

सत्यमेव जयते

# **INDIAN COAST GUARD**

**(MINISTRY OF DEFENCE)**

**PROCEEDINGS OF THE  
27<sup>TH</sup> NOS-DCP AND PREPAREDNESS MEETING  
05 OCT 2025**

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EP/0720/27<sup>th</sup> NOSDCP meeting dated 28 Oct 25

### **Proceedings of the 27<sup>th</sup> National Oil Spill Disaster Contingency Plan (NOSDCP) and Preparedness Meeting held at Chennai on 05 Oct 2025**

1. The 27<sup>th</sup> National Oil Spill Disaster Contingency Plan (NOSDCP) and Preparedness Meeting was successfully conducted on 05 October 2025, in Chennai, under the Chairpersonship of Director General Paramesh Sivamani, AVSM, PTM, TM, DGICG & Chairperson, NOSDCP. The meeting witnessed the enthusiastic participation of 116 representatives from various Central Ministries, State Government Departments, Major and Non-Major Ports, and Oil Handling Agencies (OHAs)..
2. In his inaugural address, the Chairperson welcomed all delegates. The full text of the inaugural address is placed at **Annexure '1'**.
3. Following the opening remarks, Commandant Kundan, Joint Director (Environment), delivered a presentation on the overview of the NOSDCP, highlighting key activities undertaken since the previous meeting held in Nov 2024. The presentation underscored the Indian Coast Guard's (ICG) initiatives, along with efforts by other resource agencies, to strengthen pollution response preparedness. It also emphasized the urgent need for timely provisioning of pollution response equipment at respective facilities to meet NOSDCP obligations. A handout of the presentation is included at **Annexure '2'**.
4. The meeting featured detailed deliberations on several critical issues, including:-
  - 4.1. Vetting of Oil Spill Contingency Plans (OSCPs) for major ports, non-major ports, OHAs, and coastal states.

- 4.2. Formulation of CMGs of Coastal States/ UTs.
  - 4.3. Formulation of Hazardous and Noxious Substances (HNS) Response Contingency Plans by ports and facilities handling HNS cargo.
  - 4.4. Conduct of training and mock drills for shoreline clean-up.
  - 4.5. Pre-contractual OSRO agreement for tankers entering Indian ports.
  - 4.6. Revision of PR inventory in respect of ports (Appendix F 2.1 of NOSDCP-2015) by committee constituted by MoPSW.
5. The discussions and decisions regarding actionable points from the previous meeting and newly introduced agenda items are documented at **Annexures '3' and '4'**, respectively.
6. Director General Paramesh Sivamani, Chairperson NOSDCP, presented the following awards in recognition of environmental protection efforts:-
- 6.1. 'Samudri Paryavaran Sanrakshan Trophy- 2025' to New Mangalore Port Authority.
  - 6.2. 'Tel Udhog Paryavaran Sanrakshan Trophy-2025' to ONGC Western Offshore, Mumbai.
7. In his concluding remarks, the Chairperson appreciated the active engagement of all stakeholders and urged continued vigilance and preparedness in pollution response activities. He emphasized the importance of strategic planning, seamless inter-agency coordination, and efficient resource mobilization to protect the maritime environment. The concluding address is available at **Annexure '5'**.
8. Photographs and key moments from the meeting are compiled at **Annexure '6'**, The meeting programme and the list of attendees are placed at **Annexures '7' and '8'**, respectively.



(Ravindra Kumar)  
Deputy Inspector General  
Principal Director (Environment)  
Secretary NOSDCP



# **INAUGURAL ADDRESS**

**BY**

**DIRECTOR GENERAL PARAMESH SIVAMANI,  
AVSM, PTM, TM  
DIRECTOR GENERAL INDIAN COAST GUARD  
CHAIRPERSON, NOSDCP**

## **Annexure '1'**

(Refers to para 2 of CGHQ Letter EP/0720/27<sup>th</sup> NOSDCP meeting dt 28 Oct 25)

### **INAUGURAL ADDRESS BY DGICG CHAIRPERSON, NOSDCP 27<sup>TH</sup> NOSDCP MEETING AT CHENNAI - 05 OCT 25**

1. It is my privilege to extend a warm welcome to each one of you to the 27<sup>th</sup> Meeting of the National Oil Spill Disaster Contingency Plan.
2. As we gather under the banner of this vital forum, we are reminded that our oceans; covering over 70% of our planet, are not merely vast water bodies, but complex and fragile ecosystems. They regulate our climate, sustain biodiversity, and support millions of lives. Yet today, these invaluable resources are increasingly threatened by marine pollution and the growing impact of climate change.
3. Our duty to protect the marine environment is not only a strategic necessity but a binding responsibility under both international conventions and national mandates. This meeting offers an essential opportunity to assess our preparedness, strengthen our response frameworks, and share lessons learned from real-world contingencies.
4. Our Honourable Prime Minister, Shri Narendra Modi, has emphasized the strategic importance of the maritime domain, stating: *"The Blue Economy is going to be an important source of Aatmanirbhar Bharat. Our vision is to improve ease of doing business and invest in world-class maritime infrastructure."* As India rapidly expands its port infrastructure and inland waterways under the **Amrit Kaal Vision 2047**, maritime activity is expected to rise significantly. This necessitates a coordinated, future-ready approach to environmental protection and spill response.
5. India imports nearly 70% of its crude oil, a significant portion of which flows through the Gulf of Kutch, a region of immense ecological and strategic importance. To safeguard this area, the Indian Coast Guard has conducted a comprehensive Oil Spill Risk Assessment and deployed a dedicated Pollution Response Vessel. A unified Oil Spill Response Action Plan has been formulated, ensuring seamless coordination among all stakeholders.
6. We are also acquiring state-of-the-art Pollution Response Vessels, first of which is expected to be delivered by November this year to further strengthen our capabilities.

7. Let us move forward with a shared commitment to protect our oceans; today, and for generations to come.
8. Ladies and Gentlemen, training remains an ongoing imperative, and I am pleased to report that we have so far conducted 38 OPRC IMO Level courses, wherein 436 personnel have completed the Level-1 course, 105 personnel Level-2 course and 16 personnel Level-3 course since the last NOSDCP meeting. I request all the stakeholders to depute maximum strength for the OPRC courses as the participation in the last one year has been low.
9. Additionally, training in Hazardous and Noxious Substances has also been conducted for ICG officers. Three HNS operational level courses were conducted in 2025 by RMPRC at Chennai and a total of 60 ICG officers have been trained. The training on HNS response is crucial for discharging new mandate of HNS response at sea. Post adequate capability development of ICG, we will be extending the training for stakeholders in line with the OPRC courses.
10. Insofar as policy imperatives are concerned, the National Crisis Management Plan for HNS has been approved by MOD and it lays down the framework for effective response to HNS spills including response guidance and standard operating procedures for such eventualities.
11. I am encouraged to note that proactive response of all the stakeholders during the recent incidents off the coast of Kerala, averted major catastrophe and ensured timely shoreline clean-up. The coordination of various agencies and participation from all stakeholders has resulted in no major oil spill incidents in Indian waters since our last annual gathering.
12. I also commend the state authorities of West Bengal, Odisha, Andhra Pradesh, Goa and UT administration of A&N islands and Lakshadweep for expeditious formulation of crisis management groups, as mandated by the NOSDCP. I exhort the remaining states i.e. Gujarat, Maharashtra and Kerala to establish CMGs at the earliest for effective response mechanism and safeguarding the coastal populace.
13. The timely formation of these groups is crucial for effectively addressing unforeseen oil

spills. Equally noteworthy is the coordinated effort by all stakeholders and the ICG in managing the potential spill disaster from sinking of MV-MSA Elsa-3 carrying hazardous cargo and nurdles. The coordinated efforts by all stakeholders are praise worthy and I commend the proactive approach of DG Shipping and Kerala State authorities. ICG's proactive stance through Operation 'Sahayata' successfully mitigated risks to the coastal regions of Kerala and Karnataka.

14. The fire onboard MV Wan Hai 503, MV Interasia Tenacity and grounding of MT Fulda post explosion onboard within the port limits of Deendayal Port serves as a reminder that we must remain vigilant, particularly during the monsoon season and adverse weather conditions.

15. I must also acknowledge the commendable efforts of committee members from Indian Ports Association - MoP&SW, OISD, DGH, who in coordination with the ICG have initiated the centralized vetting of Oil Spill Contingency Plans for major ports and Oil Handling Agencies. OSCP of five major ports have been vetted by the committee and remaining plans are also being progressed for vetting. It is now incumbent on the major ports to maintain required preparedness as per contingency plan and update the plan as required.

16. Similarly, a committee has also been established at all Coast Guard Regional Headquarters for the centralized analysis and vetting of OSCPs for Non-Major Ports. OSCPs of six Non-Major ports have been vetted by the committee and 23 plans are being expeditiously progressed. I exhort the non-major ports to liquidate the deficiencies and observations of the committee and re-submit the plans for vetting. To enhance our international reach, IMO Level I & II training for 27 officers and 26 sailors from seven friendly foreign countries has been conducted at the RMPRC training facility since last NOSDCP meeting.

17. In line with our commitment to innovation, we are integrating advanced technologies to enhance oil spill detection and developing real-time surveillance across our Exclusive Economic Zone to better monitor and respond to marine pollution. As our Honourable Prime Minister, Shri Narendra Modi, said and I quote "Preparedness is not an option - it is a necessity" unquote. Guided by this, we continue to strengthen our readiness through investment in systems and skills for a safer maritime environment.

18. I sincerely thank all participants for their active contributions, reflected in the action-taken reports and insightful proposals. I am sanguine you will diligently implement the forum's directives to protect our marine ecosystems from oil spills.

