from the Directorate General of Shipping and the Ministry of Shipping and Environment & Forests. The final approach paper with comments duly incorporated will be submitted for approval of the Committee of Secretaries.

12. With a view to facilitate expeditious communication to all stakeholders in respect of matters pertaining to contingency planning and preparedness for oil spill response, Circulars and Notices by the Chairman NOSDCP are being hosted on the Coast Guard website. We appreciate the prompt response to the Circular seeking annual returns of equipment holdings. We have also published a sample outline of a facility oil spill contingency plan by

way of a Circular. I would request all stakeholders to update their facility contingency plan in adherence to the guidelines contained in the Circular.

13. Before I conclude I would like to reiterate that the aim for the conduct of the NOSDCP meeting is to review our preparedness to protect our marine environment from oil spills, which is only possible, if we all work together towards our common objective. Last, but not the least, I would request all the agencies to prepare adequately for the impending monsoons to respond to any eventuality of a marine oil spill.

Thank you.

Jai Hind.

Annexure 'B'

(Refers to para 3)

NOSDCP OVERVIEW BY ASST DIRECTOR (FE)

NOSDCP Overview

Dy. Commandant Bhanu Gupta
Asst. Director Environment
Indian Coast Guard

Presentation at the 18th NOSDCP & Preparedness Meeting, 31 May 2013, KDMIPE, Dehradun

1

Scope

- Energy Overview
- Contigency Planning
- Planning of Resources
- Training
- Mock Drills and Exercises
- Response to Incidents

2

Energy Overview

- 6th largest energy market
- Production 32-33 mmtpa
- Import 140.25 mmpta west & 46.75 east coast

	2001-02	2002-03	2005-06	2011-12	2024-25
Demand	99.7	114.3	140	199.6	376.5
Supply	32.03	33.05	33.98	33.47	61.4

3

National Contingency Plan

- International Convention on Oil Pollution and Prepardness, Response and Cooperation (OPRC) 1990
- Approved by Committee of Secretaries in 1993
- Delineates responsibilities of stakeholders
- Systemises national preparedness and response
- Obliges commitment of resources for OSR

4

Local Contingency Plans

- LCPs vetted by Coast Guard Headquarters
  - Kerala
  - Karnataka
- LCPs vetted by ICG Regional Headquarters
  - Maharashtra
  - Goa
  - Lakshadweep
  - Puducherry and Tamil Nadu
  - Andhra Pradesh
  - Andaman & Nicobar

5

Local Contingency Plans

- Follow-up by Secretary (Security), Meeting on 21 Feb 2013

6

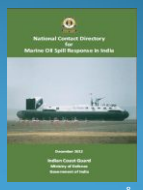
Facility Contingency Plans

Imperatives

- Periodic updating
- Stockpiles in proportion to assessed risk
- Diligence in drafting
- Beyond software output
- Impact assessment for all sizes of risk
- Environmental Sensitivity Index

Facility Contingency Plans

- National Contact Directory - Marine Oil Spill Response
- Chairman NOSDCP Circular



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Tier 1 Preparedness Inventory

Port	Boom (m)	Skimmer	Storage	OSD (l)
Kandla	Nil	Nil	Nil	7560 (expired)
Mumbai	Nil	Nil	Nil	Nil
Mormugao	300	01	01	3980
New Mangalore	650	02	02 sets	1000
Cochin	500	01	01	4600
VOC , Tuticorin	100	01	02	1000
Chennai	800	02	02	3000
Ennore	600	01	02	500
Vizag	800	01	04	1200
Paradip	850	03	01	1600
Kolkata	Nil	01	Nil	1000
Haldia	Nil	Nil	Nil	1000

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Tier 1 Preparedness Manpower

Port	Trained manpower
Kandla	Level 1- 03
Mumbai	Level 1- 06 Level 2- 01
Mormugao	Nil
New Mangalore	Level 1 -01
Cochin	Level 1- 01
VOC , Tuticorin	Level 1- 04 Level 2- 01
Chennai	Level 1- 04 Level 2- 03
Ennore	Level 1- 01 Level 2- 02
Vizag	Level 1- 01
Paradip	Level 1- 01
Kolkata	Nil
Haldia	Level 2- 03

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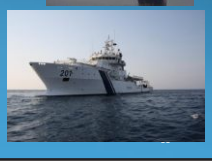
ICG Response Resources

- Third ICG PCV being commissioned shortly
- OSRO Concept Paper



Joint Inspections

- ICG/MoS joint inspection of Mormugao and New Mangalore Ports – 25 Feb and 27 Feb 13
- ICG / OISD joint inspection of GSPC (Gujarat State Petroleum Corporation) Kakinada on 08-09 Apr 13

12

IMO Level 1 Training

PLACE	COURSE DATE	STRENGTH
VADINAR	26-28 Sep 2012 02-05 Apr 2013	12 19
MUMBAI	15-19 Oct 2012	23
CHENNAI	23-27 Jul 2012 18-22 Mar 2013	22 22
PORT BLAIR	16-20 Jul 2012 18-22 Feb 2013	07 05

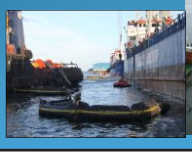
13

IMO Level 2 Training

PLACE	COURSE DATE	STRENGTH
CHENNAI	06 – 10 Aug 2012 25 Feb – 01 Mar 2013	29 14

Seminar and Mock Drills

PLACE	DATE	STRENGTH
Puducherry	21 Jun 12	22
Kakinada	22-23 Aug 12	16
Tuticorin	23-24 Jan 13	10
Chennai	13-14 Feb 13	10
Port Blair	14 Mar 13	04



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Exercises

PLACE	OPRC IMO LEVEL	DATE	PARTICIPANTS
Port Blair	Level 1	27 Nov 12 11 Apr 13	ANPCC, PMB, IOC, DDM, PMF
Mumbai	Level 1	20-21 Sep 2012	MbPT, JNPT, MMB, Finolex, RIL
Vadinar	Level 2	03-04 Oct 12	KPT(Gandhidham), KPT(OOT), IOCL, VOTL(Essar), BORL, RIL, Adani Port

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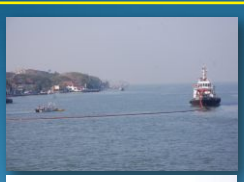
IMO Level 3 Exercise



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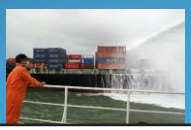
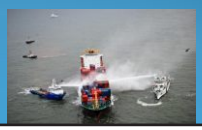
NATPOLREX IV

- National Level Pollution Response Exercise –IV
- *"Clean Sea"* 13-14 Dec 2012
- Resource Agencies Asset: ICG, Navy, BPCL, Kochi Port Trust, SCI
- Participation of OSRL, Singapore in Table-top exercise
- Sample mobilisation ex OSRL Singapore
- Customs Duty Exemption for sample equipment

18

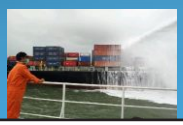
m.v. Amsterdam Bridge

- Flag - Antigua and Barbuda
- Fire onboard at 1725h on 09 Sep 12
- Mumbai inner anchorage
- 20 tons flammable liquids and 7.6 tons flammable gas
- 24 containers containing dangerous cargo

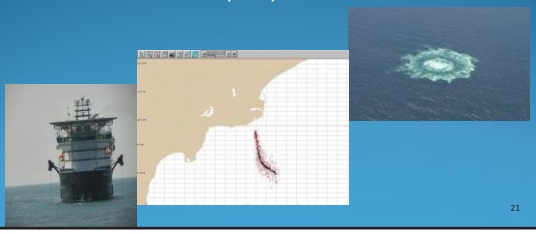
m.v. Amsterdam Bridge

- Solid and liquid substances – Marine Pollutants
- Operation *"Agnishaman"* by ICG, MbPT and stake holders
- PRT (W), CG Dornier standby
- Embarkation by Professional Salvers – 11 Sep 2012
- Terminated – 12 Sep 2012



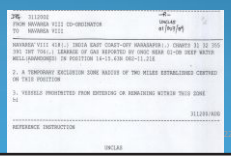

ONGC G1-9 Field

- Leakage reported - 31 Aug 2012
- Control room at ONGC Kakinada
- Resources – ONGC, RIL, CG



