



PAKISTAN

SPILL NOTIFICATION POINT

Maritime Security Agency (MSA) National Maritime Pollution Control Centre (NMPCC) KDLB Building P.O. Box 13333 West Wharf Road Karachi - 74000	Tel: +92-21 921 4954/4619 NMPCC +92-21 9214624 (24hrs) Fax: +92-21 9214625 Tlx: 25988 MERSEC PK 25771 MERSEC PK 23378 MERSEC PK
Or: Directorate of Ports & Shipping Ministry of Ports & Shipping 12 Mai, Kolachi Bypass Karachi 74200	E-Mail: mrccpmsa@cyber.net.pk Tel: +92-21 920 4196 Fax: +92-21 920 6407
Or: Harbour Master/Pollution Control Department, Port of Karachi	General Manager, Harbour Master Tel: +92-21 921 4375 Pollution Control Department Tel: +92-21 921 4530 ext. 2561

COMPETENT NATIONAL AUTHORITY

The competent national authority for oil spill response is the MSA. Contact details are as for spill notification point above.

RESPONSE ARRANGEMENTS

In October 2007 Pakistan's Prime Minister approved in principle the proposed National Marine Disaster Contingency Plan, drawn up in the wake of the 2003 TASMAR SPIRIT incident. The Plan has been divided into 3 major areas to deal with spillage, including Hazardous and Noxious Substances, search and rescue operations and salvage operations. The overall responsibility for oil pollution incidents within Pakistan's 200 mile Exclusive Economic Zone lies with the Director General of the Maritime Security Agency (MSA). The MSA, under the control of the Ministry of Defence, has practical control in pollution incidents. The port authorities control spill response within port limits. However, since response resources are relatively limited, they are likely to call for assistance from the MSA. When oil impacts the coastline the relevant Provincial Government is responsible for clean-up although it is likely they too would turn to the MSA for assistance. In a major incident, the spiller would be called upon to provide resources and equipment.

RESPONSE POLICY

Limited response resources are available in Pakistan which allow for some mechanical recovery of oil at sea and the application of dispersants from vessels and a helicopter. In ports and inshore areas, limited mechanical containment and recovery is likely. Shoreline cleaning will be primarily manual using local manpower and materials.



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EQUIPMENT

Government & Private

Specialised oil spill response equipment is limited to that held by the Karachi Port Trust (KPT), which would be deployed and operated by MSA onboard their patrol vessels (dispersant, spraying equipment and skimmers). There is a single helicopter dispersant application system available. A number of KPT, MSA and military personnel have received oil spill response training.

Since the TASMAN SPIRIT spill a Mutual Oil Spill Auxiliary Committee (MOSAC) has been formed. This comprises a group of oil-handling companies that, under direction from the Director of Ports and Shipping, have been requested to maintain a Tier 1 stockpile of oil spill response equipment (boom, skimmers, sorbent), enough to deal with a few tens of tonnes of spilled oil.

There are no significant privately owned stocks of response equipment in Pakistan, nor specialist spill response contractors. Mechanical equipment and manpower for beach cleaning are readily available from provincial government and private sources.

PREVIOUS SPILL EXPERIENCE

The YASHIKA 6 (1998) spilled furnace oil in an area west of Karachi. Clean-up operations at sea were limited by the weather and the availability of resources. No oil reached the shoreline. The TASMAN SPIRIT grounded at the entrance of Karachi port in July 2003, spilling an estimated 30,000 tonnes of Iranian crude oil, some of which stranded on nearby tourist beaches. A major salvage and cleanup operation was launched. Given the easily dispersible nature of the oil, permission was given for large-scale dispersant use and aerial application equipment was brought in from abroad. The main clean up of Karachi's sandy beaches was undertaken by government, military and private resources over a period of several months.

HAZARDOUS & NOXIOUS SUBSTANCES (HNS)

Pakistan has had no experience of ship-source HNS incidents, but it is understood that spills of HNS would be dealt with according to the National Marine Disaster Contingency Plan in a similar manner to oil spill incidents. Pakistan is making steps towards ratifying OPRC-HNS and the HNS Convention. Port Qasim Authority and the Karachi Port Trust would be able to provide on-site monitoring and the MSA would be able to offer modelling support.

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



PAKISTAN

COUNTRY PROFILES
A Summary of Oil Spill Response Arrangements
& Resources Worldwide

REGIONAL and BILATERAL AGREEMENT

South Asia Cooperative Environment Programme with Sri Lanka, India, Bangladesh and The Maldives (established by UNEP).

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