19. With these remarks, I look forward to productive and purposeful discussions ahead.

**Thank you, Vayam Rakshamah, Jai Hind!**

**PRESENTATION ON 'NOSDCP OVERVIEW'**

**BY**

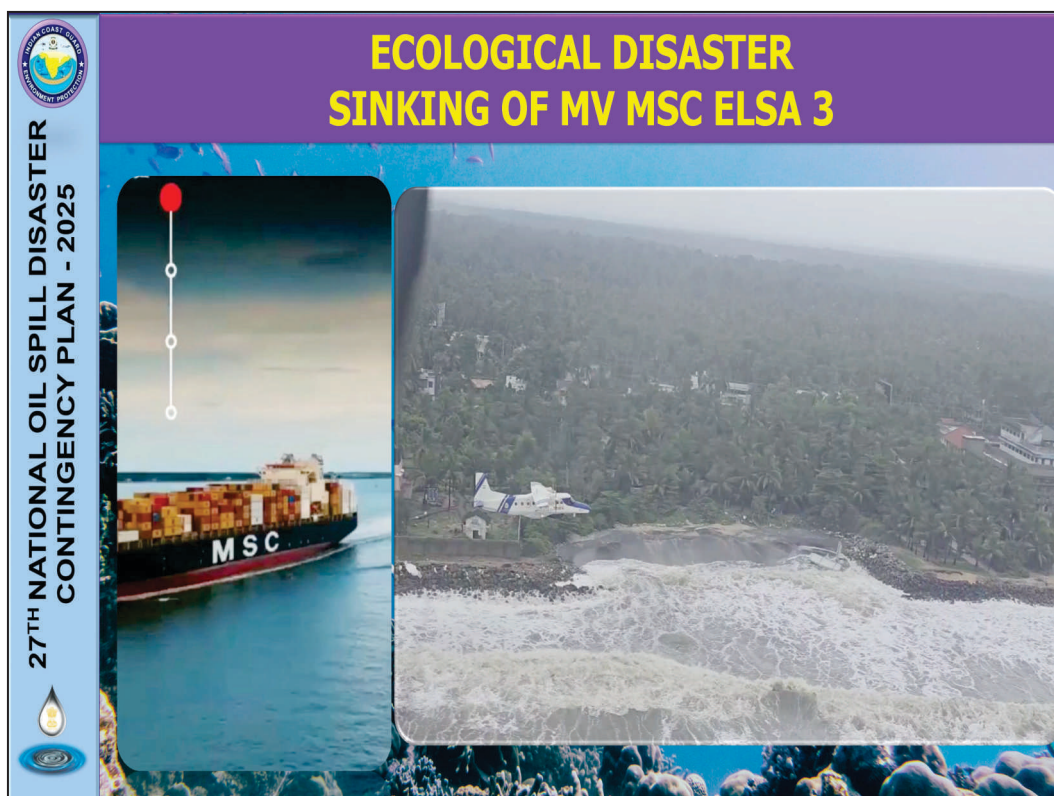
**COMMANDANT KUNDAN  
JOINT DIRECTOR (FISHERIES & ENVIRONMENT)  
INDIAN COAST GUARD**

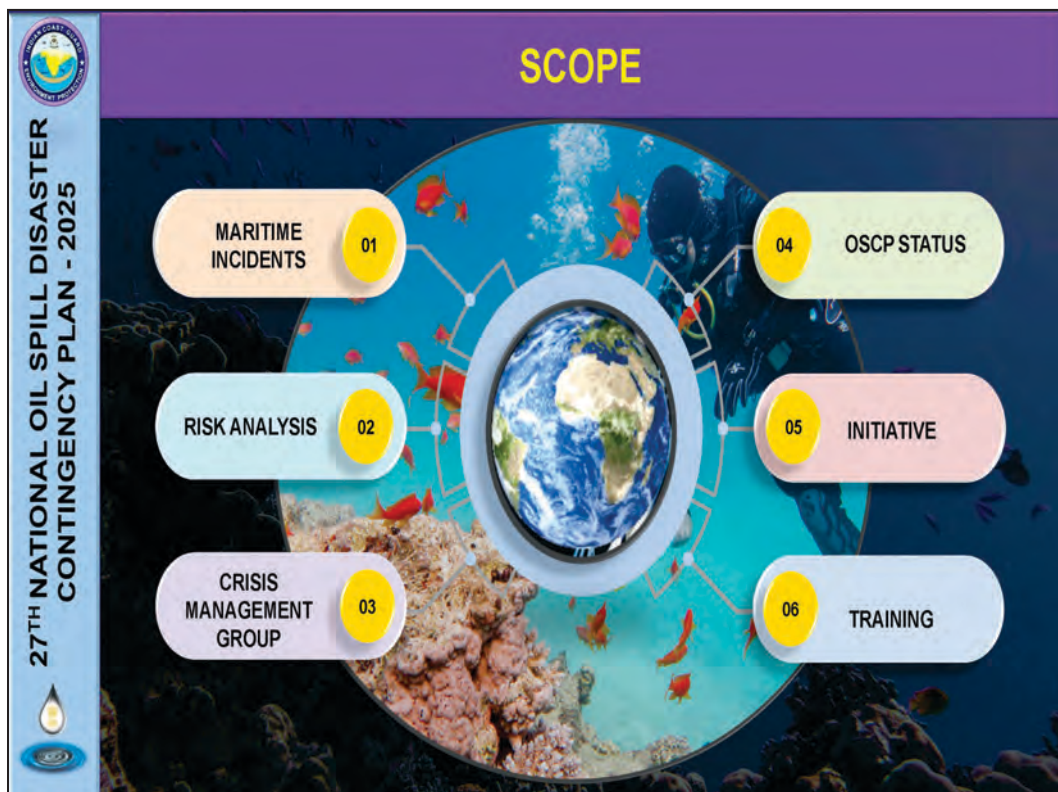


## Annexure '2'

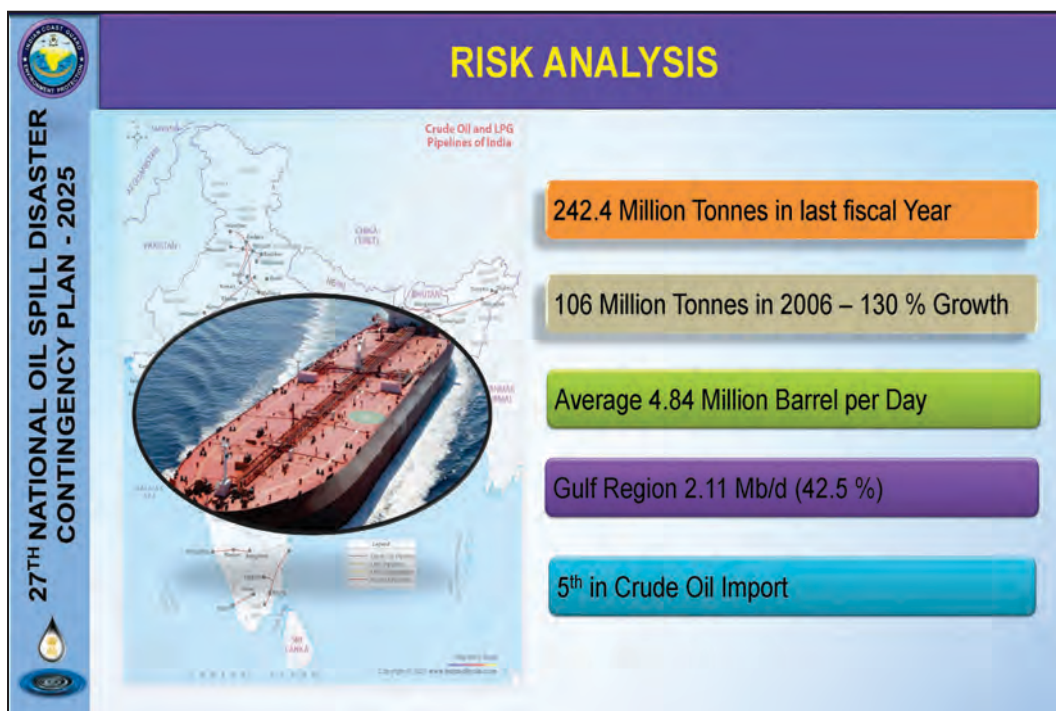
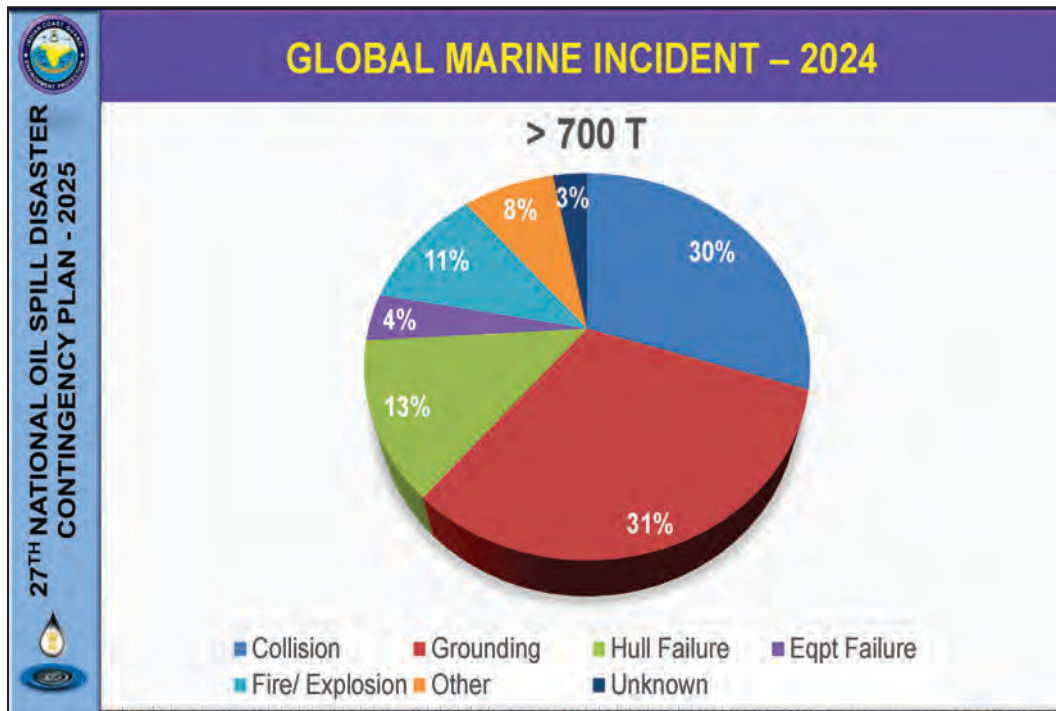
(Refers to para 3 of CGHQ Letter EP/0720/27<sup>th</sup> NOSDCP meeting dt 28 Oct 25)

