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INDIAN COAST GUARD

(DIRECTORATE OF FISHERIES AND ENVIRONMENT)

(MINISTRY OF DEFENCE)

PROCEEDINGS OF

16TH NOS - DCP AND PREPAREDNESS MEETING 2011

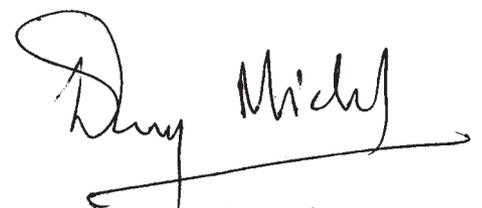


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16TH NOS - DCP AND PREPAREDNESS MEETING 2011

1. The Sixteenth "National Oil Spill Disaster Contingency Plan (NOS-DCP) and Preparedness" meeting, was held at Kochi on 19th Apr 2011.
2. The proceedings of the meeting are enclosed for information and necessary action.

Enclosure: Proceedings of the Meeting
EP/0720/16th Meeting
Date 30 Jun 11


(Donny Michael)
Dy Inspector General
Director (F&E)

PROCEEDINGS OF THE SIXTEENTH NATIONAL OIL SPILL DISASTER
CONTINGENCY PLAN (NOS-DCP) AND PREPAREDNESS MEETING HELD
AT KOCHI ON 19 APR 2011

Appendices :-

- 'A' - Inaugural Address of the Chairman
- 'B' - NOS-DCP Overview
- 'C' - Discussions and decisions on new agenda points
- 'D' - Discussions and decisions on previous agenda points
- 'E' - Programme
- 'F' - List of delegates

1. The Sixteenth National Oil Spill Disaster Contingency Plan (NOS-DCP) and Preparedness meeting was held at Hotel Presidency, Kochi on 19 Apr 2011. Vice Admiral Anil Chopra AVSM, Director General Indian Coast Guard, chaired the meeting. Delegates from various Government Departments, Ports and Oil Companies attended the meeting.

2. In the inaugural address, the Chairman welcomed all delegates to the 16th NOSDCP meeting, and reiterated the need for all agencies to be prepared to deal with oil spills during the monsoon. The DGICG brought out the salient issues relating to the oil spill response operations undertaken for MV MSC Chitra oil-spill incident, and appreciated the post-spill cleanup efforts made by DG Shipping, MbPT, JNPT, Maharashtra Govt, NGOs and other volunteers who participated in the cleanup operations. The Chairman NOSDCP also highlighted the oil spill incidents that had occurred in Indian waters since the last NOSDCP, such as the oil spill from MV Tiger Spring at Kolkata, the ONGC pipeline leakage off Mumbai High, the minor spill by MV Ratna Urvi at Haldia jetty and the oil spill from MV Mirach, which sank off Kanyakumari in Apr 2011. The Chairman also stated that despite of taking all

necessary preventive measures through the NOSDCP forum, oil spill incidents do occur on regular intervals, and they all relate to errors which are avoidable. He therefore, requested all concerned agencies to take proactive measures to prevent oil spills occurring in the first place within their area of operations, and set stringent preventive measures such as Vessel Traffic Control and Port State inspections. The Chairman also reflected on the efforts taken by the Coast Guard post MV Chitra oil spill incident, and stated that the Coast Guard is reviewing necessary policies and strategies to formulate an effective oil spill response management system in India in coordination with the relevant ministries and administrative authorities. The Chairman's inaugural address is placed at **Appendix 'A'**.

3. A presentation on an overview of NOSDCP activities was given by Commandant Donny Michael, Director (FE), who brought out the specific details of oil spill incidents that occurred since the last NOSDCP. The D(FE) also highlighted the actions taken with regard to oil spill operations, conduct of PR training, conduct of NATPOLREX and joint audit of ports and oil handling agencies. The presentation on NOSDCP is placed at **Appendix 'B'**.

4. The following presentations were also made during the NOSDCP meeting:-

(a) **"Oil Cess"** by Captain Deepak Kapoor, DDG (Tech), Mumbai.

(b) **"Tier-I PR Equipment for Ports and Oil Companies"** by Commandant Donny Michael, Director (FE), CGHQ.

5. The first **Coast Guard Environment 2010** award for the Best Oil handling Agency category was awarded to M/s Hardy, E&P Pvt Ltd. by the Chairman during the meeting.

6. The other important issues discussed and deliberated upon during the NOSDCP meeting include mandatory audit of Tier-I facilities supported by legal rules, surveillance system by ports against illegal discharge, area of responsibility for oil spill response, standardization of inventory for Tier-I and Tier-II capabilities, promulgation of optimum response time for responding to oil spills by offshore installation operator and formation of Committee to address oil spill response through OSRO for ports. The discussions and decisions on old actionable points and new agenda points are placed at **Appendix 'C'** and **Appendix 'D'** respectively.

7. In the concluding address, the Chairman appreciated the efforts made by all agencies in implementing the decisions taken during the previous NOSDCP meetings and requested the members to take further necessary actions on points deliberated during the present NOSDCP meeting in a time bound manner.

8. The programme of the meeting is placed at **Appendix 'E'**. A total of 54 delegates from various Government Departments, Ports and Oil Companies attended the meeting. The list of delegates attended the meeting is placed at **Appendix 'F'**.

INAUGURAL ADDRESS BY THE DGICG DURING
16TH NOSDCP AND PREPAREDNESS MEETING
AT KOCHI ON 19 APR 2011

1. Senior officers of the Indian Coast Guard, officers representing various Ministries and Departments of the Central and State Governments, members from Major Ports and Oil Industries and other distinguished delegates, I welcome you all to the sixteenth NOSDCP and preparedness meeting being held here in Kochi. During the course of today's meeting we shall take stock of the progress on various decisions / action points of previous meetings, and also discuss necessary preparedness for the oncoming south-west monsoon.

2. Before we proceed with today's meeting, I shall give you a brief overview of what has happened since the last meeting and highlight some issues meriting attention. The oil spill from MV MSC Chitra at Mumbai in August last year proved that disaster strikes at a place which is least prepared. In the instant case, the sheer lack of basic equipment with the ports, absence of suitable service providers and nil capability with the State Pollution Control Board, together with limited capacity of Coast Guard for shoreline response resulted in damages to ecologically sensitive area. Despite adverse weather and navigational conditions, Coast Guard ships responded to the oil spill incident effectively and mitigated the damages to a great extent.