ONGC G1-9 Field

- Navarea VIII 418
- Aerial surveillance
- Asset Mobilisation
- Capping stack latched - 23 Nov 2012

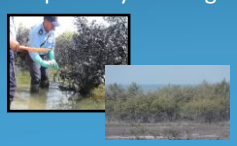
Oiled Mangroves : Sikka -Sarmat

- Reported 24 Oct 12
- Affected area 30,000 sq meters
- Ecologically sensitive marine national park and marine sanctuary nearby
- Collective cleanup by stake holders



Oiled Mangroves : Sikka-Sarmat

- Manual Clean up, Secondary Branches, Breathing roots
- Approx 1,300 gash bags collected
- Roughly 30 tonnes of oily debris recovered
- Disposal by burning




Thank you

Annexure 'C'

(Refers to para 4)

PRESENTATION BY MR. ML JAIN, ED CHIEF HSE, ONGC

ONGC

G-1-9 Well Capping

Background

- G-1-9 Subsea well was temporarily abandoned with two mechanical barriers (Bridge plugs) as per international practice.
- Due to failure of the Bridge plugs uncontrolled flow from the well was observed.

Incident Report

- Incident of Activity / Water Turbulence was reported by Rigs Sagar Vijay, Noble Duchess and OSV C P Srivastav on 31.08.2012

Incident Report

Aerial Survey

- Aerial Survey identified the turbulence point on the sea surface at G-1 field. Video -1
- 24 hrs Control Room set up at Radio room, EOA, Kakinada
- Requested Reliance Industries Ltd to Depute their vessel for ROV survey of the turbulence.
- Requested Coast guard to deploy their vessel for monitoring the situation

Olympic Canyon Survey

- ROV vessel "OLYMPIC CANYON" mobilised on 01.09.2012 and completed survey at G-1-10,G-1-DB,G-1-DA,G-1-6 and locations were cleared for any leakage.
- ROV vessel OLYMPIC CANYON could not approach the point of activity.

DDKG1 Survey

- Rig DDKG1 reached G-1-9 location on 08.09.2012 and started ROV inspection. Video-2

DDKG1 Survey

- The flow was coming out from the top of G-1-9 X-mas tree
- The sub sea X- mas tree in good condition.
- No Oil Slick or any damage to the Marine life .
- ONGC CMT was informed & responsible for planning and execution of subsequent action for controlling / containment of Uncontrolled flow.

Water Sampling Report at Activity

- Tested the sea water samples regularly collected by the vessels at the activity area.
- Testing carried out by Noble Duchess Rig.
- Sampling Report:
  - Salinity – 33036 ppm as NaCl(Normal salinity of sea water)
  - No Hydro carbon present in the sample

G-1-9 Well Capping

Immediate Action taken

ONGC & M/s Boots & Coots Team Inspected

- Subsea tree on Vijay planned for G-10 well
- ROV vessel and capabilities
- Carried out Aerial survey
- Surface BOP equipment

G-1-9 well capping - Action plan

Operational team and Activity After 21.09.2012

Mumbai –

1. Provide support in procurement of required resources
2. Locating of additional resources for back up plan
3. Relief well Planning

Kakinada -

1. Procurement and Fabrication of required resources
2. Assembly, Testing Development of deploying method for Capping Stack
3. Co ordination with multiple Vessel for refining offset deployment

Survey at G -1-9 location -

1. Monitoring well surface area regularly by MSV's
2. Monitoring the well sub sea regularly by ROV Vessel by Olympic Canyon
4. Survey with Samudra sevak with sub sea Camera

G-1-9 well capping - Action taken

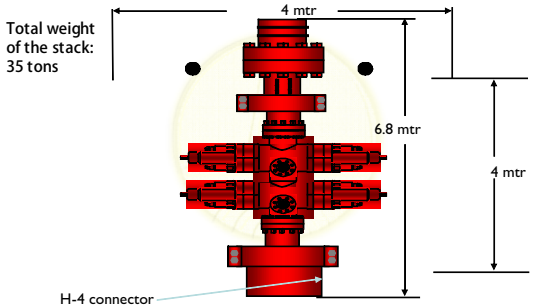
1.Well Capping by modified surface BOP stack

- ONGC mobilised surface BOP and required x-overs were manufactured at API certified workshop in Baroda.
- ONGC Team & M/s B&C Team identified the workshop yard KMOC , Kakinada for assembly of capping stack .
- MSV's - GS Vimala, GS Vidya and Lewak Swan are identified as DP-II vessel for maneuvering and lowering capping stack.
- ROV vessels Olympic Canyon (RIL) and Jaya pioneer identified for the ROV operations

2. Parallely Relief well drilling plan was pursued

3. Air freighted new Sub – sea BOP stack from USA

Planned BOP Capping Stack



13 5/8" Surface BOP Capping Stack with frame

G-1-9 Well Capping BOP stack assembling at KMOC yard

- The surface BOP stack was modified.
- The Capping stack was assembled with various components mobilised from JVS Baroda etc.
- The Capping stack was designed to interface with sub sea X- mas tree H4 latch connection and Locking.

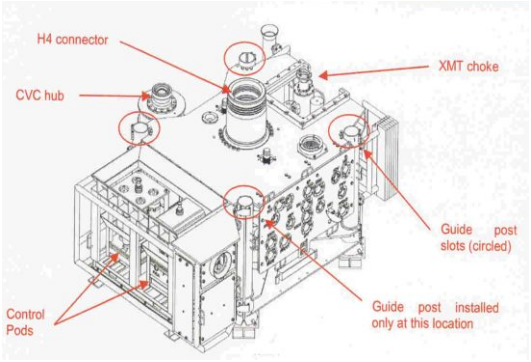
BOP capping stack assembled at KMOC Yard

After assembling of Capping stack at KMOC

- The Capping stack was load tested at the KMOC yard.
- The Capping stack was function tested for ROV stabs etc.
- After completing assembly and testing, the Capping stack was shifted to Samudra sevak.

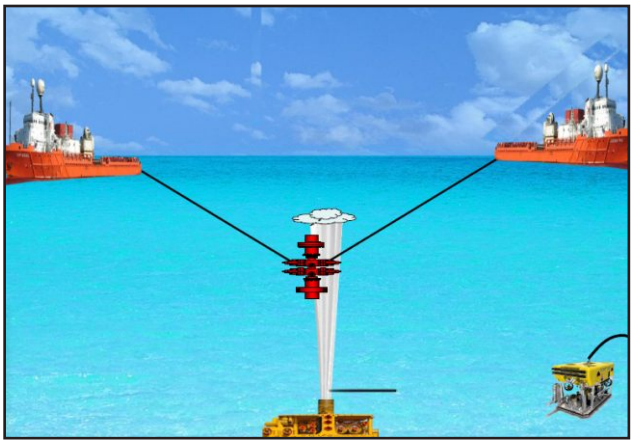
Capping stack shifted to Samudra Sevak

G-1-9 Sub sea X mas tree



Installation of Capping stack on X- mas tree

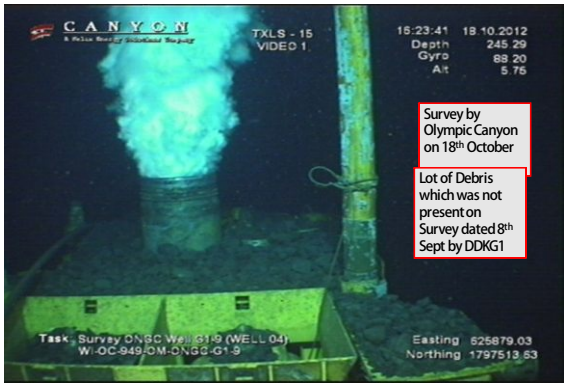
- The Capping stack was lowered initially by Samudra Sevak in the water.
- Subsequently lowered under water by anchor handling vessels GS Vimala and GS Vidya with the assistance of ROV vessel Olympic Canyon.