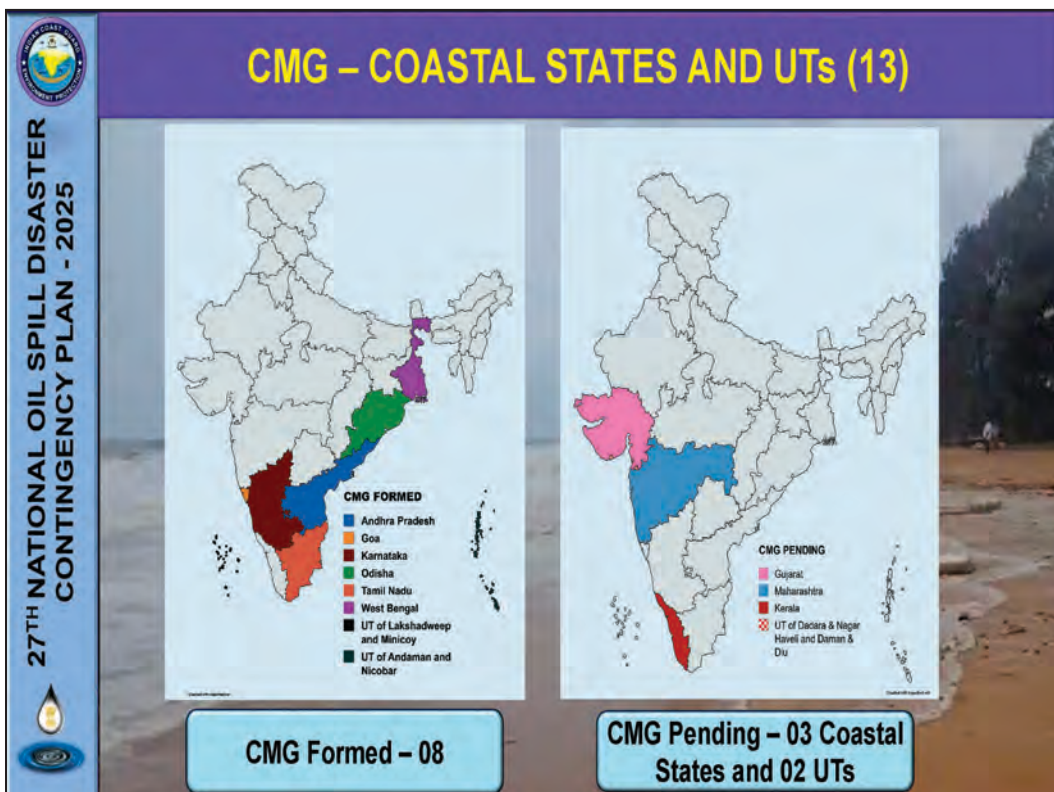
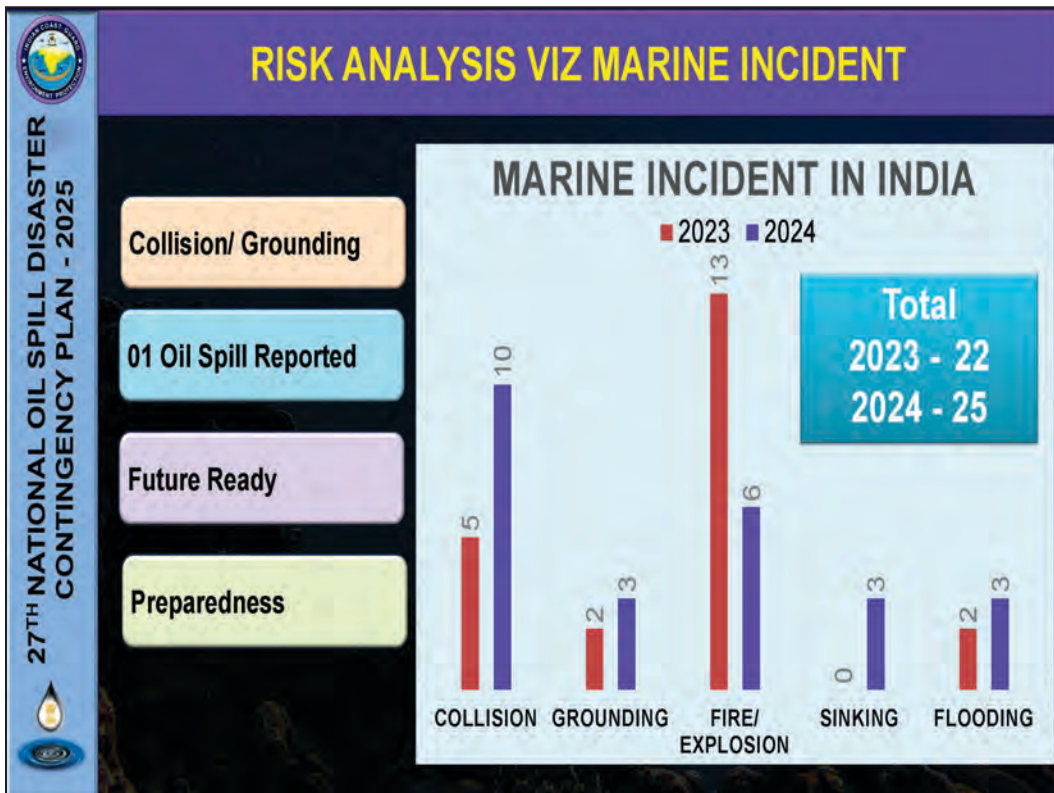
### OVERVIEW OF NOSDCP



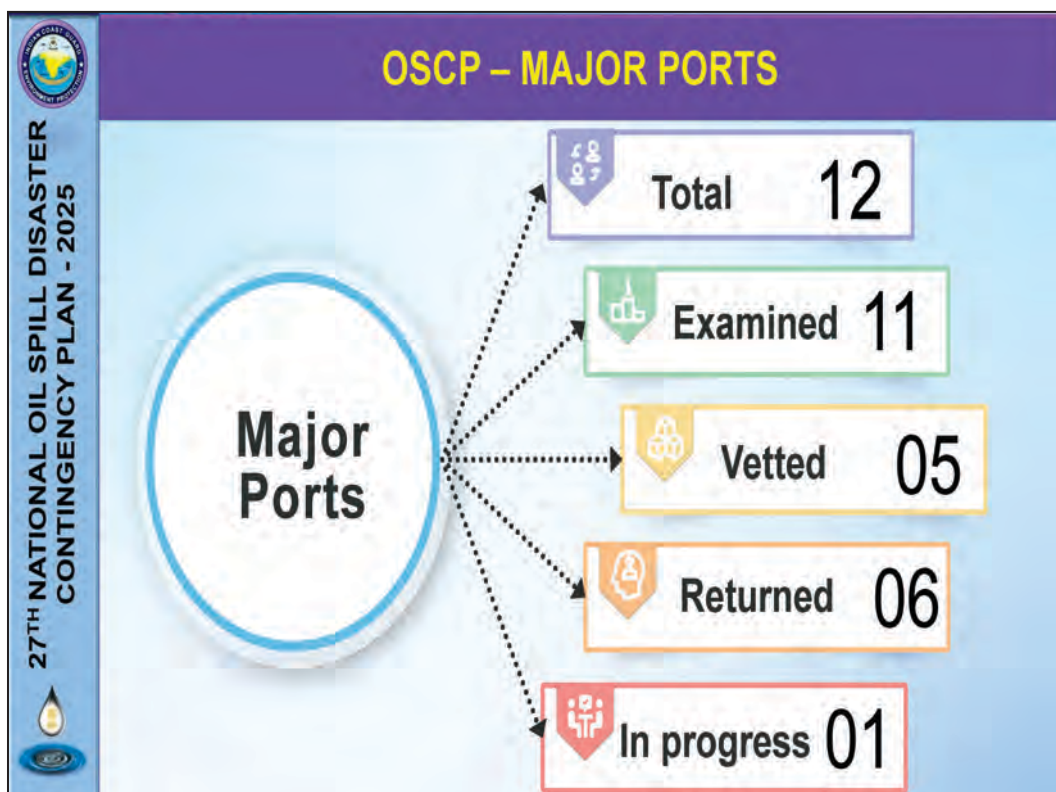
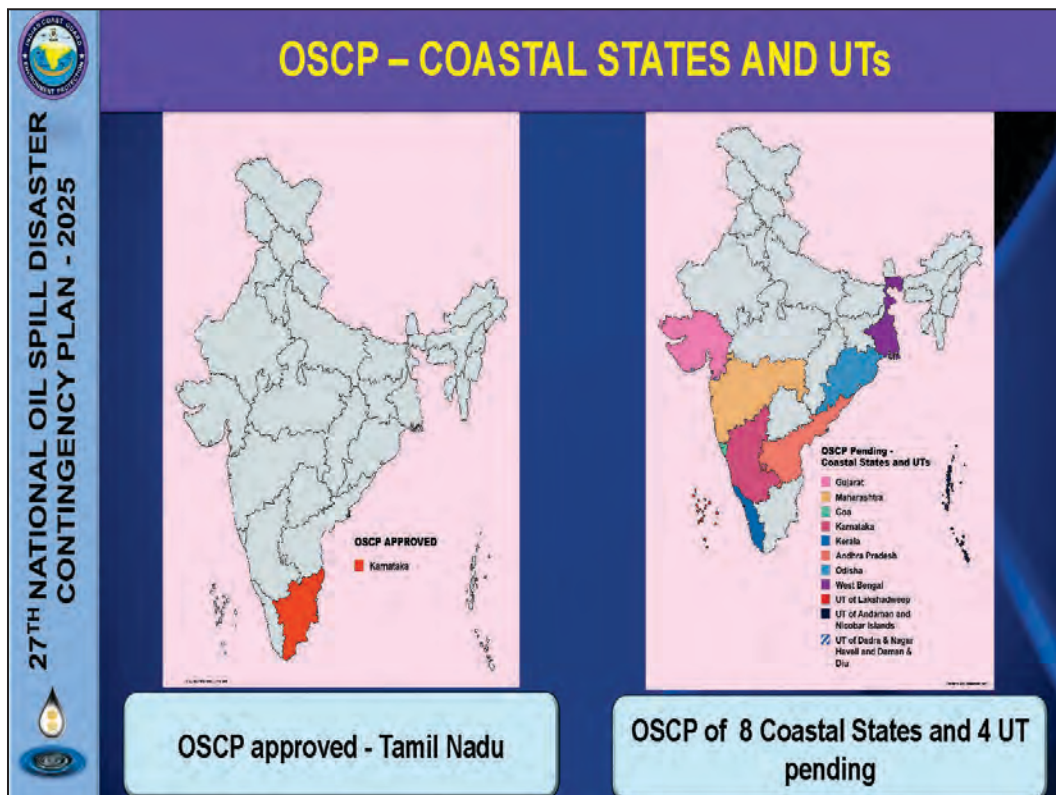