3. Notwithstanding the damages caused, I appreciate the DG Shipping, MbPT and JNPT for arranging salvors immediately and effecting removal of remaining bunker oil from the ship. My appreciation also goes to all other agencies including the Indian Navy, State Environment Ministry and Pollution Control Board who took part in the operations to facilitate the movement of merchant vessels inside the harbour so as to keep the trade flow uninterrupted, as well as all the voluntary organizations for effective shoreline clean-up.

4. The Coast Guard's PR equipment inventory is oriented to undertake only the task of '**at sea response**', and has accordingly taken all the necessary measures to mitigate the oil spill. The MV Chitra incident also necessitated the Coast Guard to have a rethink on

pollution response measures being adopted for near shore response, and I constituted a special working committee in Dec last year for review of existing PR equipment and organization. The committee has submitted its recommendations which include procurement of most modern pollution response equipment and establishment of robust PR system for marine oil spills with the involvement of all stakeholders and OSROs. I intend to pursue these recommendations at the highest level alongwith other issues identified during the PR seminar which is tentatively scheduled to held at New Delhi in July.

5. The other incidents that have occurred in Indian waters including that of MV Mirach which ran aground off Crocodile rock near South Tamil Nadu coast recently shall be covered Director(FE) in detail later. All these oil spills were a result of human error, and could have been avoided had adequate precautions been taken in time. These incidents highlight the need to put into place an effective VTMs at ports, and strict compliance of pilotage rules and procedures. I request the DG Shipping to look closely into these issues and take remedial actions to avoid such incidents in the future.

6. The alleged bilge discharge by ships is also a matter of grave concern. The Coast Guard aircraft fitted with advanced oil spill detection sensors have increased surveillance for checking illegal oil discharge by ships. With more than 12,000 ships visiting Indian ports, and about 1,00,000 ships transiting through Indian waters annually, it is not possible for a single agency like the Coast Guard to maintain necessary surveillance and therefore, I request the ports to advice their security and pilot boats to maintain surveillance in anchorage areas and report to the Coast Guard of any illegal discharge by ships, so that necessary action can be taken against such polluting ships.

7. There is a need to review the essential PR equipment to be maintained by ports and oil handling agencies based on a balanced estimation of threats, and environmental resources that are at risk. I found some inherent shortcomings in the present policy, for example all ports and oil companies are required to maintain the same level of PR preparedness irrespective of oil spill threats and the oil quantity that are handled which is impractical . The Coast Guard has recently categorized such ports and oil handling facilities, and has prescribed the scale of PR equipment to be maintained by ports and oil handling facilities. This aspect will be covered later by Director(FE) as part of his presentation.

I request all the concerned representatives to take note of the change in the requirement, so that necessary actions can be taken at the earliest. Herein, I would like to state in no uncertain terms that these measures will have the necessary legal backing, and efforts are on with Ministry of Shipping to promulgate necessary amendments to the Merchant Shipping Act, 1958.

8. Coming to the shoreline clean-up, most of the oil spills that have taken place in India in recent past have reached our shores causing damage to fishing grounds, sensitive areas, wetlands, mangroves and amenity beaches. History shows that 90 percent of oil spill incidents have taken place within five to ten kilometers from the shoreline, thus giving less reaction time to the Indian Coast Guard and other agencies to take intervention measures. The shoreline clean-up is the responsibility of the polluter and the same can be effectively undertaken if the necessary local contingency plans are in place, and actions are taken in accordance to its provisions. The Coast Guard had prepared a sample Local Contingency Plan(LCP) and circulated this to all the Coastal States and UTs in October last year, but not much progress has been made on this front. The need of the hour therefore, is greater involvement of Coastal States/UT Governments to take on the responsibility for shoreline clean-up measures, with active participation of all stakeholders located in these areas.

9. The third National Pollution Response Exercise(NATPOLREX) was conducted on 15 Jan this year off Mumbai, and I was satisfied with the overall improvement shown by the stakeholders in preparedness levels from the previous editions of the exercise. I am confident that the exercise provided the necessary exposure to personnel of all resources agencies, and brought to notice of the public at large, of the induction of a dedicated pollution control vessel "ICGS Samudra Prahari" by the Indian Coast Guard, and its capabilities to undertake pollution response operations at sea. With the induction of PCVs, the Coast Guard is adding necessary capability to respond to oil spills at sea. However, oil spill threats within limits and closer to shore needs to be addressed and dealt by resources of various other stakeholders.

10. With regard to conduct of training, the Coast Guard has trained more than 200 personnel in IMO level – 1 course, and 55 personnel in IMO level – 2 course since the last NOSDCP meeting. The annual calendar for pollution response training for 2011 has been

prepared, and has been hoisted on NOSDCP webpage of the Indian Coast Guard website. I would request all the resource agencies to send their personnel for IMO level training, so that a large pool of trained personnel are available to address oil spills.

11. The Coast Guard Environment Award for the year 2010 for oil handling agencies saw a close competition between large and small oil companies. I congratulate M/s Hardy which has been selected not only for effectiveness of their contingency plan and Tier – I preparedness, but also for their spill free operation for a very long time and their participation in various environment protection activities. I do believe, that the institution of Coast Guard Environment Award is delivering its desired objectives, and may I urge more oil companies to prepare themselves adequately and participate in the environment award instituted by the Coast Guard.

12. To conclude, I would state that it has been the endeavor of this committee to put in place necessary measures to protect our marine environment. The Coast Guard is preparing guidelines providing the essential oil spill response preparedness measures, and it will be promulgated shortly for the benefit of all stakeholders. I request you all again to prepare adequately for the forthcoming monsoons and ensure that all preventive measures are put in place. I look forward to frank and fruitful deliberations during the meeting.

Jai Hind.