Results of Continuous survey (Sub-surface)

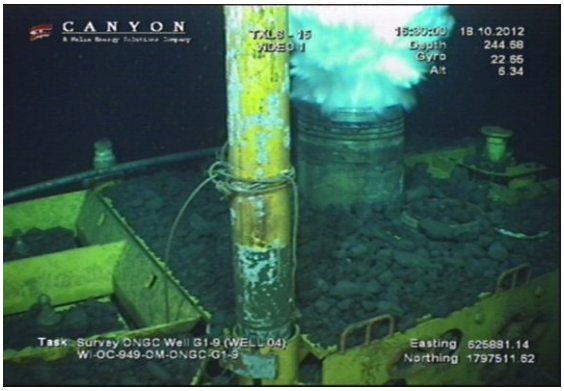
- While making arrangement for installing Capping stack on X – mas tree, accumulation of rock debris observed on X-mas tree.
- During survey, it was observed that Formation rocks were coming out with flow, which was an indication of formation collapse.

Rocks observed on X mas tree



Rocks observed on X mas tree

Rocks observed on X mas tree



Results of continuous survey (Sub-surface)

- The ROV vessel Olympic Canyon was deputed to clean the rocks on the tree to enable the latching of capping stack.
- The flow from the well gradually reduced to 50-60 m plume on the surface.
- The rocks formed a bridge in the casing of the well and the flow completely ceased.

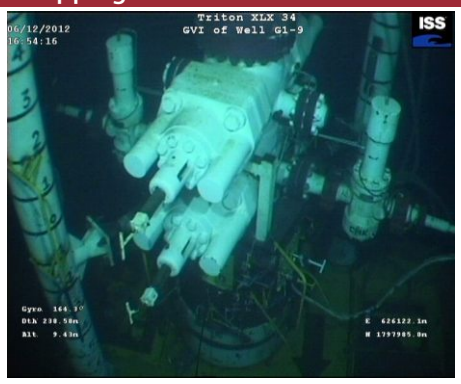
Capping stack installation on G-1-9

- At this stage, the Capping stack was finally lowered by anchor handling boat GS Vimala with the assistance of ROV vessel Jaya Pioneer.

Capping stack installed on G -1-9

- Finally the capping stack was installed and latched on G-1-9 Sub sea X- mas tree on 18.11.2012 by vessel GS Vimala with the support of ROV vessel Jaya Pioneer and later locked on 29.11.2012 . Video-3

Capping stack installed on G -1-9



Abandon plugs and securing of well G-1-9 by Sagar Vijay

- Sagar Vijay mobilised to G-1-9 and set Bridge plug at 952.6 m by wire line.
- Placed cement plugs from 840-940 m and 450 – 650 m on 23.12.2012 and secured the well G-1-9

Annexure 'D'

(Refers to para 5)

PRESENTATION BY DIG AA HEBBAR, TM, DIRECTOR (FE)

CONTRIBUTIONS TO THE 1992 FUND

Channeling of Subscriptions to Oil Receivers

DIG AA Hebbar, TM

INTRODUCTION

- ≈ 200 mmtpa annual oil demand met largely through import
- Risk of oil spills to environment and coastal communities
- Subscription to IMO Fund Convention for compensation against damages by oil spills

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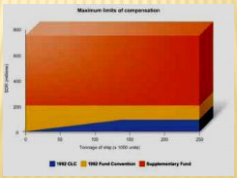
1992 FUND

- Preceded by 1971 Fund
- Second tier of compensation
- max compensation 203 million SDR *(w.e.f.01 Nov 2003)*



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COMPENSATION CRITERIA

- Damage exceeds limit of shipowner's liability under 1992 CLC, or
- Shipowner exempt from liability under 1992 CLC, or
- Shipowner financially incapable of meeting his obligations in full under 1992 CLC and insurance insufficient to pay valid compensation claims.

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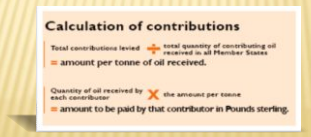
CONTRIBUTION CRITERIA

- any person who has received in one calendar year more than 150 000 tonnes of crude oil and/or heavy fuel oil (contributing oil) in a Member State of the 1992 Fund



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ANNUAL CONTRIBUTING OIL BY INDIA

Fund	Oil Year	Rank	Contributing Oil (tonnes)	% of total
1992	2011	II	168 415 558	11.65%
	2010	II	162 531 528	11.20%
	2009	II	152 372 861	10.90%
	2008	III	126 405 239	8.49%
	2007	III	122 534 643	8.25%
	2006	III	125 036 877	8.54%
	2005	IV	105 919 600	7.52%
	2004	V	104 977 049	7.66%
	2003	VI	97 394 756	7.21%
	2002	VI	89 118 624	6.79%
1971	2001			
	2000			
	1999	I	53 335 297	54.60%
	1998			
	1997	II	47 749 000	15.09%
	1996	IX	39 581 215	3.26%

COMPARISON OF OIL IMPORTS

Country	Oil imports (bbl/ day)
United States	10 270 000
China	5 080 000
Japan	4 394 000
India	3 060 000

RECOURSE ACTION

- 1992 Fund entitled to recourse action
- Non-immunity of attributable parties
- Examples
  - + Tanio, France (1980)
  - + Agean Sea, Spain (1992)
  - + Braer, Great Britain (1993)
  - + Sea Empress, Great Britain (1996)

SYSTEM SANS BONUS-MALUS

- Risks insured
- No encouragement to reduce accidents
- Burden of negligence and undue risk-taking/ recklessness on coastal State Party to Fund
- National government required to bridge gap

MEMBERSHIP FEE

- Free mutual insurance in 1992 Fund based on concept of international solidarity
- No contributing oil received in 36 Member States during 2011
- Deemed receipt of 1 million tonnes in 2003 Supplementary Fund
- State liable for contribution if no report on oil receipts

WEAKNESSES OF CLC AND FUND

- Inviolability of shipowners limitation rights
- Adjustment allowed if victim contributed to loss or victim unable to demonstrate causal link
- Non-admissibility, if damage due act of war, hostilities, civil war, or insurrections (piracy?)
- Focus on individual rights, not general interests
- Deficient where restoration of environment not possible or appearing unreasonable costly

FINANCIAL CAP ON LIABILITY

- Significant departure from tort law
  - + In principle tortfeasor fully liable for damage caused
- No justification for deviation
  - + Protocols and amendments introduced to raise amount to more realistic levels
- Protection to tanker owners and oil industry
  - + No guarantee for effective compensation against damages

QUANTITY OF OIL AS THRESHOLD

- Even small quantities of oil can cause substantial environmental damage

ECOLOGICAL DAMAGES

- Neither expressly allowed nor expressly excluded
- Compensation of damages to *res nullius* or *res communis* excluded

ECOLOGICAL DAMAGES – *CASE LAW*

- Patmos, Italy (1985)
  - natural resource damages calculated on basis of theoretical formulae in national legislation
- Erika, France (1998)
  - "moral ecological damage" and attempt upon "image and fame" of local authorities granted compensation
- Rak Carrier, India (2011)
  - Petition being heard by National Green Tribunal for award of ecological damages

SOPF CANADA

- First and fourth tier of compensation
- Subrogation and last resort
- Covers claims governed by CLC, Fund, Supplementary Fund, and Bunkers Convention

WORK OF THE EUROPEAN UNION

- Proposal, in 2002, to rectify inviolability of limitation rights under CLC
  - Rules to regulate class societies
- Proposal for COPE Fund, 16 May 2003
  - Limit of liability €1 billion
- Environmental Liability Directive, 30 April 2007
  - Recovery or reinstatement to baseline condition

UNITED STATES OPA 1990

- Covers costs of restoring, rehabilitating, replacing, or acquiring equivalent of damaged natural resources, plus diminution in value of those resources, pending restoration

UNITED STATES OPA 1990

- Covers costs of restoring, rehabilitating, replacing, or acquiring equivalent of damaged natural resources, plus diminution in value of those resources, pending restoration
- Liability unlimited if responsible party does not report emission or fails to cooperate and assist in the public authorities' "removal order"
- 13 of 24 coastal states in U.S. have established strict and unlimited liability

