



INDIA

SPILL NOTIFICATION POINT

National Centre (for oil & HNS) Indian Coast Guard (operations) Ministry Of Defence Government Of India Coast Guard Headquarters National Stadium Complex New Delhi 1100 01	Tel: +91-11-23384934 Fax: +91-11-23383196 E-mail: dte-ops@indiancoastguard.nic.in vprotect@indiancoastguard.nic.in
Western Region Indian Coast Guard Regional Headquarters (West) Worli Sea face Worli Colony Worli, Mumbai - 400 030	+91-022-24371932/24370491/24323206 +91-022-24332554/24301455 +91-022-24333727 rhq-west@indiancoastguard.nic.in
Eastern Region Indian Coast Guard Regional Headquarters (East) Rajaji Salai, Near Napier Bridge Chennai - 600 009	Tel: +91-44-25391718/23460450 Ops: +91-44-25395016 Fax: +91-44-23460423 E-mail: ops-east@indiancoastguard.nic.in , rhq-east@indiancoastguard.nic.in
North West Region Block No. 10 & 11, Post Box No. 09 Gandhi Nagar, 382010	Tel: +91-79-23243315/23243316 Ops: +91-79-23243264/3283/3292 Fax: +91-79-23243305 E-mail: rhq-nw@indiancoastguard.nic.in
Andaman & Nicobar Islands Indian Coast Guard Regional Headquarters (A&N) PO Box No, 716, Haddo (Post), Port Blair - 744102	Tel: +91-3192-231638/232027/230947 Ops: +91-3192-232681 Fax: +91-3192-245942 E-mail: rhq-an@indiancoastguard.nic.in

COMPETENT NATIONAL AUTHORITY

Ministry of Defence 104, South Block, New Delhi	Tel: 23012286 Fax: 23015403
Ministry of Home Affairs Central Secretariat New Delhi - 110 001	Tel: 23092161/23092011 Fax: 23093750/ 23092763

RESPONSE ARRANGEMENTS

The Indian Coast Guard is the designated national authority for oil spill response in Indian waters under the National Oil Spill-Disaster Contingency Plan (NOS-DCP) promulgated in 1996 and last updated in 2006. Under the Plan, responsibility for coordinating a response is vested in the regional commanders for their area and jurisdiction. The Ministry of Defence is the administrative ministry for implementing the plan and for coordinating with other ministries. The Ministry of Home Affairs is the focal point for any disasters



INDIA

at sea. Other ministries, oil companies, port authorities and maritime states are also stakeholders in the Plan. There are three response centres: - in Mumbai, Chennai and Port Blair, each with qualified personnel and a well-stocked inventory of response equipment. Limited capabilities exist with the Coast Guard at Kochi and Vadinar on the west coast.

Oil handling facilities and offshore installations would be expected to handle Tier 1 incidents and respond to spills in their designated area. However, the Coast Guard would take over the operation if the spill were beyond the capability of the facility concerned or where the response capability has not been developed. Outside of oil handling facilities and offshore installations, all spills are handled by the Coast Guard. The Coast Guard would coordinate with various resource agencies during a response, as laid out in the NOS-DCP. The regions have individual contingency plans to deal with spills in their area.

Beach and shoreline clean-up is allocated to the pollution control boards of respective coastal states and the port authorities in port areas. The Coast Guard would provide assistance as required.

RESPONSE POLICY

The preferred response policy is mechanical recovery. The Coast Guard insists on prior approval for the use of dispersants. The eco-sensitivity of the areas is normally taken into consideration before dispersant use can be authorised. It is essential that the dispersants are tested and certified by the National Institute of Oceanography, Goa or such recognised laboratory, for use in Indian waters. The Coast Guard has issued national guidelines for the use of dispersants. Bioremediation and *in-situ* burning arrangements are in their initial stages. Under the NCP, recovered oil is to be stored in temporary pits until it can be transferred to reception facilities.