PRESENTATION ON OVERVIEW ON NOSDCP ACTIVITIES
BY DIRECTOR (FE)

Policy Issues

1. The National Oil Spill Disaster Contingency Plan (NOSDCP) was prepared in consonance with the provisions of OPRC 1990 Convention and the document was approved by Committee of Secretaries in 1993 and all Ministries under whom the resource agencies are controlled gave commitments for provisioning of resources during oil spill crisis.
2. The plan delineates the responsibilities of various resource and oil handling agencies and provides collective national preparedness and response system and provides the most economical solution through pooling of resources. The plan has not been put into use in real time – as no major oil spill crisis took place since promulgation of NOSDCP in 1996 by the Indian Coast Guard. However the provisions are invoked when required. It was invoked during the MV Chitra incident. The Crisis Management Group (CMG) meeting took place under the chairmanship of Cabinet Secretary on 08 August and issues pertaining to coordination were discussed.
3. Presently, most of the spill is responded through the provisions of Coast Guard Regional Oil Spill Disaster Contingency Plan (ROSDCP) and most of the time the Coast Guard's meagre resources were utilised for clean-up causing heavy burden on discharging other mandated roles. The response resources maintained by the resource agencies are found inadequate and most of them are not found suitable for offshore use – leading to situation that pooling in may not take place for addressing significant spills that may occur in the offshore areas. The low maintenance of PR resources by resource agencies affects the very concept of NOSDCP, as no single agency can maintain the required resources.
4. The Coast Guard in coordination with the relevant ministries are planning to find suitable alternate arrangement through involvement of Oil Spill Response Organisation (OSRO) to address the large oil spill issues. Some of the associated issues to the oil spill response has been addressed by the Ministry of Shipping which pertains to three vital issues.

(a) Maritime Assistance Service through ETVs

- (b) Draft Cabinet Note for amending MS Act 58 and giving legal support to NOSDCP.
- (c) Funding assistance to port through Oil Cess Fund.

5. However, the oil spill response for large oil spill is yet to be addressed and unless adequate resources are kept in place, large scale deleterious effect to the marine environment is unstoppable. The long coastline of India, populated with fishermen will be most severely affected and besides, becoming a political problem, cost of clean-up will run into several crores.

Oil Spill Incident

6. In the past 10 months, there were eight oil spill incidents that have occurred in Indian waters and out of which oil spill took place in six incidents and they are as follow:-

(a) The oil spill from MV Chitra off Mumbai on 07 august as a result of collision between MV Chitra and MV Khalijia. About 800 tons of fuel oil leaked out and Coast Guard ships and aircraft combated the spill for about seven days during the peak of the monsoon. The oil spill affected about 100 kilometres of the coastal areas of Maharashtra. the incident taught us how a small spill of the size of tier-I can cause devastating effects to the coastal areas. The vessel is finally salvaged in end march and the wreck has been removed to a safer location.

(b) The second incident is the grounding of MV Nand Aparijitha off Kavaratti on 16 Aug 2010 posing threat to the sensitive coral reef. There was no oil spill as all fuel oil was removed by salvors.

(c) The third incident was the unidentified oil spill off Yanam coast on 23 sep 10 as reported by M/s Cairn Energy. The oil samples were tested and it was found that the spill would have caused by passing ship discharging her bilges illegally.

(d) The fourth incident is the collision between MV Tiger Spring and a container ship on 23 Nov 10 in the Kolkotta Port area. About 12 tons of fuel oil spilled in the channel.

(e) The fifth incident is the oil leak from ONGC pipeline crack on 21 Jan 11. About 50 tons of crude oil leaked into the sea prior shutting down the valves of the pipeline system.

(f) The sixth incident is the oil spill from MV Ratna Urvi on 30 Jan 11. This incident occurred off Haldia due to collision of ship with jetty. About 10 tons of fuel oil leaked out before the fuel tanks were emptied by the ship.

(g) The seventh incident is the grounding of MV Jutha Pathama off Vadinar on 03 Mar 11. There was no oil spill as all oil was removed prior salvage efforts were undertaken to refloat the ship.

(h) The last incident is the grounding and sinking of MV Mirach off Muttom point on 29 Mar 11. About 16 tons of fuel oil leaked out from the ruptured tanks. The salvors removed the remaining fuel oil from the sunken ship.

7. Due to incessant efforts by the Coast Guard and the support provided by DG Shipping, Ports and the local administration of the coastal states, the ship owners were forced to engage the salvors to remove the oil from the sunken or stranded ships thereby removing the oil spill threats.

Joint Inspections

8. The joint inspections of oil handling agencies was undertaken by PRTs for the following agencies:-

- (a) Vadinar based oil handling agencies in Nov/Dec 2010 by PRT(West).
- (b) For KG Basin oil handling agencies in Dec 10 by PRT(East).
- (c) Cauvery delta based agencies in Feb 11 by PRT(East).
- (d) Mumbai based oil handling agencies in Mar/Apr 11 by PRT(West).

9. The general observations found during the audit and inspections are as follows:-

- (a) The non availability of OISD member affected smooth programming of audit.
- (b) Some Contingency Plans are found very old.
- (c) Tier-I PR facility of oil handling agencies are capable of addressing oil spills upto 300 tons and some are less than 100 tons.
- (d) The risk assessment for sensitive areas were not included in the plan and the availability of trained personnel with some oil companies were found low.

Regional Activities

10. The activities and training imparted by Coast Guard regions to various oil handling and Govt. organisation are as follows:-

- (a) **In North-West Region.** The IMO level-I course was conducted from 15-18 Nov 10. 22 personnel attended. Three oil spill drills were conducted during the period.

(b) **In Western Region.** Three IMO level-I courses were conducted and one level 2 exercise was conducted in December 2010 and one national level exercise (NATPOLREX-III) was conducted on 15 Jan 2011.

(c) **In Eastern Region.** Two IMO level-I courses and two IMO level-II courses were conducted and three PR exercises were conducted in the Eastern Region.

(d) **In Andaman and Nicobar region.** Three IMO Level-I training were conducted at Port Blair and a total of 29 personnel participated in the training. One PR drill and exercise was conducted at Port Blair for the resource agencies.