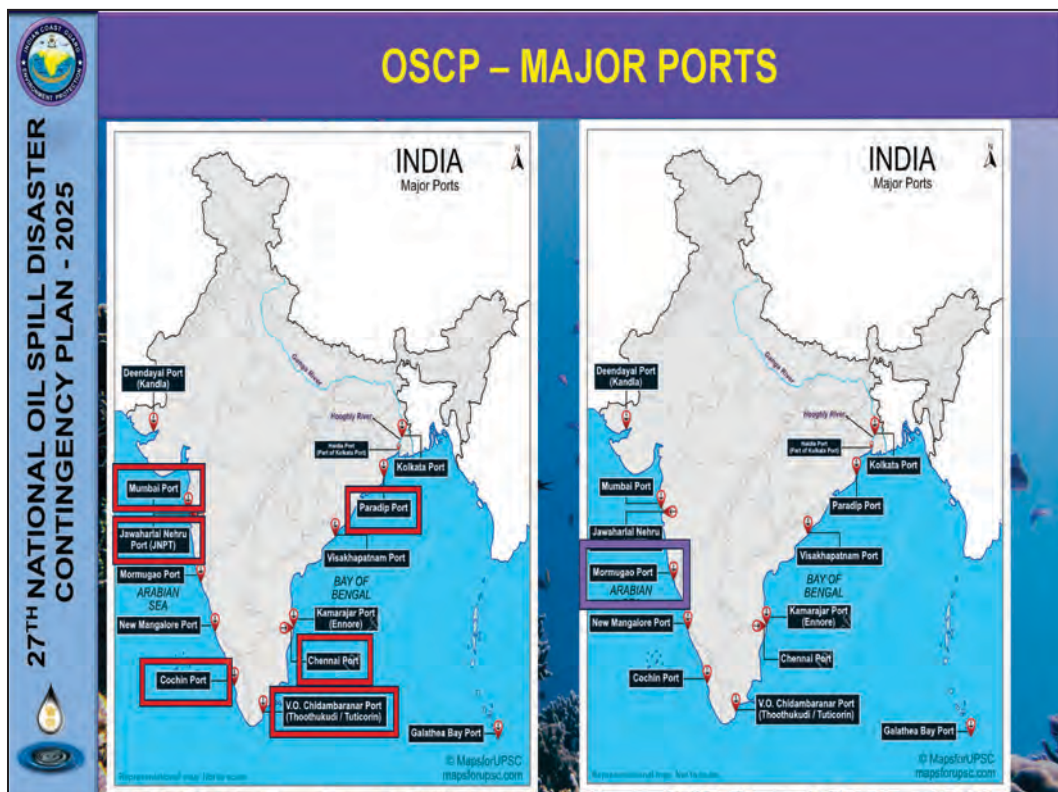




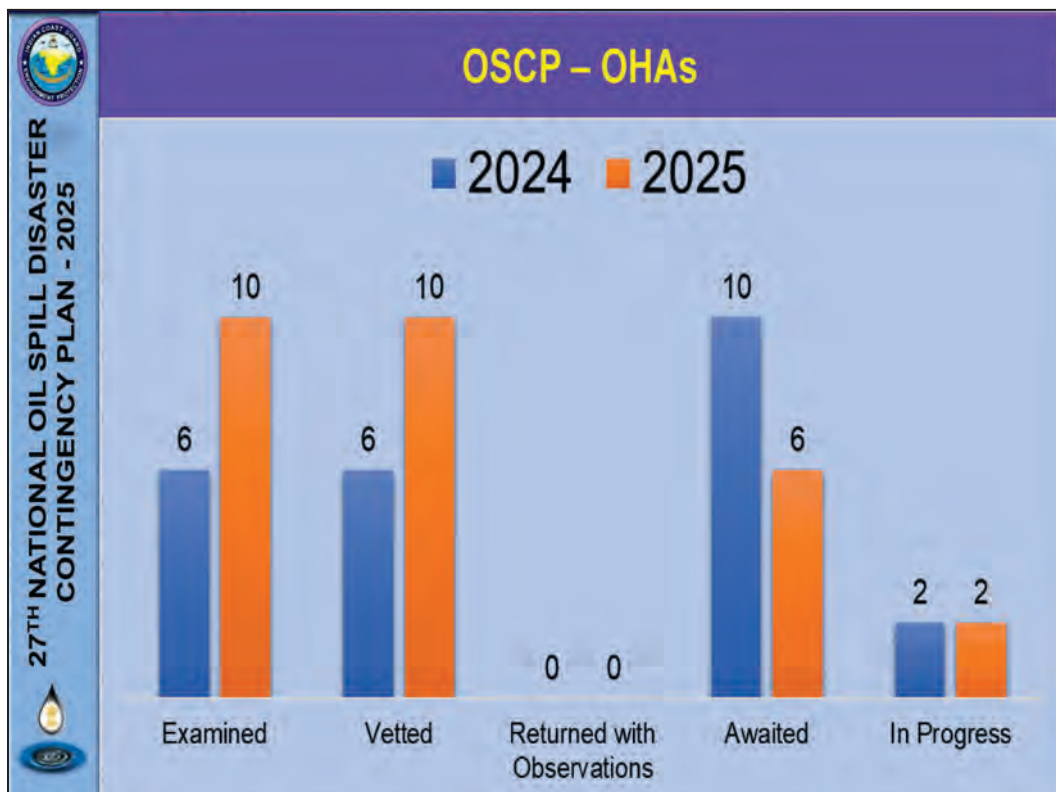
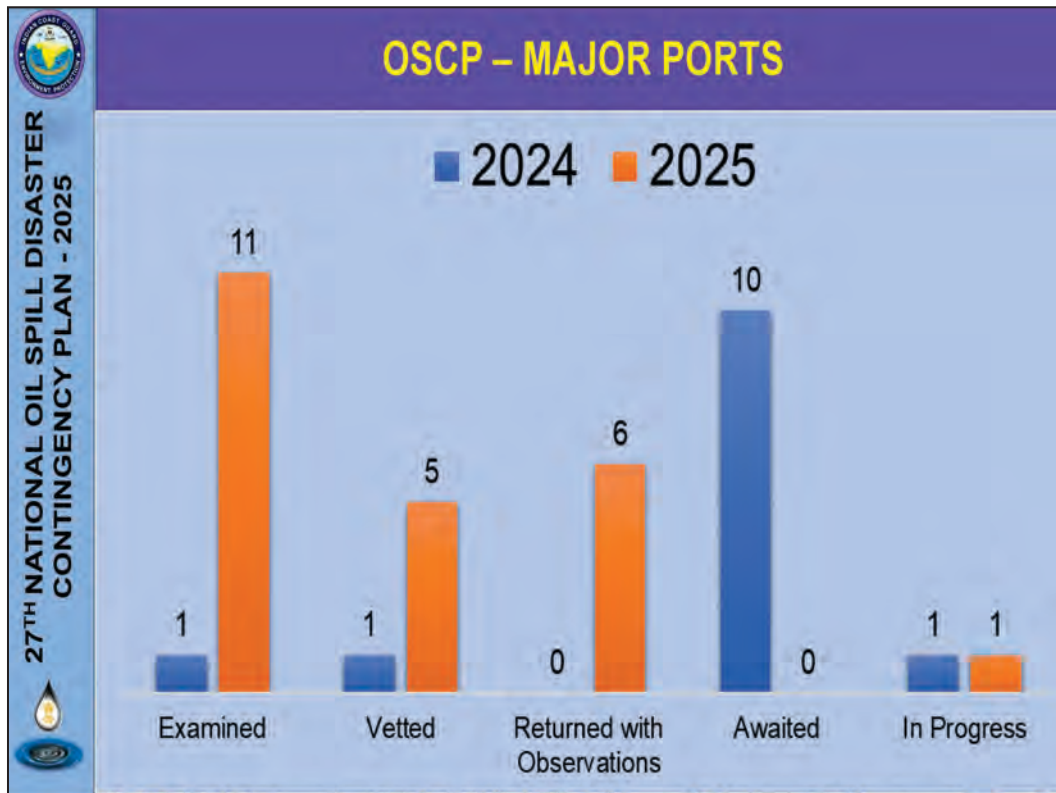