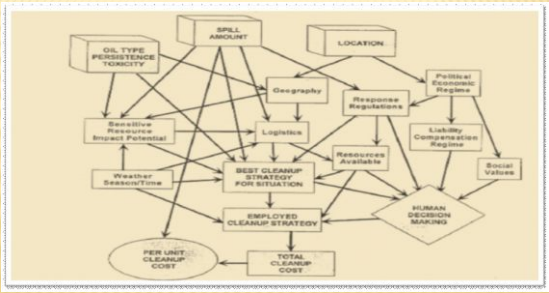
REGIME IN CHINA

- Party to CLC, but not Fund
- Direct right of action
  - Special Maritime Procedure Law of 25 Dec 99
- Joint liability for compensation
  - Marine Environment Protection Law, Art 66, effective 01 Apr 2000
- Decision on liability and compensation limits by China MSA
  - Administrative Rules for Preventing Ships from Polluting Sea Water
- Provision for appeal in Peoples Court

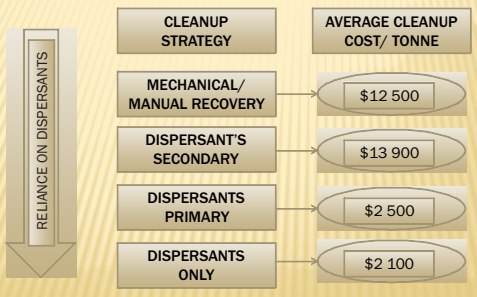
REGIME IN CHINA

- Most oil companies State owned
- Recovery, 100% from foreign flag ships and, 37% from domestic

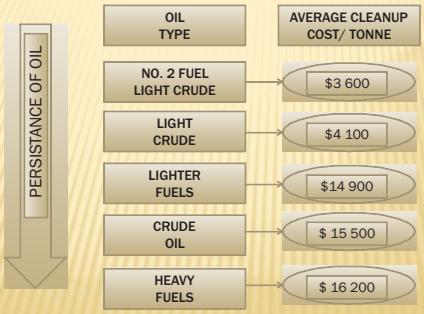
CLEANUP COSTS – *DETERMINING FACTORS*



CLEANUP COSTS – *RELIANCE ON DISPERSANTS*



CLEANUP COSTS – *PERSISTANCE OF OIL*



CLEANUP COSTS – *PRIMARY METHOD*

PRIMARY METHOD	~ US$/ TONNE
MANUAL	23 400
MECHANICAL	9 600
DISPERSANTS	5 600
IN SITU BURNING	3 100
NATURAL	1 300

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CLEANUP COSTS - *EXAMPLES*

Cleanup Methodology	Incident	Location	Spill (tonnes)	Cost (1997 US$)
Shoreline cleanup	Alvenus	Louisiana coast	9 500	67.6 Million
OSD used	Puerto Rican	San Francisco	14 300	1.1 Million

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CLEANUP COSTS - *REGIONAL DIFFERENCES*

Nation	US $/ tonne
Canada	6,508.14
United States	25,614 ,63
Brazil	5,600.72
Mozambique	6.09
Denmark	11,180.41
Finland	2,115.29
France	2,301.58
Germany	10,702.00
Greece	8,530.29
Lithuania	78.12
Norway	23,118.08
Spain	438.68
UK	3,082.80
Australia	5,991.33
Japan	34,619.92
Malaysia	76,589.29
Philippines	676.51
Singapore	390.61
South Korea	12,814.96

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OIL SPILL RISK FACTORS

- Type of oil/product
- Geographic location
- Weather
- Sea conditions
- Coastline
- Vigilance
- Volume of traffic
- Time of day
- Navigation hazards
- War
- Terminal design
- Condition of facilities
- Legislation
- Vessel quality
- Vessel types
- Types of operation
- Quantities handled
- Frequency of handling
- Training program

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QUESTIONS

- Is the subscription beneficial to us?
- Is the contribution system fair and equitable?
- Is the principle of CBDR complied?

THANK YOU

Annexure 'E'

(Refers to para 6)

DISCUSSION AND DECISION ON ACTIONABLE POINTS OF PREVIOUS MEETINGS

Sl No	Agenda	Proposed By	Action by
1.	**Tier-1 Facilities at MbPT and JNPT** Procurement of OSR equipment for having tier-1 Oil Spill Response facilities by MbPT & JNPT and signing of MoU with ONGC, BPCL and other stake holders. **Deliberations** D (FE), ICG briefed that tender action had been completed and the tender committee has recommended award of contract for provision of tier-1 pollution response facility to M/s Viraj Clean Sea Enterprises (P) Ltd, Mumbai. The case is pending view vigilance report. The Dy Conservator, MbPT conveyed that a decision is expected at the Board meeting scheduled on 07 Jun 13. Chairman NOSDCP requested that the concerns of the NOSDCP may be conveyed at the Board meeting and the meeting decision be intimated to the Indian Coast Guard. **Decision** MbPT to draft oil spill contingency plan and establish tier-1 pollution response facilities at the earliest. RHQ (West) to monitor the progress.	**OISD** **BPCL** **MbPT** **RHQ (W)**	**MbPT** **RHQ(W)**

Sl No	Item	Proposed By	Action by
2.	**Preparation of Local Contingency Plan (LCP)** Preparation of LCP and specification of the role of District Administration as per the ambit of the District Oil Spill Disaster Contingency Plan. **Deliberations** It was brought out that CGHQ had prepared a sample LCP and forwarded to all Coast Guard Regions on 07 Oct 2010. Regions were coordinating with the respective State Government for promulgation of the LCP. Apprising of the status, D(FE), ICG stated that final vetting of LCP for Kerala had been completed whereas preliminary vetting of LCP for Maharashtra, Karnataka, Tamil Nadu, and Puducherry had been completed. The LCP in respect of Goa, Andhra Pradesh and Andaman & Nicobar were pending with the NIO. COMCG (West) and COMCG (East) conveyed that sustained liaison was being maintained with concerned State Govt. authorities and progress on development of LCP had been satisfactory. The representative of NIO suggested that coastal States may obtain all the facility contingency plans within their jurisdiction for compilation of the LCP. Chairman NOSDCP urged all coastal States reps to actively progress the LCP and directed Secretary NOSDCP to review the status in Dec 13.	**RHQ (W)** **JNPT**	**All Coastal States/UTs**

Sl No	Item	Proposed By	Action by
	Decision Coastal States/Union Territories to progress Local Contingency Plan for early promulgation. Regional Commanders to monitor progress. Secretary NOSDCP to review status in Dec 13.		
3.	**Sensitive Areas along the Coast and High Sea for use of Dispersants** Indian Coast Guard or an appropriate agency in the Government of India may notify sensitive areas along the coast and in high sea for use of dispersants. **Deliberations** It was brought out that a Technical Committee constituted to draft and finalize notification on"No Oil Spill Dispersant Use Areas" held its first meeting on 06 Nov 2012. The meeting decided that information collected by the National Committee on Sustainable Coastal Management (NCSCM) regarding the eco-sensitive areas all along the coast would be an essential ingredient for deciding on no-OSD use areas. The Additional Director MoEF intimated that the report of the NCSCM was expected only in Mar/ Dec 2015. However, interim measures may be considered by the MoEF. **Decision** MoEF may issue Government notification on no-OSD use areas as decided in Committee of Secretaries meeting on 02 Dec 2011.	**ONGC**	**MoEF**

Sl No	Item	Proposed By	Action by
4.	**System for Identifying Polluters** Discharges from ships proceeding to ship breaking yards and even from sunken ship lying in that area are well known. However, a system of surveillance for oil spill should be developed to stop it at the early stage, before it pollutes the coastline/ beaches. **Deliberations** The Chairman NOSDCP observed that Department of Science and Technology is not a part of the NOSDCP forum and directed D(FE), ICG to continue liaison with the Department for establishment of oil fingerprinting capabilities. **Decision** DoST may pursue establishment of oil fingerprinting capabilities as decided in the Committee of Secretaries meeting on 02 Dec 2011.	**OISD**	**DoST**
5.	**Surveillance System by Ports against Illegal Discharge** All resource agencies to have surveillance system to track/detect intentional oil spillage/pumping out bilges within their area of jurisdiction and report oil spills to Indian Coast Guard. **Deliberations** D (FE), ICG brought out that ONGC was examining the feasibility of installing oil spill detection software for surveillance in offshore areas and in the meeting	**COMCG (E)**	**CGHQ** **Ports** **Oil Agencies**