NATPOLREX-III

11. To review the preparedness level of the resource agencies and also to identify the coordination related issues the third National Level PR Exercise (NATPOLREX-III) was conducted off Mumbai on 15 Jan 2011. The highlight of the exercise was the participation of the first indigenously built Coast Guard Pollution Control Vessel which exhibited its varied capabilities to respond to oil spills at sea. The vessels from ONGC, MbPT, JNPT and Smit salvage participated in the exercise.

Issues Addressed

12. Some of the issues addressed since the last NOSDCP meeting are as follows:-
- (a) The ICG Environment Award for oil handling agencies-2010 was undertaken from Sep 10-till March 11.
 - (b) The Coast Guard prepared the sample local contingency plan for coastal states and forwarded the same to coastal states.
 - (c) The audit of oil handling agencies were undertaken from Nov 10 - April 11
 - (d) Signing of MoU between MbPT/JNPT and other stake holders
 - (e) Successful completion of VIMSAS audit in sep 2010 and
 - (f) The implementation of coastal bio-shield programme through NGOs

13. In addition, the Coast Guard prepared the simplified version of the audit of PR facility and readiness evaluation of the port and oil handling agencies by publishing the PREP checks and CGRE checks documents and forwarded to PRTs. A separate NOSDCP web page has been created under the ICG website in Jan 11 and all relevant materials are uploaded in the web page.

DISCUSSIONS AND DECISIONS ON OLD AGENDA POINTS

SI No	Agenda	Proposed By	Action by
1.	<p><u>Tier-I Facilities at MbPT and JNPT</u> Procurement of OSR equipment for having Tier-I Oil Spill Response facilities by MbPT & JNPT and signing of MOU with ONGC, BPCL and other stake holders.</p> <p><u>Deliberations</u> Director (FE) stated that the MoU by MbPT and other stake holders has been signed on 18 Feb 11. Eleven stakeholders are parties to the MoU and the equipment procurement is being progressed by the MbPT.</p> <p>DGICG stated that the Tier-I facilities are to be established at the earliest in view of the forthcoming monsoon and RHQ(W) to monitor the progress of the establishment of Tier-I facilities.</p> <p><u>Decision</u> (a) MbPT and other stake holders to establish Tier-I pollution response facilities at Mumbai at the earliest. (b) RHQ (W) to monitor the progress.</p> <p>Point to be retained.</p>	<p>OISD BPCL MbPT RHQ (W)</p>	<p>MbPT, RHQ(W)</p>

SI No	Item	Proposed By	Action by
2.	<p><u>Preparation of Local Contingency Plan (LCP)</u> and the role of District Administration as specified and brought in the ambit of District oil Spill Disaster Contingency Plan.</p> <p><u>Deliberations</u> D(FE) stated that the sample LCP was forwarded to all Coast Guard Regions in Oct 2010, with a request to forward the same to all Coastal States/UTs for suitable drafting and for promulgation.</p> <p>DGICG stated that the sample LCP was forwarded with an aim to facilitate early action on LCP by the Coastal State. He advised Regional Commander to progress this point for early promulgation of LCP by Coastal States/Union Territories.</p> <p><u>Decision</u> Regional Commanders to progress the point for early promulgation of LCP by Coastal States/Union Territories.</p> <p>Point to be retained.</p>	RHQ (W) JNPT	All RHQs
3.	<p><u>Need to have Tier-I facilities prior to commencing exploration/production activity</u> 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</p>	RHQ (A&N)	MoPNG, DGH, OISD

SI No	Item	Proposed By	Action by
	<p>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> <p><u>Deliberations</u></p> <p>D(FE) stated that DGH forwarded the sample copy of the Production Sharing Contract (PSC) between DGH and Oil Companies involved in exploration activity. The environment protection issues are dealt in accordance to the directives given by MoEF in the PSC, and it prescribes establishment of Contingency Plan and Oil Spill Response/Mitigation measures. However, no role for Coast Guard is prescribed in PSC or other the orders / regulations. The enforcement of environment measures is expected to be addressed in coordination between MoPNG/DGH and MoEF.</p> <p>DGICG stated that Coast Guard will step in the fray for audit of offshore installations for ascertaining the preparedness levels for Oil Spill Response during production phase and MoPNG/DGH/OISD to establish suitable measures for environment protection compliance by their own means in coordination with MoEF.</p> <p><u>Decision</u></p> <p>MoPNG/DGH/OISD to address the Oil Spill Response preparedness by the oil handling agencies during exploration phase and Coast</p>		

SI No	Item	Proposed By	Action by
	<p>Guard will undertake joint audit during production phase.</p> <p>Point to be retained.</p>		
4.	<p><u>Capacity Augmentation</u></p> <p>Capacity augmentation for removal of oil before spillage in water and also from submerged ships.</p> <p><u>Deliberations</u></p> <p>D(FE) stated that RHQ(E) forwarded the necessary material for case study of oil removal process from MV Black Rose and the same has been included in the Jan 11 edition of Blue Waters.</p> <p>DGICG stated that due to persistent efforts of ICG with DGS and Ports, most of the trapped oil on stranded/sunken ships was removed. The procedure adopted for oil removal needs to be given wide publicity so that the Ports and Stake holders will gain necessary knowledge to undertake such oil removal tasks through proper salvage companies.</p> <p>DGICG directed that the case study of MV Mirach oil removal process is to be made by CGHQ and circulated to all.</p> <p><u>Decision</u></p> <p>Case study of MV Mirach oil removal process to be undertaken and circulated.</p> <p>Point to be retained.</p>	RHQ (E)	CGHQ

SI No	Item	Proposed By	Action by
5.	<p><u>Prosecution of Polluter.</u></p> <p>An effective mechanism is to be created by studying various legislations with respect to oil pollution. The present penalties in the MS Act 1958 are to be enhanced by a suitable amendment. Further SOPs are to be promulgated for effective prosecution of defaulters on obtaining concrete evidence, through samples, pictorial documents etc.</p> <p><u>Deliberations</u></p> <p>D(FE) appraised the members that the DG(S) forwarded a comprehensive report on the present state of legislations alongwith recommendation for enacting suitable laws to provide power to Coast Guard and to NOSDCP document for effective imple-mentation of Oil Spill Response measures in India in consonance with international conventions on Oil Spill Response.</p> <p>DGICG appreciated the Chairman of the Working Committee for preparing the report and requested the DGS rep to follow up the relevant recommendations as most of them pertain to DGS and MoS. He further stated CGHQ may incorporate salient aspects of the report in the concept paper to be submitted to Cabinet Secretary for establishment of revamped oil spill response preparedness.</p> <p><u>Decision</u></p> <p>DGS to take necessary follow up action.</p> <p>Point to be deleted.</p>	DG Shipping	DGS