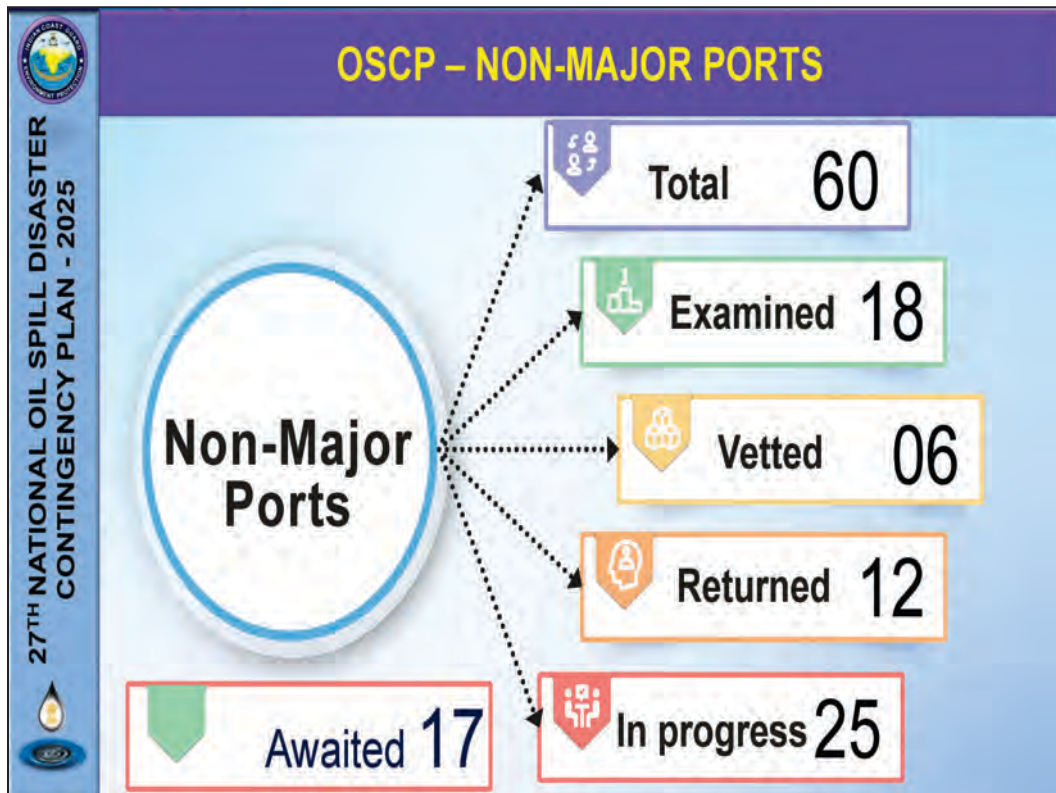














**TRAINING - HNS**

**27<sup>TH</sup> NATIONAL OIL SPILL DISASTER CONTINGENCY PLAN - 2025**



HNS Training by ITOPF

90 Officers trained



**HNS TRAINING**

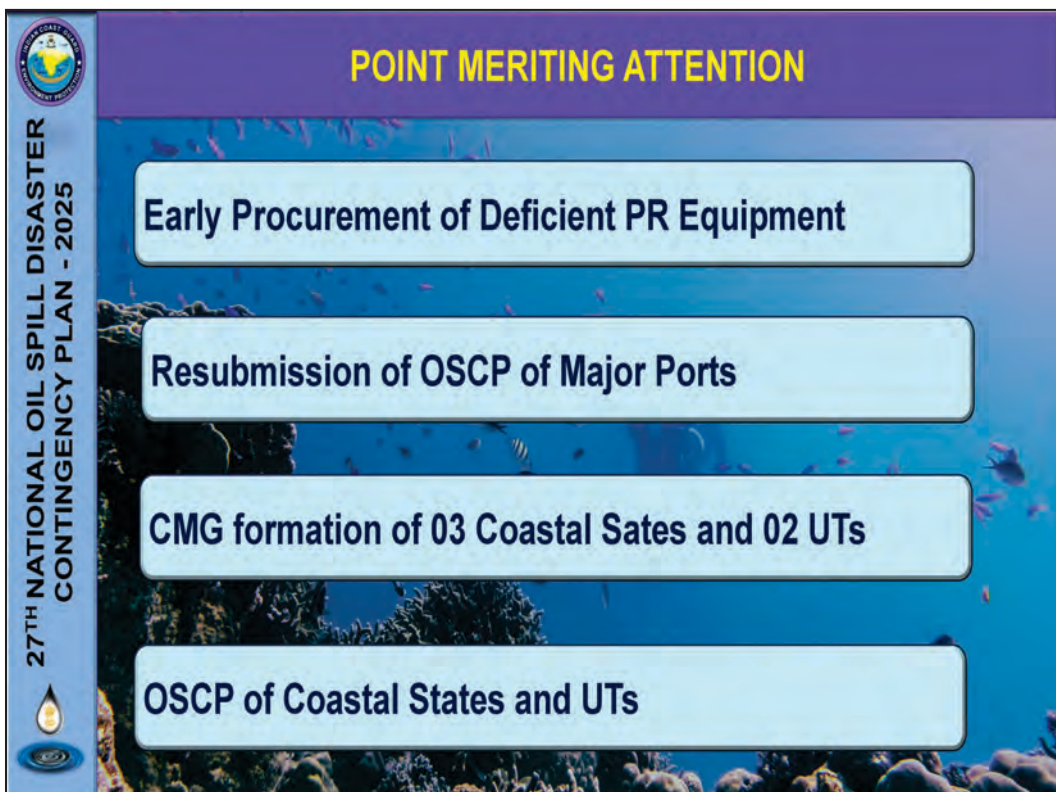
**27<sup>TH</sup> NATIONAL OIL SPILL DISASTER CONTINGENCY PLAN - 2025**

Training for ICG by National Strike Team of Japan Coast Guard  
Yokohama Maritime Disaster Prevention Base (08-10 Jan 25)









## **OLD AGENDA POINTS**

## **Annexure '3'**

(Refers to para 5 of CGHQ Letter EP/0720/27<sup>th</sup> NOSDCP meeting dt 28 Oct 25)

### **OLD AGENDA POINTS**

#### **1. Preparation of Contingency Plans and Positioning of PR Equipment at Facilities.**

Coastal States/ UTs, Ports, OHAs and Oil Installation Onshore are to expedite preparation of contingency plan and positioning PR equipment at their facilities to meet Tier-I obligation of NOSDCP by 31 Dec 19. Regional Commanders may continue to render guidance and support to the stakeholders.

**Proposed by:** CGHQ

#### **Deliberations**

JD(FE) updated that OSCP of 11 out of 12 major ports have been examined by ICG. The OSCP of 05 major ports have been vetted by centralised committee comprising members from ICG, OISD & IPA and 06 were returned with observations. The OSCP of 10 OHA have been vetted by centralised committee comprising of members from ICG, OISD and DGH and 02 are under progress. Guidelines for Non-major ports have been issued to the Coast Guard Regions for timely vetting of plans through centralised committee and guiding the non-major ports for early formulations of plans. A total 60 Export-Import ports have been identified and OSCP of 18 non-major ports have been examined. 06 OSCP have been vetted by committee comprising members from Regional and District Headquarters of ICG, CGPRTs and co-opted member from State Maritime / pollution Control Boards. OSCP of 25 non-major ports are in progress and 17 OSCP are awaited.

#### **Decision**

The Chairperson emphasized that commendable progress has been achieved in the examination and vetting of Oil Spill Contingency Plans (OSCPs) for major ports and Oil Handling Agencies (OHAs) by the centralized committee constituted under the Indian Coast Guard. However, remaining ports and OHAs are exhorted to promptly address the observations raised and resubmit their revised OSCP for vetting without delay. Furthermore, the formulation of Crisis Management Groups (CMGs) and OSCP for coastal States and Union Territories must be prioritized to ensure comprehensive preparedness. **The point is to be retained** for continued monitoring and follow-up.

**Action By.** All Coastal States/UTs, OHA and Ports

2. **HNS Response and Contingency Plan.** NOSDCP may be replaced with Comprehensive Contingency Plan for Marine Spill in India (CCP-MSI), which should cover HNS as well as Oil Spill Contingencies. The Plan should be realistic and should be based on threat evaluation on marine spills supported by data on transportation of Oil and other HNS cargo in and around Indian waters. The SOP for HNS spill may be drawn and role of various stakeholders may be spelled in the plan.

**Proposed by:** CG RHQ(East)

### **Deliberations**

HNS-CMP has been approved by MoD vide MoD ID No. 16(02)/2022/D(G&GS-III) dated 04 Jul 25. The HNS crisis management plan, response plan and SoP are being released during the meeting.

### **Decision**

The Chairperson underscored the pivotal role of the Hazardous and Noxious Substances–Chemical Management Plan (HNS-CMP), calling upon all stakeholders to ensure its timely and meticulous implementation in the greater interest of maritime safety and environmental protection. **The point is to be closed.**

**Action By.** All Coastal States/ UTs and Ports

3. **Revision of Risk Category and Minimum Inventory Standards for Port Facilities.** Minimum inventory standards for ports facilities under Appendix F2.1 (Chairperson NOSDCP Circular No. 03/2018) may be revised based on the emerging new technologies.

**Proposed by:** Kamarajar Port Limited

### **Deliberation**

Rep. of MoPSW informed that a committee has been constituted by MoPSW (Note id LB-18013/1/2020-PD-I dated 23 Jan 25) under the Chairpersonship of Managing Director, IPA and revision is in progress by the committee. Representative of IPA informed that since major ports are handling different cargo, including all relevant inputs entails further examination. DDG (Ops & CS) requested all major and non-major ports to forward recommendations with respect

to PR inventory requirements to committee at the earliest. Additionally, the committee may co-opt members from non-major ports if find necessary to finalise revision of PR inventory standards from port facilities.