Sl No	Item	Proposed By	Action by
	convened by OISD in Jul 2012, had intimated the likely completion by Jul 13. The representative of ONGC conveyed that software for oil spill detection had been tested on its offshore support vessel. However, trials of the electro-optic system were yet to be undertaken. Dy Conservator Chennai Port Trust intimated that their VTMS was already equipped with oil spill detection capabilities. COMCG (NE) proposed that Chairman NOSDCP circular may be issued on the subject. **Decision** Indian Coast Guard to issue circular for installation of oil spill detection software in VTS, VTMS, VATMS, OSVs of oil agencies. Ports and Oil agencies to establish oil spill detection capabilities. MoS and MoPNG to monitor progress.		
6.	**Standardization of Inventory for tier-1 and tier-2 Capabilities** All oil handling/resources agencies are required to cater for tier-1 oil spill response by provision of equipment and manpower so as to contain and recover the spill in a time bound manner. In certain cases use of equipment such as booms will vary with the use with various skimmers depending on the type of spilled oil and weathering process. Presently there are no laid down list of equipment to cater for tier-1 or tier-2 inventory. This is resulting in varying inventory of equipments being maintained by various oil handling agencies. It is recommended	**COMCG (NW)**	**Ports** **Oil Agencies**

Sl No	Item	Proposed By	Action by
	that a standard inventory of pollution response equipment for tier-1 and tier-2 capability may be promulgated. **Deliberations** D (FE), ICG brought out that the proposed categorization was circulated by Indian Coast Guard in Mar 2011. Thereafter, directives were issued by MoS in Jul 2011 for maintenance of tier-1 inventory by ports. Discussions were also held by OISD in Jul 2012 on oil agency categorization and response time. Representatives of Adani Port & SEZ and Krishnapatnam port intimated that they were maintaining inventory as recommended by the Indian Coast Guard. It emerged that progress on tier-1 compliance was slow in many major ports such as Mumbai, Goa, Haldia, and Kolkata. There were discussions as to whether specification of an inventory was desirable. D(FE), ICG clarified that inventory requirements were proportionate to the risk identified in the oil spill contingency plan. Chairman NOSDCP also observed that even where oil spill response equipment was held with a port, there weren't adequate trained manpower to operate the equipment. **Decision** Ports and Oil Agencies to equip for tier-1 oil spill response capabilities.		

Sl No	Item	Proposed By	Action by
7.	**Promulgation of Optimum Response Time** As decided in the OISD seminar held on 27 Aug 2010, Indian Coast Guard to prescribe optimum response time for operators' tier-1 oil spill response. Accordingly, the operators would have to enhance their preparedness, as required, to meet the response time requirements. This is required as some of the facilities of the same company are located at distance. **Deliberations** D(FE), ICG intimated that a meeting was convened by OISD on 03 Jul 2012 and as per the meeting decision, all oil companies were to submit Risk Analysis report to the Indian Coast Guard including worst case scenario, time for slick to reach the shoreline, and time required to mobilize OSR tier-1 facility and reach the farthest possible oil spill in their area of operation. During discussions it emerged that the requisite risk analysis in respect of Cairn Energy and BG Exploration had been forwarded to local ICG authorities and was yet to be received at CGHQ. The representative of OISD intimated that inputs from Indian Coast Guard on examples of practices implemented in developed countries would facilitate decision making. The Chairman NOSDCP desired that Risk Analysis reports be quickly obtained and a meeting be convened by OISD in Jul 13 to resolve the response time. The representative of OISD	**OISD**	**CGHQ** **OISD**

Sl No	Item	Proposed By	Action by
	agreed to convene the meeting as directed by Chairman NOSDCP. **Decision** Oil companies to submit risk analysis to CGHQ by 30 Jun 13. OISD to convene meeting in Jul 13 for finalization of response times.		
8.	**MoU between NMPT and other Oil Handling Agencies at Mangalore** Establishment of MoU between NMPT and other oil handling agencies at Mangalore for coordination among the agencies and pool in resources to contain marine oil pollution. **Deliberations** The Dy Conservator NMPT intimated that attempts by NMPT at the highest level to have a MoU with MRPL had not yielded any results. Chairman NOSDCP opined that the issue was purely commercial in nature and directed D(FE), ICG to take up the issue with the MoS. **Decision** NMPT to continue engaging oil handling agencies including MRPL for MoU. CGHQ to apprise MoS and request intervention by way of a note/ letter to the concerned agencies. **Point to be deleted**.	**RHQ (W)**	**NMPT** **CGHQ**

Sl No	Item	Proposed By	Action by
9.	**Requirement of Identifying Private OSROs** It has been experienced in recent times that assistance of private OSROs is resorted to by the ship owners / PSI / Ports etc during oil spill contingencies, due to non-availability of the same in India. This results in inherent delays in importing the requisite equipment into the country. The process is further delayed due to various procedural impediments, considering the fact that time is the most critical factor in oil spill response measures, it is considered essential that services of private OSROs may be developed in India also. Such requirement becomes critical in the Gulf of Kutchch, where the prevailing sea currents provide limited time for responding to the oil spill. In view of the above, it is recommended that local OSROs may be identified and developed at various locations in India to enhance the efficacy of the oil spill response. **Deliberations** D (FE), ICG intimated that a concept paper drafted by ICG in Feb 2012 has been circulated by MoD to all stakeholders in Mar 2012. Comments were received from MoST, MoPNG, MHA, MoA and ONGC. Comments of the MoEF and DG Shipping/ MoS are awaited. Once received, amended paper will be submitted for consideration of Committee of Secretaries through the MoD. The Additional	**R H Q (N W)** **ONGC**	**MoS/** **DG Shipping** **MoEF** **CGHQ**

Sl No	Item	Proposed By	Action by
	Director MoEF requested for a copy of the concept paper. Chairman NOSDCP directed D(FE), ICG to forward a copy to the MoEF. The representative of DG Shipping conveyed that status of comments on the approach paper would be communicated to the Indian Coast Guard shortly. **Decision** MoEF and DG Shipping/ MoS may offer comments on the draft approach paper expeditiously to enable finalisation of the approach paper.		
10.	**Financial Support During Oil Spill Response** In the absence of stringent laws, often the ship owner is not available immediately after a pollution incident or there are inherent delays in arranging the funding. This results in delays in undertaking the assistance from the private players/ third parties such as OSROs or other agencies in the region. Therefore, there is a requirement of developing a fund on the lines of US Coast Guard, where a pre decided amount is placed at the discretion of the Incident Commander for disposal during the response operation. In the U.S., the fund is developed through a tax on the oil handling agencies, tanker associations, etc. It is recommended that a similar fund may be developed in India and placed at the disposal of the coordinating agency (Coast Guard/ State Govt.) as the case may be.	**RHQ(NW)**	**MoS**

Sl No	Item	Proposed By	Action by
	Deliberations The representative of DG Shipping intimated that a proposal was being considered for enhancing the oil cess being collected as per the provisions of the MS Act, 1958 from 50 paisa / ton to ₹ 2/ ton. The representative of Maharashtra State Pollution Control Board (MPCB) conveyed that they were yet to receive any compensation for response to mv Chitra oil spill and that MPCB was frequently required to respond to oiling of shoreline. The representative of DG Shipping responded that compensation could be claimed either from the ship owner or the IOPC Fund, as the case may be. **Decision** MoS may examine the issue of Contingency Fund as decided in the Committee of Secretaries meeting on 02 Dec 2011. **Point to be deleted**.		
11.	**Model for Prediction of Oil Slick Movement** Indian Coast Guard to nominate the agency such as NIO, NIOT etc. to predict the oil slick movement in the event of oil spill in the sea, so that in case of oil spill the oil company can approach the agency through Indian Coast Guard to get the real time data which will help in deploying the oil spill response equipment.	**OISD**	**INCOIS**