SI No	Item	Proposed By	Action by
6.	<p><u>VIMSAS Audit</u> Obligation of ICG under MARPOL/OPRC Convention during Voluntary IMO Member State Audit System (VIMSAS).</p> <p><u>Deliberations</u> Rep of DGS stated that all action and measures undertaken by Coast Guard for implementation of IMO convention dealing with SAR and pollution response was appreciated by VIMSAS audit member and all measures taken by Coast Guard fully complied with the expectations of the audit team.</p> <p>DGICG stated that the DGS may forward the full report of the VIMSAS audit so as to identify the weak areas and take suitable action.</p> <p><u>Decision</u> DGS to forward full report of VIMSAS Audit to CGHQ.</p> <p>Point to be deleted.</p>	RHQ (A&N)	DGS
7.	<p><u>Utilization of Assets of Littoral States.</u> Andaman & 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</p>	RHQ (A&N)	MoES

SI No	Item	Proposed By	Action by
	<p>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 a MoU be signed.</p> <p><u>Deliberations</u></p> <p>Director (FE) stated that MoES intimated CGHQ that unless the South Asia Cooperation for Environment Protection (SACEP) MoU is signed, MoES will not be able to take up the issue with UNEP for cross Regional Seas Programme Assistance.</p> <p>DGICG stated that this point is to be taken once the SACEP MoU is signed by all parties.</p> <p><u>Decision</u></p> <p>Point to be deleted.</p>		
8.	<p><u>Sensitive Areas along the Coast and High Sea for use of Dispersants.</u></p> <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><u>Deliberations</u></p> <p>Director (FE) stated that the CGHQ has sent several letters to MoEF for promulgating the 'NO OSD USE AREA' based on scientific analysis and environmental concerns. MoEF intimated that they</p>	ONGC	MoEF CGHQ

SI No	Item	Proposed By	Action by
	<p>addressed the issue to a scientific advisor. DGICG stated that CGHQ to progress the case with MoEF for early promulgation of 'No OSD use Area'</p> <p><u>Decision</u></p> <p>CGHQ to progress the case with MoEF.</p> <p>Point to be retained.</p>		
9.	<p><u>System of Surveillance for Leakage from Oil Exploration & Transportation.</u></p> <p>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.</p> <p><u>Deliberations</u></p> <p>Director (FE) stated that OISD forwarded the names of 05 institutions which are involved in undertaking oil analysis. He further said that CGHQ communicated with all institution and three institutions viz. NIO, National Test House, Mumbai and Indian Institute of Petroleum (IIP) Dehradun have responded to the proposal of Coast Guard. The above quoted intuitions however have not provided the details of the capabilities for oil finger printing but held that they could assist Coast Guard by procuring the oil finger printing equipment, if</p>	OISD	CGHQ

SI No	Item	Proposed By	Action by
	<p>needed, to provide the results for various type of oil, through a MoU.</p> <p>DGICG directed CGHQ to progress the issue with the relevant intuitions and put in place an effective oil spill finger printing system to identify the polluter and take necessary prosecution action.</p> <p><u>Decision</u></p> <p>CGHQ to progress the case with NIO, National Test House Mumbai and IIP Dehradun for oil finger printing.</p> <p>Point to be retained.</p>		
10.	<p><u>Activation of a Dedicated NOS-DCP website</u></p> <p>Hosting of a dedicated website on NOSDCP is proposed. The website to include details of available response equipments items with resource agencies and stake holders including their capabilities and limitations. This will facilitate speedy reference and dissemination of information as well as pooling of resources from nearby sources in case of an oil spill.</p> <p><u>Deliberations</u></p> <p>Director(FE) stated that a separate NOSDCP web-page inside the Indian Coast Guard website has been prepared and uploaded with all necessary information and documents as per</p>	COMCG (NW)	CGHQ

SI No	Item	Proposed By	Action by
	<p>directives given by Chairman NOSDCP during the 15th NOSDCP meeting.</p> <p>Decision</p> <p>Action completed and the point to be deleted.</p> <p>Point to be deleted.</p>		
11.	<p><u>Coastal Bio-Shield</u></p> <p>The growth of trees vegetation on coastline acts as bio-shield from natural fury. Hence there is a need to grow trees along the coastline to act as bio-shield for protection of our coasts. Plantation of Casuarinas, Salicornia, Palms, Bamboo and Hatrophytes trees, which grow close to sea areas, can be considered by the oil industry. These would serve as the speed breaker in event of oil slick, natural disaster and limit the damage to our ecosystem.</p> <p><u>Deliberations</u></p> <p>Director(FE) intimated that in all four regions, the COMCGs have made arrangements with State Governments and NGOs, for planting the relevant plants in the Coastal areas to act as costal Bio-Shields.</p> <p>DGICG stated that the process should continue and Regional Commanders are to take up with Coastal States for enhancing the Coastal Bio Shield on regular intervals.</p>	COMCG(A&N)	ALL RHQs

SI No	Item	Proposed By	Action by
	<p><u>Decision</u></p> <p>Point sufficiently addressed and to be deleted</p> <p>Point to be deleted.</p>		
12.	<p><u>Setting up of Satellite Based Pollution Monitoring Centers</u></p> <p>Presently, there are no dedicated pollution monitoring centers in India. It is proposed that three pollution monitoring centers be activated at Mumbai Chennai and A&N. The pollution monitoring centers shall have the following facilities:-</p> <p>(a) Monitoring of Maritime zones of India for any pollution, through India Geo Satellite.</p> <p>(b) Sample testing laboratories for testing of spilt oil.</p> <p>(c) Installations of software for predicting the behavior of oil spills.</p> <p>(d) Workstations for the resource agencies.</p> <p><u>Deliberations</u></p> <p>DGICG stated that presently the Coast Guard aircraft are fitted with advanced oil spill detection equipment and they are to be utilized effectively in the EEZ areas to identify oil spill both during day and night. He further stated that the detection of oil spill through satellite can be progressed at a later stage as the requirement is not felt presently.</p>	COMCG (East)	CGHQ