### **Decision**

The Chairperson underscored the imperative need for the committee to submit its recommendations for the revision of Appendix F 2.1 (Inventory List of Pollution Response Equipment for Ports) at the earliest, stressing that adherence to the stipulated timeline is essential to ensure preparedness and operational efficacy **The point is to be retained.**

**Action by:** MoPSW/ IPA/ OISD

4. **Development of a Comprehensive Database.** A centralized database that includes real-time information on Oil Spill incidents, response resource and environmental conditions may be formulated. It would facilitate quicker decision making during emergencies and aid in inter-agency co-ordination by providing up to date information accessible to all stakeholders.

**Proposed by:** HQ CG(WS)/ CG RHQ(E)/ CG RHQ(NE)

### **Deliberations**

Regional Marine Pollution Response Centre (RMPRC), Chennai has been nominated to maintain repository vide Chairperson NOSDCP Circular No. 07/2024 dated 30 Dec 24. A total of 24 case studies on oil spill has been compiled. The PR inventory of 22 Ports including non-Major Ports and 50 stakeholders including OHAs are held with RMPRC. Further, RMPRC has shared a standard format for information sharing with all stakeholders/ CG authorities. Rep of SPTL Reliance Jamnagar requested for access to case studies of Oil Spill. DDG (Ops & CS) informed that case studies would be made available on CG Website under Pollution Response newsletter.

### **Decision**

The Chairperson emphasised the need to disseminate verified oil spill case studies through the Coast Guard's official website, ensuring they serve as a repository of lessons learned and best practices for stakeholders. **The point is to be closed.**

**Action by:** ICG



5. **Conduct of Online training for Shoreline Cleanup.** Training for State and private sector is conducted at CGPRTs and onboard PCVs. In the event of an oil spill, the Coastal District Administrations along with the stakeholders will also need to mobilise local resource. It is recommended that basic online training curriculum on shoreline cleanup may also be devised for schools and colleges of Coastal States. The State/ District Administration can reach out to all Government departments, education institution and NGO for incorporating the said training.

**Proposed by:** HQ CG(WS)

### **Deliberation**

Workshop has been conducted at CGPRT (E) on 08 August 25 for 30 personnel for Tamil Nadu Fire & Rescue Services Department (TNF& RSD). An online training for shoreline clean-up was conducted by respective CGRHQs and DHQs for State / District Administrations / Marine Police/ Municipal Corporations. Chairperson informed the gathering that during the recent incident of sinking of MSC ELSA-III a large quantity of nurdles were washed ashore and shore line cleanup was humungous task for the state of Kerala and Tamil Nadu, where volunteers were required to mobilise to the different sites involving removal and safe stowage / final disposal. The coastal states and UTs are required to undertake regular exercise on shoreline cleanup for better preparedness.

### **Decision**

DGICG emphasised the need of continual training on shoreline cleanup by coastal states and UT administration for strengthening the PR preparedness. **The point is to be closed.**

**Action By.** All Coastal States/ UT

6. **Integration of Advanced Detection System.** Use of satellite imaging technologies for real time monitoring and assessment of oil spills may be considered. These technologies enhance situation awareness and enable quicker response time, allowing authorities to effectively trace the movement of oil spill and its impact.

**Proposed by:** HQ CG(WS)

## Deliberation

JD(FE) informed the forum that feasibility studies are underway to secure regular satellite imagery through collaboration with New Space India Limited (NSIL), an ISRO division, and INCOIS, aimed at developing advanced oil spill detection software. This initiative is also being pursued under the India-US IDEX challenge.

Dr. Sunil Vasimala, representing NIO Goa, added that while remote sensing efforts for oil spill detection are progressing, current access to foreign satellite images is limited to one per week. To overcome this constraint, three key hotspots - off Gujarat, Mumbai, and the coastline between New Mangalore and Kerala, have been identified. By focusing on these targeted zones and combining indigenous and foreign satellite resources, it is anticipated that the frequency of imagery can be increased to once every two days, significantly enhancing monitoring capabilities.

## Decision

The agenda need to be progressed by Dte of FE, CGHQ for development of oil spill detection capabilities. **The point is to be retained.**

**Action by: ICG**

7. **Environment Impact Assessment and recovery of associated cost.** Indian Coast Guard combats oil spills at sea and recovers the operational cost for mitigating the spill. However, under IOPC fund, an oil pollution incident generally give rise to five types of claims viz. property damage, cost of clean-up operations, economic loss to fishers, economic loss in tourism sector and costs for reinstatement of the environment. It is therefore, pertinent to develop a mechanism for post spill monitoring and studies to facilitate recovery of costs for reinstatement of the environment. Therefore, it is recommended that a mechanism for post oil spill assessment of the marine environment may be established in India in the larger interest of marine environment protection.

**Proposed by: CGHQ**



## Deliberation

JD(FE) informed that the Environment Impact Assessment Division of MOEF&CC is the nodal agency for EIA which has directed National Centre for Sustainable Coastal Management (NCSCM) for comprehensive Environment Impact assessment of MSC ELSA III incident off Kerala Coast. Further, Centre for Marine Living Resources and Ecology (CMLRE), MOES also undertook EIA post sinking of ELSA-III. Representative of CMLRE, Dr Smitha Balraj informed that on request of Kerala Government, NIO and CMLRE has conducted EIA on marine living resources. Further, she deliberated that EIA having wider ramification, Tourism Dept. and Centre for Marine Fisheries may also be included in carrying out such impact assessment. DDG (Ops & CS) deliberated that a committee comprising members from MOES, MOEF&CC, CMLRE, NIO, NIOT and other concerned department may be constituted for establishing a guideline for undertaking Environment Impact Assessment and evaluation of cost to reinstate the environment as compensation. To start with, a committee may be formed for Kerala state to develop guidelines for EIA and cost recovery template.

A state level committee (Kerala specific) need to be formed comprising members from ICG, SDRF, CMLRE, CMFRI, Tourism Department under Chairpersonship of Kerala State Pollution Control Board, for EIA and recovery of associated cost.

## Decision

The Indian Coast Guard will issue an official notification to formally constitute a dedicated committee, outlining its composition and responsibilities. Alongside this, the detailed Terms of Reference (ToR) will be articulated to provide clear guidance on the committee's scope, objectives, and operational framework, ensuring focused and effective execution of its mandate. **The point is to be retained.**

**Action by: ICG**

## **NEW AGENDA POINTS**

## **Annexure '4'**

(Refers to para 5 of CGHQ Letter EP/0720/27<sup>th</sup> NOSDCP meeting dt 28 Oct 25)

### **NEW AGENDA POINTS FOR 27<sup>TH</sup> NOSDCP AND PREPAREDNESS MEETING**

1. **OSR equipment inventory be revised catering for riverine and high-current conditions Ports.** It is proposed to include current-buster/ High-flow boom systems for ports having high current condition, over generic harbour booms used for primary containment, as enumerated in NOSDCP Circular 03/2018. Port-specific equipment matrix may be included in Appendix F 2.1 for planning the procurement accordingly.

**Proposed by:** SMPA, Haldia

#### **Deliberations**

The revision of Port categorisation and inventory standard is in progress by Committee formed by MOPSW, which may incorporate the requirement of riverine ports or ports with strong tidal current condition. A matrix may be worked out viz tidal current and type of cargo being handled to include in Appendix F 2.1 of NOSDCP 2015. DDG (ops & CS) emphasised that committee may consider booms suitable for riverine ports, ports with current in excess of 02 knots and back waters.

CSO(Ops) from CGRHQ(NW) informed that booms are mainly for containment and current buster boom was acutely required during MV Fulda case in Gulf of Kutch with dynamic geophysical environment wherein current are more than 2-3 knots at many places.

#### **Decision**

The Chairperson underscored the critical importance of all ports maintaining a comprehensive and quintessential Pollution Response (PR) equipment inventory to fulfill their role as effective first responders during maritime emergencies. Ports identifying specific needs for additional resources, such as high-sprint booms or other specialized containment and recovery equipment, are encouraged to formally submit detailed recommendations to the committee constituted by the Ministry of Ports, Shipping and Waterways (MoPSW). This committee is tasked with reviewing and updating the inventory list of PR equipment for ports, as outlined in Appendix 2.1 of the National Oil Spill Disaster Contingency Plan (NOSDCP-2015). The Indian Coast Guard is to be kept fully informed throughout this process to ensure coordinated action

and alignment with national response protocols. **The point to be retained and subsumed with Item no 3 of Old Agenda Point.**

**Action by:** MoPSW/ IPA/ OISD

2. **OPRC Level Courses for Stakeholders.** ICG has been conducting OPRC Level 1 & 2 course for stakeholders and lower participation against the planned strength results in under utilisation of training resources.

**Proposed by:** CG RHQ(E)

### **Deliberation**

Officer-in-Charge PRT(East) informed the IMO OPRC Level-1 & 2 was conducted for stakeholders in the month of Feb & Jul 25 respectively. In both the courses, more than half the capacity remained unutilized. Further, the Joint Inspections reveal that there is deficiency of qualified manpower. JD(FE) informed that during the examination of OSCP, deficiency has been observed in IMO OPRC Level I, II & III trained manpower. Capt Manoj Joshi from New Mangalore Port Authority informed that stakeholders are participating in training programme regularly and may have attained sufficient number of trained manpower. However, Officer-in-Charge PRT(East) informed that validity of OPRC Level-I is 05 years and OPRC Level II & III is for 03 years only and the participants are required to undergo refresher training course prior to the expiry of certificate. Mr Sachin Shah from M/s Nayara Energy, Vadinar informed that bill for charges towards the training expenditure incurred by stakeholders are not having GST number therefore, it is difficult to pass the bill in audit. However, DDG(Ops & CS) deliberated that ICG is charging for the food and stationery during the training and doesn't have any GST number for the same.