Sl No	Item	Proposed By	Action by
	Deliberations D(FE), ICG intimated that INCOIS pamphlet on oil spill prediction was published in Blue Waters and added that existing modeling software for oil spill prediction at INCOIS was being upgraded for web based application. **Decision** INCOIS may upgrade spill prediction software for web based application and keep the Indian Coast Guard informed of the upgradation. **Point to be deleted**.		
12.	**An Oil Spill Detection and Tracking Surveillance System** More than 80 oil spills have occurred in Indian coastal water since 1980. Out of 80, about 50 spills have occurred along West Coast of India, particularly Gujarat and Maharashtra coast. Number of oil installation and facilities are congregated around Mumbai and Gulf of Kutchch coast. The tanker traffic and risk of oil spills are bound to increase in future. Therefore, there is a need to explore the possibilities for an effective and fool proof surveillance system to monitor and detect the oil in case of an oil spill. Various surveillance mechanisms such as remote sensing, HF Radar or aircraft are in practice in developed countries. It will be appropriate to explore the possibility to have a suitable system for priority locations such as Mumbai coast, Gulf of Kutchch etc.	**ICMAM-PD**	**MoPNG** **MoS** **CGHQ** **Ports** **Oil Agencies**

Sl No	Item	Proposed By	Action by
	Deliberations The Chairman observed that the issue had already been deliberated under agenda Item 5. D(FE), ICG intimated that oil spill detection capabilities in select CSN sites in sensitive areas were being included in Phase 2 of the project. **Decision** Indian Coast Guard to issue circular for installation of oil spill detection software in VTS, VTMS, VATMS, OSVs of oil agencies. Ports and Oil agencies to establish oil spill detection capabilities. MoS and MoPNG to monitor progress.		
13.	**Cordoning off Oil Berths/ SPMs** Oil tankers visit Indian ports for embarkation and disembarkation of cargo which takes place alongside, or at SPMs. It is recommended that directives may be framed and issued to all stake holders to ensure cordoning-off these berth with PC Booms during embarking/ disembarking of oil and oil products as is being done in advanced countries like Japan. Further, specialized tugs/ vessels may be kept standby for immediate response in case of any eventuality. **Deliberations** D (FE), ICG intimated that the case was examined at CGHQ. It emerged that pre-booming is practiced at Karaikkal, Tuticorin, Chennai, Ennore, Visakhapatnam and Sikka Reliance Terminal dockside. Pre-booming would be feasible for	**RHQ(NW)**	**MoS** **CGHQ**

Sl No	Item	Proposed By	Action by
	implementation as an SOP at oil berths in Mumbai and Kochi. However, after considering the metrological factors and mobility desired of the ship and the assisting craft it was concluded that it may not be feasible to implement pre-booming at all SPMs, across the board, as a SOP. However, ecological sensitivity of the areas likely to be affected by the spill remains an issue of significant concern and is required to be addressed by a commensurate measure of protection against any risk of oil spills. A possible solution lies in compulsory stationing of suitable oil spill response craft, during cargo discharge, in vicinity of SPMs in GoK, Kochi, Chennai, Kakinada, Paradip for immediate response. However, where response time for dispatching craft to scene of incident is less than about 15-20 minutes, it may be permissible for the pollution response craft to remain alongside, albeit fully manned and ready to sail at immediate notice whilst discharge operations are in progress at the SPM. The representative of DG Shipping intimated that pre-booming may be adopted as SOP through an amendment to the Port bye-laws. **Decision** D(FE), ICG to examine case for pre-booming of tankers during discharge as SOP through amendment to Port bye-laws and take up the issue with MoS. **Point to be deleted**.		

Annexure 'F'

(Refers to para 6)

DISCUSSION AND DECISION ON NEW AGENDA POINTS

Sl No	Agenda	Proposed By	Action by
1.	**Chairman NOSDCP Circular** The Coast Guard has instituted a system of Chairman NOSDCP Circulars and Notices which are hosted on the ICG website for expeditious communication of matters pertaining to coordination and preparedness for oil spill response. Stakeholders are additionally intimated by posting of hard copies. It is proposed to e-mail Chairman NOSDCP Notices and Circulars to stakeholders, including whenever the NOSDCP site is updated. The system of posting hardcopies of notices and circulars is proposed to be dispensed with w.e.f. Jul 2014. **Deliberations** The representative of Cairn Energy appreciated the initiative and seconded the proposal. The Chairman NOSDCP agreed to the suggestion that State Governments may be posted hard copies of the Circulars and Notices. **Decision** The system of posting hardcopies of Chairman NOSDCP Notices and Circulars to be dispensed with w.e.f. Jul 2014. The Notices and Circulars are	**CGHQ**	**CGHQ**

Sl No	Item	Proposed By	Action by
	to be e-mailed to all stakeholders except State Governments, who may be posted hard copies till they also graduate to e-mails. **Point to be deleted**.		
2.	**Contingency Planning** Guidance on essential elements of a Facility Oil Spill Contingency Plan have been promulgated vide Chairman NOSDCP Circular 02/2012. Risk analysis of worst case scenario, length of effected shoreline, sensitivity mapping of impacted area are insufficiently addressed in existing contingency plans. Stakeholders may be advised to draw up/ update contingency plans in keeping with the promulgated guidelines. **Deliberations** D(FE), ICG elaborated on the elements of a facility contingency plan. DDG (Ops & CS), ICG emphasized the importance of contingency plans and the need for their meticulous drafting. **Decision** With immediate effect stakeholders to draw up/ update contingency plans in keeping with the guidelines contained in Chairman NOSDCP Circular 02/2012. **Point to be deleted**	**CGHQ**	**Ports** **Oil Agencies**

Sl No	Item	Proposed By	Action by
3.	**Bunker information in PANS** A case for inclusion of bunker information in PANS by way of amendment to N.T. Branch Circular No. NT/ISPS/Ports/13/2005 dated 21 Nov 2005 was taken up with DG Shipping in Sep 2012. In Nov 2012, DG Shipping requested ICG to examine as to whether inclusion of Bunker Information in PANS is an international best practice and also sought list of countries following such a practice. The query was promptly replied and followed up with reminders on 19 Mar and 06 May 13. DG Shipping may consider examining the case for inclusion of bunker information in PANS. **Deliberations** The representative of DG Shipping intimated that the status of the proposal for inclusion of bunker information in PANS would be communicated to CGHQ. **Decision** DG Shipping to examine the case for inclusion of bunker information in PANS at the earliest.	**CGHQ**	**DG Shipping**
4.	**Program for Joint Inspections** Considerable time and efforts are required to be put in by the Indian Coast Guard for the coordination of joint inspections of ports and oil agencies with the Ministry of Shipping and the Oil Industry Safety Directorate. With a view to streamline the procedure, a firm annual schedule of joint	**CGHQ**	**CGHQ**

Sl No	Item	Proposed By	Action by
	inspections is proposed for adoption at the NOSDCP meetings. **Deliberations** The representatives of OISD and MoS consented to the proposal. Numerous stakeholders welcomed the proposal. **Decision** Joint inspections of ports and oil agencies may be conducted as per an annual schedule. Schedule for FY 2013-14 may be worked out by D(FE)/CGHQ in consultation with MoS/ OISD.		
5.	**Training on Handling of PR Equipment** As per the mandate, the ICG conducts regular pollution response exercises which include Table Top, Mock drills and also in the field. A large no. of personnel from participating/resource agencies have been trained by Indian Coast Guard up to IMO Level 2. However, it is observed that the level of competence of personnel deputed by resource agencies for these exercises is far below standard. On many occasions, the personnel are not familiar with the equipment too. During audit of PR equipment at such resources agencies, audit of competence level of personnel be also instituted. In addition, it is considered essential that each response organisation must have requisite number of trained manpower to take effective response measures in case of exigencies. It is proposed	**RHQ (East)**	**Ports** **Oil Agencies**

Sl No	Item	Proposed By	Action by
	that each oil handling organisation should have minimum three IMO Level 2 qualified personnel who may effectively supervise on scene activities during oil spill and the response team must be IMO Level 1 qualified. **Deliberations** CSO (Ops), RHQ(East) intimated that experience of joint inspections of tier-1 facilities at ports revealed that ports lacked adequate numbers of trained manpower for handling of oil spill response equipment. Only one trained responder was available at some ports. This would severely impact response operations in the event of a contingency. The Chairman NOSDCP reiterated his observation that adequate inventory should be complemented with adequate number of trained responders and on-scene commanders. **Decision** Training of responders is a key enabler in efficient response to an oil spill. Stakeholders are to ensure that all responders as per their contingency plan are adequately trained and are available to fulfill their responsibilities. Further, mock drills and exercises are to be reflected in the contingency plan and conducted regularly to maintain desired levels of preparedness. **Point to be deleted**.		