SI No	Item	Proposed By	Action by
	<p><u>Decision</u></p> <p>The oil spill detection at offshore areas are to be undertaken by Coast Guard Aircraft and by Ports through VTMS.</p> <p>Point to be deleted.</p>		
13.	<p><u>Preparedness for Large Scale Oil Spill</u></p> <p>The recent incident in Gulf of Mexico indicates that a major oil spill from well heads and oil rigs is a possibility and can occur without any warning. The large oil companies have PR equipment to cater for Tier-I spills and have tie-up with OSRL for large size spills. In the event of uncontrolled oil discharge from oil rigs and platforms, a large scale mobilisation of PR equipment at short notice is inescapable. The current inventory of CG and other resource agencies PR equipment is considered insufficient. While importing the PR equipment by the polluter, the speedier customs and security clearance plays a vital role. The SOPs given in NOSDCP is silent on the role of Customs for speedier clearance of the PR equipment.</p> <p><u>Deliberations</u></p> <p>DGICG stated that this point should be discussed after the completion of Coast Guard Seminar on oil spill response scheduled in end July at New Delhi. He further stated that after obtaining the views from international speakers and other stakeholders,</p>	<p>CGHQ/ ONGC</p>	<p>CGHQ</p>

SI No	Item	Proposed By	Action by
	<p>suitable measures can be thereafter identified and followed up through the concerned ministries.</p> <p><u>Decision</u> Point may be conjoined into new agenda point on the same issue.</p> <p>Point to be deleted.</p>		
14.	<p><u>Utilisation of Oil Cess</u></p> <p><u>Deliberations</u> DGICG stated that after paying attention to the presentation of Oil Cess made by Capt Deepak Kapoor DDG(Tech) of Director General Shipping, the issues being progressed by MoS on oil cess has become clearer. He however requested the MoS rep to provide regular inputs to Coast Guard on the progress on amendment of MS Act 1958 dealing with Oil Cess.</p> <p><u>Decision</u> Point to be deleted.</p>	DG Shipping	MoS, DGS

DISCUSSIONS AND DECISIONS ON NEW AGENDA POINTS

SI No	Agenda	Proposed By	Action by
1.	<p><u>Mandatory Audit of Tier-I facilities supported by Legal Rules</u></p> <p>Coast Guard is mandated for carrying out audit of Tier-I facilities at Indian ports. The procedure is being undertaken on a regular basis wherein contingency plans of ports are being validated by the Coast Guard. However, the state of Tier-I facilities at most of the ports is far from the minimum required inventory. It is therefore proposed that a yearly audit of Tier-I facilities at the ports by the Coast Guard authorities should be made mandatory and should have a legal rider to ensure its compliances.</p> <p><u>Deliberations</u></p> <p>Director (FE) brought out that the NOSDCP document is approved by Committee of Secretaries in 1993 and does not have any legal support. In addition, he stated that the MoS has forwarded Draft Cabinet note to all Ministries for amending the MS Act 1958 and to provide legal support to NOSDCP and for promulgating the National Competent Agency to direct the stakeholders to establish Contingency Plan and Tier-I facilities.</p>	COMCG (West)	RHQ's

SI No	Item	Proposed By	Action by
	<p>DGICG endorsed the statement of D(FE) and advised all Ports and Oil handling agencies to prepare themselves accordingly so that the transition from voluntary to mandatory compliance will not affect their operations.</p> <p>DGICG further directed to monitor the progress of amendment process and to take necessary action on entry into force of the proposed amendment.</p> <p><u>Decision</u></p> <p>Voluntary joint audit to continue till such time the amendment to MS Act 1958 providing powers to competent authority is brought into force.</p> <p>Point to be retained.</p>		
2.	<p><u>Surveillance System by Ports Against Illegal Discharge</u></p> <p>All resource agencies to have surveillance system to track/detect intentional oil spillage/pumping out bilges with in their area of jurisdiction and report oil spills to Indian Coast Guard.</p> <p><u>Deliberations</u></p> <p>COMCG(E) stated that Ports have large jurisdictional area and most of the ships are either transiting for entry/leaving or under anchorage. Major chances are likely that some of them discharging their bilges in the cover of darkness.</p>	COMCG (East)	CGHQ/ DGLL

SI No	Item	Proposed By	Action by
	<p>The Coast Guard units cannot be present in anchorage areas at all times. He proposed that the ports having the VTMS should install oil spill detection software so as to identify the offenders and take further necessary action.</p> <p>Director (FE) stated that there are few oil spill detection software vendors available in India, who can install such Software in the radar system of VTMS.</p> <p>DGICG advised that this point should be taken up through MSDC meeting and also to inform DGLL to take further necessary action.</p> <p><u>Decision</u></p> <p>Point to be taken up in MSDC meeting and DGLL to be informed for further necessary action.</p> <p>Point to be retained</p>		
3.	<p><u>Area of Responsibility for Oil Spill Response</u></p> <p>Whenever a marine pollution incident happen within the jurisdiction of state govt. port or any private operator, Coast Guard being CCA on marine PR matters is duty bound to act as central government representative to advise the concerned parties and obtain regular updates/sitreps for conveying to GOI. It is proposed that this process be formalised because many times, parties involved in response ops have refused to give SITREP/INFORMATION to Coast Guard.</p>	COMCG (East)	CGHQ/ All Ports