EQUIPMENT

Government

The Coast Guard inventory consists of containment, recovery and dispersant equipment of different capabilities, including both aerial and vessel-based systems. Some port facilities and oil companies have also developed limited capabilities for oil spill response. The Coast Guard aims for all ports, facilities and offshore installations to have a Tier 1 response capability.

Private

The Oil and Natural Gas Corporation (ONGC) has a stock of booms and dispersant at Mumbai. There are also some other private offshore operators with stocks of oil spill response equipment. A number of supply vessels are equipped with ship-board spray systems. As at January 2004, about 20 offshore operators had set up or were in the process of setting up Tier 1 response facilities.

PREVIOUS SPILL EXPERIENCE

The Coast Guard has experience in response activities based on incidents, regular exercises and involvement in related activities. The LAJPAT RAI in Bombay Port (1984) and PUPPY P (1989) occurred offshore but led to shoreline oiling. Oil from the MAERSK NAVIGATOR spill in 1993 was monitored by Coast Guard aircraft and treated with dispersant from a Coast Guard cutter. In 2010 containership MSC CHITRA was involved in a collision in the approaches to the Port of Mumbai, India, spilling approximately 800 tonnes of IFO 380 and losing more than 300 containers, including dangerous goods. The Indian Coastguard initially responded to oil at sea with dispersants. Oil subsequently stranded along shorelines to the south and east of Mumbai, including extensive mangrove and mudflat areas. International assistance was brought in to help manage and supervise the local shorelines response effort.



INDIA

HAZARDOUS AND NOXIOUS SUBSTANCES (HNS)

Response policies and procedures for spills of HNS are similar to those for oil. Plans are underway to introduce the legislation necessary for India to ratify OPRC-HNS. A contingency plan for dealing with chemical spills is under consideration. In 2006 the LPG tanker vessel KEW BRIDGE, carrying a cargo of 8,798 tonnes of butane gas, ran aground near the Finolex Terminal, Ratnagiri, Maharashtra. The terminal was closed down by the authorities whilst the vessel was still aground, the surrounding villages were evacuated for a day, and a fishing ban was imposed. The vessel was lightered by pumping out the bunkers and removing 2,000 tonnes of butane gas to a second LPG tanker and safely refloated without spillage. India experienced a spill involving palm oil in 2006.

CONVENTIONS

Prevention & Safety					Spill Response		Compensation						
MARPOL 73/78		Annexes III IV V VI			OPRC '90	OPRC -HNS	CLC '69	CLC '76	CLC '92	Fund '92	Supp Fund	HNS*	Bunker
✓	✓	✓	✓	✓	✓				✓	✓			

* not yet in force

REGIONAL AND BILATERAL AGREEMENTS

The Regional Contingency Plan for South Asia sponsored by the United Nations Environment Programme (UNEP) under the UN Regional Seas Programme has been finalised. The participating countries are India, Sri Lanka, Maldives, Bangladesh and Pakistan. The Plan envisages mutual cross border assistance and movement of equipment and personnel for response to an oil spill. However the MoU giving effect to the provisions of the Plan is yet to be signed.

Date of issue: December 2011

Terms & Conditions

These Country Profiles are provided in good faith as a guide only and are based on information obtained from a variety of sources over a period of time. This information is subject to change and should, in each case, be independently verified before reliance is placed on it. Country Profiles may have been re-issued solely to incorporate additional or revised information under one heading only. Each Profile has therefore not necessarily been completely verified or updated as at the stated Date of Issue.

The International Tanker Owners Pollution Federation Limited ("ITOPF") hereby excludes, to the fullest extent permitted by applicable law, any and all liability to any person, corporation or other entity for any loss, damage or expense resulting from reliance on or use of these Country Profiles.

©The International Tanker Owners Pollution Federation Limited (ITOPF) 2011.

These Country Profiles may be reproduced by any means for non-commercial distribution without addition, deletion or amendment, provided an acknowledgement of the source is given and these Terms & Conditions are reproduced in full.

These Country Profiles may not be reproduced without the prior written permission of ITOPF either for commercial distribution or with addition, deletion or amendment.