Sl No	Item	Proposed By	Action by
6.	**Preparedness of Indian Coast Guard to deal with tier-2 and tier-3 level oil spills particularly in Gulf of Kutchch region** There is rapid increase in marine oil activities including oil carrying and other tanker movement in Gulf of Kutchch region and already nine SPMs are operational in this region and a few more are coming up. Although, the operating companies have tier-1 oil spill response facilities and also have MOU for pooling of resources, it is essential that Indian Coast Guard should have major regional centre equipped with tier-2 oil spill response capabilities like its major Regional Centers at Mumbai and Chennai. This was also requested earlier by OISD and it is observed that ICG has opened Regional Centre in the Gulf of Kutchch but the same is not equipped with tier-2 OSR capabilities. Indian Coast Guard is requested for upgrading the OSR capabilities at Gulf of Kutchch region. **Deliberations** DDG (Ops & CS), ICG explained that as per the national plan, tier-2 capabilities are not expected to be provided at individual Coast Guard locations. D (FE), ICG intimated that a Pollution Response Team has been established at Vadinar and that third PCV under construction is scheduled to be based at Porbander in end 2013. He also added that pollution response equipment for the Pollution	**OISD**	

Sl No	Item	Proposed By	Action by
	Response Team at Vadinar and OPV based at Porbandar is under procurement. **Decision** ICG will progress its planned upgrade of oil spill response facilities in the Gulf of Kutchch. **Point to be deleted.**		
7.	**Coordination of MoU by ICG** During a major oil spill, there will be a need for use of pollution response equipment held by various ports and agencies. To effectively deal with such incidents, ICG should take on the role of coordinator and formulate a plan to ensure that all oil handling agencies/ports within a certain geographical area are part of a MoU which binds the agencies to provide active assistance to one another in case of an oil spill. Such a MoU will ensure that a mechanism is in place to deal with large scale oil spill. This is especially relevant for a sensitive area such as Gulf of Kutchch and Gulf of Khambaat where large amount of oil is handled by various agencies. **Deliberations** D(FE), ICG intimated that MoUs already exist in Gulf of Kutchch between IOCL, RIL, BORL, Essar VOTL and in KG Basin between RIL and Cairn Energy, ONGC & GSPC. Chairman NOSDCP stated that	**Adani Port and SEZ**	**Ports Oil Agencies**

Sl No	Item	Proposed By	Action by
	pollution response equipment is a dormant facility for use in emergency and the Indian Coast Guard has actively facilitated MoUs. However, initiative for intra-industry cooperation should emerge from within the industry, rather than placing an expectation on the Coast Guard to play the role of a head master. The representative of Adani Ports brought out the related issue of tugs not being permitted under prevailing regulations to leave the SEZ for any purpose whatsoever, including oil spill response. The Chairman NOSDCP directed D (FE), ICG that inputs may be sought from RHQ(NW) and matter be taken up with the concerned Ministry. **Decision** MoUs are already being addressed through the NOSDCP forum. Stakeholders are encouraged to enter into MoU wherever possible. However, MoU is not to be regarded as an alternative to holding of inventory proportionate to the risk of oil spill of an individual facility. CGHQ to seek inputs from RHQ(NW) on SEZ regulations that prevent usage of tugs outside the SEZ for oil spill response operations and take up the matter with Ministry.		

Sl No	Item	Proposed By	Action by
8.	**Pollution response inventory at ports** Procurement of pollution response equipment by major/non-major ports continues to be an area of concern as the progress is very slow. Firm directives from Ministry of Environment & Forests and Ministry of Shipping are required to ports for early procurement of pollution response equipment upto tier-1 level. Ports may also identify suitable tug/barge which can be multi tasked including playing active role during oil spill contingency. **Deliberations** COMCG (W) stated that pollution response inventory of ports continues to be point of concern and requested firm directives from MoS. The representative of MoS intimated that directives had already been issued by MoS. COMCG (W) responded that the directives by MoS have not had the desired effect and stronger communication was desirable. Chairman NOSDCP observed that the issue had been deliberated at length in the course of discussions on earlier agenda and reiterated the need for maintenance of adequate equipment by all ports and oil handling agencies. **Decision** Ports and oil handling agencies are once again urged to maintain an updated oil spill contingency plan duly vetted by the Indian Coast Guard and	**RHQ(W)**	**Ports** **Oil Agencies**

Sl No	Item	Proposed By	Action by
	make every endeavour to maintain an adequate inventory of oil spill response equipment. **Point to be deleted**.		
9.	**Conversion of International Conventions** The transformation of various international conventions fully into the National legislation is yet to be achieved. **Deliberations** COMCG (W) stated that the OPRC Convention was adopted at the IMO in 1990 but requisite amendments are yet to be incorporated in the MS Act, 1958. The representative of DG Shipping intimated that the proposed amendments were pending with the MoS. **Decision** DG Shipping may progress case for early incorporation of OPRC amendments to MS Act, 1958.	**RHQ(W)**	**DG Shipping**

Annexure 'G'

(Refers to para 8)

ACTIONABLE POINTS OF 18th NOSDCP AND PREPAREDNESS MEETING

1. MbPT to draft oil spill contingency plan and establish Tier-1 pollution response facilities at the earliest. RHQ (West) to monitor the progress. *MbPT, RHQ(W)*

2. Coastal States/Union Territories to progress Local Contingency Plan for early promulgation. Regional Commanders to monitor progress. Secretary NOSDCP to review status in Dec 13. *All Coastal States/UTs*

3. MoEF may issue Government notification on no-OSD use areas as decided in Committee of Secretaries meeting on 02 Dec 2011. *MoEF*

4. DoST may pursue establishment of oil fingerprinting capabilities as decided in the Committee of Secretaries meeting on 02 Dec 2011. *DoST*

5. Indian Coast Guard to issue circular for installation of oil spill detection software in VTS, VTMS, VATMS, OSVs of oil agencies. Ports and Oil agencies to establish oil spill detection capabilities. MoS and MoPNG to monitor progress. *CGHQ, Ports, Oil Agencies*

6. Ports and Oil Agencies to equip for Tier-1 oil spill response capabilities. *Ports, Oil Agencies*

7. Oil companies to submit risk analysis to CGHQ by 30 Jun 13. OISD to convene meeting in Jul 13 for finalization of response times. *CGHQ, OISD*

8. MoEF and DG Shipping/ MoS may offer comments on the draft approach paper expeditiously to enable finalisation of the approach paper. *MoS/DG Shipping, MoEF, CGHQ*

9. Indian Coast Guard to issue circular for installation of oil spill detection software in VTS, VTMS, VATMS, OSVs of oil agencies. Ports and Oil agencies to establish oil spill detection capabilities. MoS and MoPNG to monitor progress. *MoS, MoPNG, CGHQ*

10. DG Shipping to examine the case for inclusion of bunker information in PANS at the earliest. *DG Shipping*

11. Joint inspections of ports and oil agencies may be conducted as per an annual schedule. Schedule for FY 2013-14 may be worked out by D(FE)/CGHQ in consultation with MoS/ OISD. *CGHQ*

12. CGHQ to seek inputs from RHQ(NW) on SEZ regulations that prevent usage of tugs outside the SEZ for oil spill response operations and take up the matter with Ministry. *Ports, Oil Agencies*

13. DG Shipping may progress case for early incorporation of OPRC amendments to MS Act, 1958. *DG Shipping*

Annexure 'H'

(Refers to para 8)

PROGRAMME

18th NATIONAL OIL SPILL DISASTER CONTINGENCY PLAN

(NOSDCP) & PREPAREDNESS MEETING

Venue : **Mini Auditorium, KDM Institute of Petroleum & Exploration Complex, ONGC, Kaulagarh Road, Dehradun**