### **Decision**

The Chairperson exhorted all stakeholders for enhanced participation in OPRC courses and utilise the opportunity to fulfill the trained workforce requirement as per Appendix F 2.1 of NOSDCP-2015. The stakeholders are required to audit, qualified workforce w.r.t OPRC Level I, II & III for planning refresher and new personnel training so as to have availability of OPRC qualified workforce. **The point is to be closed.**

**Action by:** Port and OHA

3. **Common Observations of PR Exercises/ Mock Drills.** The detailed reports of exercises conducted in the last one year have been analysed by CGHQ and following common observations are discussed/ disseminated for compliance by all stakeholders:-

- 3.1 Limited participation & preparedness by State/ District Administration observed.
- 3.2 Lack of awareness of the contingency plan and familiarisation with organisational PR setup of the newly joined personnel/ official of stakeholders.
- 3.3 Lack of effective execution of communication plan during the exercise.
- 3.4 Lack of Real time information sharing and up-dation of situational awareness among the responders.

**Proposed by:** CG RHQ(W)

### **Deliberation**

CSO(Ops) from CG RHQ(West) informed that during ELSA-3 incident, it was observed that the personnel available from state/district administration for shoreline cleanup were not familiar/adequately trained and response from ICG was stepped up through onsite training by Pollution Response teams.

JD(FE) proposed to keep this agenda as a standard point for all NOSDCP meetings for formal sharing of lessons learnt during exercise. Stakeholders may also share observations/ recommendations post completion of the exercises for discussions/ wider dissemination.

DGICG underscored the importance of adequate Pollution Response preparedness by stakeholders in their respective area of responsibility.

### **Decision**

The Chairperson emphasized that this point shall be retained as a standard agenda item in all NOSDCP meetings to ensure continuous focus on enhancing OPRC training and workforce readiness in accordance with Appendix F 2.1. **The point is to be retained.**

**Action by:** All Stakeholders

4. **Setting up of pre-contractual Oil Spill Response Organisations (OSRO).** Lack of private pollution response organisations with adequate equipment in India is an operational/

preparedness gap and may lead to marine ecology catastrophe in case of a major oil spill. Regulatory mechanism for mandating shipping companies to have pre-contract with OSRO in India and establishing OSRO/ encouraging existing service providers to scale up the infrastructure is the need to the hour to deal with a major oil spills.

**Proposed By:** CGHQ

### **Deliberation**

DDG (Ops & CS) introduced the genesis regarding pre-contractual agreement with OSRO which will ensure effective preparedness against oil spills concomitantly developing our capacity. There are practices in foreign country where oil tankers mandatorily require pre-contractual agreement with OSROs, which are developed with help of Oil Handling Agencies to effectively deal with crisis arising out of oil spill.

Representative of Petronet LNG apprised that this will make shipping environment safer and ensure better preparedness for oil spill.

### **Decision**

A committee comprising representative from DG Shipping, IPA, OISD, Oil Industry, MoPNG, ONGC and stakeholders to be constituted for undertaking feasibility study. A concept note is placed at **Appendix 'A'**. **The point is to be retained.**

**Action by:** ICG, MoPNG and Stakeholders

5. **HNS Contingency plan for Ports and facilities handling HNS.** Indian ports HNS cargo handling is envisaged to grow manifold. The facilities along the coast handling HNS & ports are required to develop HNS spill contingency plan.

**Proposed By:** CGHQ

### **Deliberation**

DDG (Ops & CS) informed that ICG has been assigned responsibility to deal with HNS spill contingency at sea. The Hazardous and Noxious Substances (HNS) Spill at Sea Crisis Management Plan (CMP) has been approved by MOD, GOI. The HNS-CMP entails, ports and facilities handling HNS are to prepare facility HNS Crisis Management Plan.

## Decision

The Chairperson exhorted that all ports and facilities handling HNS to form HNS-CMP at the earliest. **The point is to be retained.**

**Action by:** All Ports and facilities handling HNS

6. **Renaming of NOSDCP & Preparedness Meeting to National Oil and HNS Spill Crisis Management Plan and Preparedness review meeting.** The Indian Coast Guard has been assigned responsibility to deal with crisis arising out of HNS Spill at sea in addition to Oil. Therefore, it is recommended that the NOSDCP and Preparedness Meeting be hereinafter be called National Oil and HNS spill, Crisis Management Plan (NOH-CMP) review meeting.

**Proposed By:** CGHQ

## Deliberation

The HNS CMP for crisis arising out of HNS spill and NOSDCP for dealing with crisis of oil spill are to be reviewed together. Therefore, the NOSDCP and Preparedness Meeting may hereinafter be called National Oil and HNS spill, Crisis Management Plan (NOH-CMP) and Preparedness review meeting.

## Decision

The Chairperson formally approved the renaming of the NOSDCP and Preparedness meeting to the **National Oil and Hazardous and Noxious Substances Spill, Crisis Management Plan (NOH-CMP) and Preparedness Review Meeting**, reflecting a broader scope that encompasses both oil and hazardous substance spill response and crisis management. This change underscores the commitment to a more comprehensive and integrated approach to maritime environmental safety and emergency preparedness. **The point is to be closed.**

**Action by:** ICG

## **CONCLUDING ADDRESS**



## **Annexure '5'**

(Refers to para 7 of CGHQ Letter EP/0720/27<sup>th</sup> NOSDCP meeting dt 28 Oct 25)

### **CONCLUDING ADDRESS BY THE DGICG AT THE 27<sup>TH</sup> NOSDCP AND PREPAREDNESS MEETING AT CHENNAI ON 05 OCT 25**

Good afternoon everyone,

1. As we draw to a close this intensive and fruitful day of deliberations at the 27<sup>th</sup> National Oil Spill Disaster Contingency Plan meeting, I am deeply heartened by the profound dedication and collective wisdom displayed by all present. Though our time together has been brief, it has been imbued with a remarkable depth of insight, collaboration, and shared commitment to the noble cause of preserving the sanctity of our oceans, those vast, life-sustaining arteries of our planet that nurture biodiversity, stabilize climate, and underpin the well-being of countless communities.
2. Our seas, while majestic and seemingly infinite, remain delicate and vulnerable, perpetually exposed to the grave perils of pollution and unforeseen hazards. It is in forums like this, where knowledge converges with resolve, that we forge the strength and preparedness necessary to anticipate, confront, and mitigate such challenges with precision and unity.
3. The wisdom exchanged, the experiences shared, and the strategies refined today form a vital cornerstone in our ongoing mission. Let this gathering be a beacon that guides our continued vigilance, foster innovation, and galvanize decisive action. The discussions have illuminated key takeaways that are pertinent for all stakeholders involved in marine environment protection, particularly the ecologically sensitive Gulf of Kachchh which remains a critical area of concern, given the substantial trade activities and the growing energy sector in the region.
4. Ladies & Gentlemen I would like to congratulate the New Mangalore Port for their commitment to marine environmental protection and for being awarded with the '**Samudri Paryaavarana Sanrakshan Trophy**'. Also, my heartiest congratulations to ONGC Western Offshore for their novel efforts to protect marine environment and being awarded with '**Tel Udyog Samudri Paryaavarana Sanrakshan Trophy**'.

5. As you depart to your respective arenas of responsibility, may the insights gained inspire you to uphold the highest standards of environmental protection.
6. Together, let us safeguard our marine heritage with renewed passion, ensuring that the boundless beauty and bounty of our oceans endure as a priceless legacy for generations yet to come.
7. With deepest appreciation for your resolute commitment and engagement, I eagerly anticipate our continued collaboration in this indispensable endeavor.

**Thank you! Vayam Rakshamah! Jai Hind**

**GLIMPSES OF 27<sup>TH</sup> NOSDCP  
AND  
PREPAREDNESS MEETING**

## Annexure '6'

(Refers to para 8 of CGHQ Letter EP/0720/27<sup>th</sup> NOSDCP meeting dt 28 Oct 25)

### GLIMPSES OF 27<sup>TH</sup> NATIONAL OIL SPILL DISASTER CONTINGENCY PLAN (NOSDCP) AND PREPAREDNESS MEETING



Inaugural Address by Chairperson NOSDCP



NOSDCP and Preparedness Meeting in Progress





Presentation of Samudri Paryavaran Sanrakshan Trophy  
to New Mangalore Port Authority



Presentation of Tel Udyog Samudri Paryavaran  
Sanrakshan Trophy to ONGC Western Offshore



Release of Hazardous and Noxious Substances –  
Crisis Management Plan



Group Photograph (all Stakeholders of NOSDCP)

# **PROGRAMME**



## **Annexure '7'**

(Refers to para 8 CGHQ Letter EP/0720/27<sup>th</sup> NOSDCP meeting dt 28 Oct 25)

### **PROGRAMME 27<sup>TH</sup> NATIONAL OIL SPILL DISASTER CONTINGENCY PLAN AND PREPAREDNESS MEETING**

**Date : 05 Oct 2025**

**Venue: Hotel ITC Grand Chola, Chennai**

<b>Time</b>	<b>Programme</b>
1330-1400	Delegates arrive & Registration
1430	Delegates to be seated
1445	Senior Officers Arrive
1450	Chairperson, NOSDCP arrives
1450-1500	Inaugural address by the Chairperson, NOSDCP
1500-1515	NOSDCP overview by Principal Director (Fisheries & Environment)
1515-1615	Discussion on Agenda Points
1615-1620	Award of Certificate and “Samudri Paryavaran Sanrakshan Trophy-2025” by Chairperson NOSDCP, Director General of Indian Coast Guard
1620-1625	Award of Certificate and “Tel Udhayog Paryavaran Sanrakshan Trophy-2025” by Chairperson NOSDCP, Director General of Indian Coast Guard
1625-1630	Release of National Crisis Management Plan Hazardous and Noxious Substances spill at Sea
1630	Closing Address
1635	Group Photography
O/c	Chairperson, NOSDCP Departs



## **LIST OF PARTICIPANTS**

**Annexure '8'**

(Refers to para 8 of CGHQ Letter EP/0720/27<sup>th</sup> NOSDCP meeting dt 28 Oct 25)

**27<sup>TH</sup> NATIONAL OIL SPILL DISASTER CONTINGENCY PLAN AND  
PREPAREDNESS MEETING - 05 OCT 2025****LIST OF PARTICIPANTS**