SI No	Item	Proposed By	Action by
	<p><u>Deliberations</u></p> <p>COMCG (East) stated that in some oil spill incidents, that had occurred inside Port limits, the ports were not forthcoming in providing the details of oil spill to the nearest Coast Guard Authority. The lack of such information takes away the necessary preparatory time required to mobilize PR Equipment by Coast Guard, should the oil spill goes out of control and affects area outside port limits.</p> <p>DGICG stated that the ports are directly bound to take action within their jurisdiction and make POLREP immediately, irrespective of whether assistance from Coast Guard is required or not. He stated that the Coast Guard being Central Coordinating Authority and all oil spill information are collated centrally for analysis, the ports need to cooperate with Coast Guard in sharing the information.</p> <p><u>Decision</u></p> <p>Letter to MoS/DG(Shipping) to direct ports to inform Coast Guard on the occurrence of oil spill incident in their jurisdiction.</p> <p>Point to be retained.</p>		
4.	<p><u>Standardization of Inventory for Tier-I and Tier-II capabilities</u></p> <p>All oil handling/resources agencies are required to cater for Tier-I oil spill response by provision of equipment and manpower so as to contain and</p>	COMCG (NW)	MoS, MoPNG/ OISD

SI No	Item	Proposed By	Action by
	<p>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 equipments to cater for Tier-I or Tier-II inventory. This is resulting in varying inventory of equipments being maintained by various oil handling agencies. It is recommended that a standard inventory of pollution response equipment for Tier-I of Tier-II capability may be promulgated.</p> <p><u>Deliberations</u></p> <p>Director (FE) stated that the Standard inventory list categorizing the port and oil handling agencies alongwith the list of PR equipment to be maintained was prepared by CGHQ in Mar 11 and circulated to MoS, and OISD for comments.</p> <p>The members of few oil companies stated that the PR inventory mentioned in the standard categorization required review as it affects their operation. DGICG stated that the oil companies may take up with OISD separately and also with MoPNG. The ports may also take up with MoS/DGS accordingly, if any review is required for the standardized PR inventory.</p> <p>He further stated that the forum may first address Tier-I PR Standardization and thereafter look into Tier-II standardization.</p>		

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	<p><u>Decision</u></p> <p>The Ports and oil companies are required to comply with the new Tier-I standardized inventory.</p> <p>MoS and MoPNG/OISD may accordingly address this point.</p>		
5.	<p><u>Promulgation of Optimum Response Time.</u></p> <p>As decided in the OISD seminar dated 27 Aug'10, Indian Coast Guard to prescribe optimum response time for operators' for Tier - I 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.</p> <p><u>Deliberations</u></p> <p>Director (FE) stated that some oil companies maintain their Tier-I PR facilities onboard the offshore support vessels. They are generally positioned at convenient location so as to mobilize them immediately should there be any oil spill incident from offshore installations. He further elaborated that in one offshore incident, the support vessel with PR equipment arrived seven hours after the incident; hence there is a requirement to specify the optimum response time so that the PR resources are mobilized immediately. He stated that the optimum response time prescribed for well</p>	OISD	CGHQ/ OISD

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	<p>intervention is 30 minutes and for oil spill response is two hours.</p> <p>The ONGC representative stated that the response time requires review as the well intervention procedures are undertaken remotely and prescribing shorter response time may affect their operations. DGICG advised that the oil companies may take up the issue with OISD, who were instrumental in proposing the optimum response time. The OISD may further refine the ideal reaction time in coordination with the Coast Guard after obtaining view points of all concerned.</p> <p><u>Decision</u></p> <p>OISD to coordinate with Coast Guard for establishing practical and ideal response time.</p> <p>Point to be retained.</p>		
6.	<p><u>Formation of Committee to Address Oil Spill Response through OSRO for Ports</u></p> <p>The Coast Guard has recently categorized the ports based on oil spill threats and also prescribed a list of PR equipment required for oil spill response. The outcome from oil spill response seminar provided that for complete solution to oil spill response, some element of OSRO involvement is required. The MoS proposal to provide funding assistance from Oil Cess fund during oil spill</p>	CGHQ	CGHQ

SI No	Item	Proposed By	Action by
	<p>incident inside a port also state that the clean-up to be undertaken through an OSRO. The P&I clubs who generally fund the clean-up cost also are comfortable to work with OSROs. It is proposed that a suitable model involving the OSRO for clean-up in port areas is to be made and a suitable committee with members from MoS, ICG, DGS, IPA, Major Ports and OSROs may be constituted by MoS to address the issue.</p> <p><u>Deliberations</u></p> <p>DGICG stated that this point may be taken up after the completion of the seminar in July at New Delhi where specific technical sessions are included on the subject matter.</p> <p><u>Decision</u></p> <p>Point to be taken up during the Special NOSDCP meeting after the completion of PR Seminar.</p> <p>Point to be deleted</p>		
7.	<p><u>Formation of Committee to Address Oil Spill Response through OSRO for Offshore installations</u></p> <p>The Coast Guard has recently categorized the oil handling agencies based on oil spill threats and also prescribed a list of PR equipment required for oil spill response. The outcome from oil spill response seminar provided that for addressing large oil spills</p>	CGHQ	CGHQ

SI No	Item	Proposed By	Action by
	<p>that threaten to affect the coastlines, some element of OSRO involvement is required for spill response which are to be contracted by a suitable body. The suitable body can maintain an oil spill response fund to finance the OSROs to maintain upto Tier-II level PR inventory one each on the west and east coast. A suitable committee with members from MoPNG, ICG, DGH, OISD, Oil companies, and OSROs may be constituted by MoPNG to address the issue.</p> <p><u>Deliberations</u></p> <p>Director (FE) stated that the oil Industry PR Preparedness is very much fragmented and they cannot address large oil spills even if they have arrangements with OSROs abroad. There is a requirement to establish a separate Fund by the oil companies to cater for such oil spill emergencies just like MoS plans to maintain the Oil Cess Fund.</p> <p>DGICG stated that this point may also be taken up after completion of the Seminar.</p> <p><u>Decision</u></p> <p>Point to be taken up during the Special NOSDCP meeting on completion of PR Seminar.</p> <p>Point to be deleted.</p>		

PROGRAMME
16TH NATIONAL OIL SPILL DISASTER CONTINGENCY PLAN
(NOS-DCP) & PREPAREDNESS MEETING

Venue : **Hotel Presidency, KCM Mather Road, Ayyappankavu**
Ernakulam, Kochi, Kerala