Date : **31 May 13**

Dress : **8As for Service Officers**

SL	TIME	EVENT
3101	0900	Delegates Arrive & Registration
3103	0935	Chairman Arrives. Received by ED Chief HSE, ONGC
3105	0936	Welcome Address by ED Chief HSE, ONGC
3107	0938	Inaugural Address by the Chairman, NOSDCP
3109	0945	NOSDCP overview by Asst Director(FE)
3111	1000	"G-1-9 Well capping" Presentation by Shri ML Jain, ED Chief HSE, ONGC
3113	1015	"Review of Contribution to the IOPC Fund" Presentation by DIG AA Hebbar, TM, Director (FE)
3115	1030	Tea Break
3117	1045	Discussion on Actionable Agenda of Previous Meetings
3119	1145	Discussion on New Agenda Points
3121	1245	Closing Address by the Chairman, NOSDCP
3123	1250	Exchange of Mementos
3125		Lunch

Annexure 'J'

(Refers to para 8)

18th NATIONAL OIL SPILL DISASTER CONTINGENCY PLAN (NOSDCP) AND PREPAREDNESS MEETING - 31 MAY 13

LIST OF PARTICIPANTS

Sl.	Name, Designation & Organisation	Sl.	Name, Designation & Organisation
1.	Vice Admiral Anurag G Thapliyal, AVSM Director General Indian Coast Guard	8.	DIG AP Badola CSO(Ops)/ RHQ(E) Indian Coast Guard
2.	IG SPS Basra, YSM, PTM, TM COMCG(West) Indian Coast Guard	9.	DIG AA Hebbar, TM Director (FE) Indian Coast Guard
3.	IG SP Sharma, PTM, TM COMCG(East) Indian Coast Guard	10.	DIG SS Dasila CSO(Ops)/ RHQ(NW) Indian Coast Guard
4.	IG KC Pande, PTM, TM COMCG(North East) Indian Coast Guard	11.	Comdt Rajendra Nath, TM CSO(Ops)/ RHQ(NE) Indian Coast Guard
5.	IG VSR Murthy, PTM, TM COMCG(A&N) Indian Coast Guard	12.	Comdt BS Kothari Oi/C PRT(West) Indian Coast Guard
6.	IG KR Nautiyal, TM DDG(Ops & CS) Indian Coast Guard	13.	Comdt HS Serawat CGA to DG ICG Indian Coast Guard
7.	DIG AKS Chauhan Chief Law Officer Indian Coast Guard	14.	Comdt (JG) T Ashish ROPO/ RHQ(A&N) Indian Coast Guard

Sl.	Name, Designation & Organisation	Sl.	Name, Designation & Organisation
15.	Dy Comdt Bhanu Gupta Asst Director (FE) Indian Coast Guard	24.	Mr. SM Rai Director (T) Indian National Ship Owners Association, Mumbai
16.	Maj Gen RK Kaushal, SM, VSM, (Retd.) Senior Specialist (Policies & Plans) National Disaster Management Authority	25.	Cdr Bandhul Mishra Joint Director Principal Directorate of Naval Operation
17.	Mr. DJ Basu Dy Director (Engg) Ministry of Shipping	26.	Capt V Khanduri Director(Plans) Flag Officer Defence Advisory Group
18.	Mr. Shashi Vardhan Pandey Addl Director (ENV) Oil Industry Safety Directorate/MoPNG	27.	Mr. KK Darad Head Environment DG Hydrocarbons
19.	Mr. RN Jindal Addl Director Ministry of Environment & Forests	28.	Mr. Mukesh Balodhi Scientist 'C' Central Pollution Control Board
20.	Dr M Ramesh Scientist 'C', Dy Director Ministry of Environment & Forests	29.	Mr. Dinbandhu Gounda Scientist 'D' Central Pollution Control Board
21.	Mr. Ashish Kumar Panda Under Secretary Disaster Management Division/ MHA	30.	Mr. VR Ghadge Sr Environmental Engineer Gujarat Pollution Control Board
22.	Capt Ravindra Sagar Nautical Surveyor Mercantile Marine Department Directorate General of Shipping	31.	Dr YB Sontakke Regional Officer Maharashtra Pollution Control Board
23.	Mr. MT Babu Principal Technical Officer National Institute of Oceanography	32.	Mr. Lalit Kumar Tewari, IFS Member Secretary Odisha Pollution Control Board

Sl.	Name, Designation & Organisation	Sl.	Name, Designation & Organisation
33.	Capt Jai B Rohilla Chief Port Officer Maharashtra Maritime Board	42.	Mr. ML Jain ED Chief HSE ONGC (Corporate HSE)
34.	Capt Anubhav Jain DGM Marine Services Adani Port and SEZ Ltd	43.	Mr. Narain Lal GGM-Head Environment ONGC (Corporate HSE)
35.	Capt PT Sadanandan Dock Master/Dy PFSO Chennai Port Trust	44.	Mr. Vikas Tayal GGM-Head Offshore Safety ONGC (Corporate HSE)
36.	Mr. Jayant P Raval Asst Manager (Safety) JNPT	45.	Dr. SS Kashyap GM-Head Env, SHSE, Mumbai ONGC (Corporate HSE)
37.	Capt Jasbir Singh, VP & Unit Head JSW Jaigarh Port Ltd	46.	Dr. JS Sharma DGM(Chem), CHSE ONGC (Corporate HSE)
38.	Capt Pankaj Nirmal DGM(Marine) JSW Jaigarh Port Ltd	47.	Mr. Ajay Kumar CE(Elect.), CHSE ONGC (Corporate HSE)
39.	Capt Pradeep Kant Gaur President & Deputy Conservator Krishnapatnam Port	48.	Dr. Subodh Singh DGM(Chem) ONGC Dehradun
40.	Capt Shailendra Kohli, Dy Conservator Mumbai Port Trust	49.	Prof. IP Pandey Consultant HSE ONGC Dehradun
41.	Cdr Vijay Kumar Trivedi Harbour Master cum Deputy Conservator of Ports Port Management Board, Port Blair	50.	Mr. Surender Kumar SHSE ONGC Dehradun

Sl.	Name, Designation & Organisation	Sl.	Name, Designation & Organisation
51.	Mr. IS Singh SHSE ONGC Dehradun	60.	Mr. Sudanshu Goswami Head Logistics RIL Petroleum (E&P)
52.	Mr. Ajay Chopra SHSE ONGC Dehradun	61.	Dr. PK Pant Advisor-HSE RIL Petroleum(E&P)
53.	Mr. Abhijit Das HSE Advisor BG Exploration & Production	62.	Mr. Quaiser Shakir HSE Engineer Niko Resources Ltd
54.	Mr. Amit Kumar Ashat Sr Manager Port Operations Petronet LNG Ltd, Dahej	63.	Mr. Pawan Kumar Bansal GM, I/C(HS&E) Indian Oil Corporation Ltd. Pipelines Div
55.	Capt Rakesh Rawat General Manager, Marine Reliance, Jamnagar	64.	Mr. R Prasad DGM Vadinar Indian Oil Corporation Ltd., Vadinar
56.	Mr. Ramesh Vekariya Sr Manager, HSEF Reliance, Jamnagar	65.	Mr. VC Sati GM Paradeep Indian Oil Corporation Ltd., Paradeep
57.	Mr. Pradeep R Thatte Jt Sr Vice President-COT Bharat Oman Refinaries Ltd.	66.	Capt Sujeeth Alvares Marine Technical Advisor Shell India Markets Pvt Ltd
58.	Capt Alok Kumar Head-Marine operations ESSAR Vadinar Oil Terminal Ltd	67.	Mr. J Gurumoorthy Installation Manager Hindustan Oil Exploration Corporation
59.	Mr. Ram Sharan Sr Manager HSE-Corporate Hindustan Petroleum Corporation Ltd, Mumbai	68.	Mr. Pramod S Mishra, Chief Safety Officer Mangalore Refinery and Petrochemicals Ltd
		69.	Capt Sowersh Gon Senior Manager Offshore Operations Cairn India Ltd