Date : **19 Apr 2011**

Dress : **8As for Service Officers**

SL	TIME	EVENT
1901	0900	Delegates arrive & Registration
1903	0930	Chairman Arrives
1905	0935	Inaugural Address by the Chairman, NOS-DCP
1907	0950	NOSDCP overview by Director(FE)
1909	1010	Presentation of " CG Environment Award 2010 " for Best Oil Handling Agencies category.
1911	1015	Presentation on " Oil Cess " by Capt Deepak Kapoor, DDG (Tech) DG Shipping
1913	1030	Tea Break
1915	1045	Presentation on " Tier-I PR Equipment " for Ports and Oil Companies" by D (FE)
1917	1100	Discussion on Previous Actionable Points
1919	1200	Discussion on New Agenda Points
1921	1300	Closing Address by DGICG
1923	1310	Lunch

16th NATIONAL OIL SPILL DISASTER CONTINGENCY PLAN (NOS-DCP)
AND PREPAREDNESS MEETING - 19 APR 2011

LIST OF PARTICIPANTS

Sl.	Name	Designation	Organisation
01	Vice Adm Anil Chopra, AVSM	Chairman	Indian Coast Guard
02	IG SPS Basra, YSM,PTM,TM	COMCG (West)	Indian Coast Guard
03	IG SP Sharma, PTM, TM	COMCG(East)	Indian Coast Guard
04	DIG BS Yadav, PTM	COMCG (NW)	Indian Coast Guard
05	DIG GP Raj	Oi/C PRT (East)	Indian Coast Guard
06	DIG AKS Chauhan, TM	CLO	Indian Coast Guard
07	DIG BK Loshali	COMDIS - 4	Indian Coast Guard
08	Commandant SD Sonak	Oi/C PRT (West)	Indian Coast Guard
09	Comdt Donny Michael	Director (FE)	Indian Coast Guard
10	Comdt T Sashi Kumar	NA to DGICG	Indian Coast Guard
11	Comdt SSN Bajpai	CSO(Ops)/RHQ(A&N)	Indian Coast Guard
12	Comdt PK Mishra	O-i/c CGTC	Indian Coast Guard

Sl.	Name	Designation	Organisation
13	Mr. Srinivasa Naik	Director	Ministry of Shipping (MoS)
14	Mr. Dependra Pattak	Director	Ministry of Petroleum and Natural Gas (MOP&NG)
15	Capt. V Khandori	Director(Plans)	FODAG
16	Cdr K Vrg	JDNO	DNO/IHQ MOD(Navy)
17	Capt. Deepak Kapoor	DDG (Tech)	DG(Shipping)/Mumbai
18	Mr. KK Darad	Head Environment	Directorate General of Hydrocarbons (DGH)
19	Mr. K Singh	Chief Manager	Directorate General of Hydrocarbons (DGH)
20	Dr. MT Babu	Scientist	National Institute of Oceanography (NIO)
21	Mr. SK Bhalla	Tech. Advisor	Indian National Shipowner's Association (INSA), Mumbai
22	Capt S Sainath	State Port Officer	Tamil Naidu Maritime Board
23	Capt. M Anbarasan	Port Officer	Tamil Naidu Maritime Board
24	Mr. Atul Sharma	Environment Engineer	Gujarat Maritime Board
25	Mr. Pramod P Nair	Asst Director (Marine)	Dte of Log/Custom and Central Excise

Sl.	Name	Designation	Organisation
26	Capt. B Choudhary	General Manager (Marine)	Reliance Industries Ltd (E&P)
27	Mr. RK Raju	GM-HSE	Reliance Industries Ltd (E&P)
28	Mr. Sudhanshu Goswami	DGM	Reliance Industries Ltd
29	Mr. Abhijit Das	Field Engg HSSE	BG Exploration and Production (India)
30	Mr. S Ulaganathan	HSE Advisor	Hardy Exploration and Production (India)
31	Mr. Anil Phukat	Manager HSE	Hindustan Petroleum Corporation Ltd (HPCL)
32	Mr. Paul Joseph	Manager (E&E)	Kochi Refineries Ltd.
33	Mr. VC Sati	DGM	Indian Oil Corporation Ltd.
34	Dr. JS Sharma	DGM-Chem Corporation Ltd.	Oil and Natural Gas
35	Mr. Ashik Deshpande	CE(E) Corporation Ltd.	Oil and Natural Gas
36	Mr. SN Mukherjee	Chief Manager Safety	Bharat Petroleum Corporation Ltd.
37	Mr. Sowresh Gon	Sr. Manager	Cairn Energy India Pvt Ltd.

Sl.	Name	Designation	Organisation
38	Mr. Arun Abraham	Manager Drilling HSE	Cairn Energy India Pvt Ltd.
39	Capt Alok Kumar	Dy General Manager	ESSAR Group Ltd, Gujarat
40	Mr. Ajay M Patel	Manager - QHSE	Gujarat State Petroleum Corporation Ltd.
41	Mr. Nivin Das	Sr. HSE Engineer	Niko Resources Ltd (GSPC)
42	Mr. GH Trivedi	Sr. Env Engineer	Gujarat Pollution Control Board
43	Dr. S Balaji	Addl Chief Env Engineer	Tamil Nadu Pollution Control Board
44	Mr. MS Mythili	Chief Environment Engineer	Kerala Pollution Control Board
45	Capt Paramjeet Singh	Harbour Master	Mormugao Port Trust
46	Capt. HK Sibal,	Dy Conservator	Kandla Port Trust
47	Dr. G.S. Rao	Chief Operation Manager	Kandla Port Trust(OOT),
48	Capt. P. Mohanty	Harbour Master	New Mangalore Port Trust
49	Capt. BS Kumar	Sr. Dock Master	Jawaharlal Nehru Port Trust

Sl.	Name	Designation	Organisation
50	Capt. PT Sadanandan	Dock Master	Chennai Port Trust
51	Capt. VVA Pereira	Harbour Master	Mumbai Port Trust
52	Mr. C Jagadesan	Fire-cum-Asstt Safety Officer	Tuticorin Port Trust
53	Capt. Shaji Abraham	Harbour Master	Cochin Port Trust
54	Capt. S Sarveswara Rao	Sr. Manager (Marine)	Krishnapatnam Port Company Ltd.