<b>Ser. No.</b>	<b>Organisation Name a.</b>	<b>Name &amp; Rank b.</b>	<b>Designation c.</b>
1.	Indian Coast Guard	DG Paramesh Sivamani AVSM, PTM, TM	DGICG
2.	Indian Coast Guard	IG Bhisham Sharma, PTM, TM	COMCG (W)
3.	Indian Coast Guard	IG Iqbal Singh Chauhan, TM	COMCG (NE)
4.	Indian Coast Guard	IG Neeraj Tiwari, TM	COMCG (A&N)
5.	Indian Coast Guard	IG Datwinder Singh Saini, TM	COMCG (E)
6.	Indian Coast Guard	IG Tekur Sashi Kumar, TM	COMCG (NW)
7.	Indian Coast Guard	IG Anupam Rai, TM	DDG (OPS & CS)
8.	Indian Coast Guard	DIG Sherry Koshy Verghese	Oi/C PRT (W)
9.	Indian Coast Guard	DIG B Murugan	COMDIS-5
10.	Indian Coast Guard	DIG KR Deepak Kumar	COS RHQ(E)
11.	Indian Coast Guard	DIG HS Serawat	Oi/C RMPRC/ PRT(E)
12.	Indian Coast Guard	DIG Ashish Sinha	CSO(OPS) RHQ (NE)
13.	Indian Coast Guard	DIG MM Syed	CSO(OPS) RHQ (E)
14.	Indian Coast Guard	DIG Aniket Singh	CSO(OPS) RHQ (NW)
15.	Indian Coast Guard	DIG Dushyant Kumar	CSO(OPS) RHQ (A&N)
16.	Indian Coast Guard	DIG Ajay Chaturvedi	CSO(OPS) RHQ (W)
17.	Indian Coast Guard	DIG PV Gopal	CGA to DGICG
18.	Indian Coast Guard	Comdt S Prem Kumar	RFEO (East)
19.	Indian Coast Guard	Comdt Amitav Das	RFEO (NE)

20.	Indian Coast Guard	Comdt Amit Uniyal	CPRO, CGHQ
21.	Indian Coast Guard	Comdt LM Gajbhiye	Oi/C PRT (A&N)
22.	Indian Coast Guard	Comdt FA Pathan	Oi/C PRT (NW)
23.	Indian Coast Guard	Comdt Kundan	Joint Director (FE)
24.	Indian Coast Guard	Comdt Praveen Kumar	RFE0 (A&N)
25.	Indian Coast Guard	Comdt R Venugopal	RFE0 (West)
26.	Indian Coast Guard	Comdt SS Sandhu	JD (IC), CGHQ
27.	Indian Coast Guard	Comdt SK Karwasara	Joint Director (FE)
28.	Indian Coast Guard	Shri Sohan Singh	PPS to DDG (OPS & CS)
	<b>Indian Navy</b>		
29.	Navy	Cdr Vivek Khajuria	--
	<b>Indian Air Force</b>		
30.	Air Force	Wing Cdr CJ Bora	Air Force Station Selam
	<b>Ministries</b>		
31.	DoD/MoD	Smt. Deepti Mohil Chawla, IDAS	AS(MOD)
32.	DoD/MoD	MS D Sai Amutha	JS (Security)
33.	MoPSW	Shri Ramj Singh	Deputy Director (Engg.)
34.	MoEF&CC	Shri Amit Raj	Director (HSMD)
35.	MoES	Dr. Smitha Bal Raj	Scientist E
	<b>Government Organizations</b>		
36.	IPA	Capt. Arun Kumar	Chief Administrative Officer
37.	OISD	Dr. Naveen Raj	Head Environment
38.	CPCB, Delhi	Shri RN Pandey	--
39.	CSIR-NIO	Dr. Sunil Vasimalla,	Senior Scientist

40.	--	Captain Yugnathar	--
41.	--	Captain Neelakumar S	--
	<b>Major Ports</b>		
42.	JNPA Navi Mumbai	Capt Balasaheb Vinayak Pawar	Deputy Conservator & PFSO
43.	New Mangalore Port Authority	Capt Manoj Joshi	Deputy Conservator
44.	New Mangalore Port Authority	Capt. Gaurav Mathur	OSRO
45.	Deen Dayal Port Authority	Shri Narendra Naik	ME Gr-I
46.	Cochin Port Authority	Capt. Sam Abraham	Dock Master
47.	Murmugao Port Trust	Capt. SR Pattanayak	Deputy Conservator
48.	Chennai Port Authority	Capt. Milton Asir	Deputy Conservator
49.	Paradip Port Authority	Capt. Indranil Mukherjee	Harbour Master
50.	Kamarajar Port Authority	Shri K Kannan	Chief Manager (HSE)
	<b>OHAs</b>		
51.	HPCL Mittal Pipelines Ltd, Mundra	Shri N Karthikeyan	GM-PL
52.	HPCL Mittal Pipelines Ltd, Mundra	Shri Khagendra Kumar Dewangan	AM-SPM
53.	HPCL Visakha Refinery	Shri Rajesh Naik	Chief Manager, Technical
54.	CPCL, Chennai	Shri S Rajkumar	Dy General Manager
55.	CPCL, Chennai	Shri S Nilkanthan	--
56.	IOCL, Vadinar	Shri Sanjeev K Jaiswal	DGM (Operations)
57.	IOCL Vadinar	Shri Tabish Aziz	Manager (Marine)

58.	CAIRN Hazira	Shri Vijay Kansagara	Head HSE
59.	CAIRN Oil and Gas Vedanta	Shri Rushikeesh Ravindra Shingne	Fire Chief
60.	Nayara Energy Ltd. Vadinar, Gujarat	Capt. Alok Kumar	Vice President & Head Marine
61.	Nayara Energy Ltd. Vadinar, Gujarat	Shri Sachin Shah	Lead HSEF – Marine
62.	RIL Ltd. Hazira, Gujarat	Capt. Rajbir Singh	Deputy General Manager (Marine)
63.	RIL Ltd. Jamnagar, Gujarat	Shri Ramesh Vekariya	DGM-Environment,
64.	RIL Ltd. Jamnagar, Gujarat	Shri Rakesh Rawat	Sr. GM- Marine
65.	RIL Ltd. Jamnagar, Gujarat	Shri Anand Sutaria	Head Environment
66.	CAIRN India, Bhogat	Shri Sobhit Mishra	Manager, Dept of Env
67.	BPCL, Vadinar, Jamnagar	Shri Falit Kumar Shah	Manager COT
68.	BPCL, Vadinar, Jamnagar	Shri Towseef Takmil	Executive-COT
69.	IOCL, Paradip	Shri Tomy Zacharia	GM (Maintenance)
70.	IOCL, Paradip	Shri Rahul Kumar	Manager (Marine)
	<b>ONGC</b>		
71.	ONGC	Shri HJ Godbole	DGM (Env)
72.	ONGC	Shri Gaurav Sinha	Security Officer
73.	ONGC	Shri Ravi Shankar	ED- Western Offshore
74.	ONGC	Shri Himanshu Pant	ED- Chief HSE
75.	ONGC	Shri Rajesh Kumar	Head Offshore Safety
76.	ONGC	Shri Ujjwal Swarup Singh	Head Environment
77.	ONGC	Shri Acharan Jain	AEE (Env)

78.	ONGC Chennai	Shri S Sivakumar	--
79.	ONGC Chennai	Shri D Lokanathan	--
	<b>Non-Major Ports</b>		
80.	Rajpuri Group of ports	Capt. Sanjay S.T. Ugalmugale	Regional Port Officer, Rajpuri Group
81.	Redi Port Ltd.	Capt Anand Karkare	Chief Operating Officer
82.	Adani Port Kattupalli	Shri N Anantharama Kishan	--
83.	Adani Port	Shri Parveer Vasistha	Associate General Manager
84.	Kakinada Sea Port	Retd. Comdt NL Srinivas	Chief Security & Safety Officer
85.	Hazira Port Pvt. Ltd. Surat	Capt. Anuj Kaushik	Dept Head Operations
86.	Adani Gangavaram Port	Capt. Rajesh Prakash	Deputy Conservator
87.	Port Management Board, A & N	Comdt S Zakir Hussain	Chief Port Administrator
88.	Adani Vizhinjam Port Pvt. Ltd.	Capt. Tushar Kanikar	Head Marine & PFSO
89.	Adani Vizhinjam Port	Shri Shibu Latheef	Manager Marine Services
90.	Vizhinjam Seaport Ltd Pvt. Ltd.	Shri Prasad Kurien	General Manager- Environment
91.	Angre Port Jaigad	Shri Vikram Singh	HSE Head
92.	Angre Port Jaigad	Shri A Sravanan	Chief Manager (Marine)
93.	Ambuja Cement Ltd, Belapur	Capt. Manas Pandey	Associate General Manager
94.	JSW Jaigad, Ratnagiri	Shri Sachin Patil	Marine Officer
95.	Karaikal Port Pvt. Ltd.	Capt. Dharam Prakash	Head Marine

	<b>States Authority/ Maritime Boards/ Pollution Control Boards</b>		
96.	Karnataka Maritime Board, Karwar	Shri Joseph Miroy Felix Moraes	Port Officer, Karwar
97.	MMD, Chennai	Shri S Satyanarayan Murthy	DDG Tech
98.	Mangalore SEZ	Shri Vinay Kumar	Sr. General Manager
99.	Gujarat Pollution Control Board	Shri D.P. Patel	Environment Engineer, Unit Head-P1 Branch
100.	Gujarat Maritime Board	Capt Banshiva Ladva	Chief Nautical Officer
101.	Ennore Coromandel	Shri P Prakash	Sr. Manager
102.	Dept. of Science, Technology and Env. Puducherry	Shri Poogajendy C	Junior Engineer
103.	M/s Chemplast Sanmar	Shri J Bibinraj	Executive Manager
104.	M/s Chemplast Sanmar	Shri C Sathish	Executive Manager
105.	Sun Petro Chemicals	Shri Sidharth Saini	Head HSE
106.	Sun Petro Chemicals	Shri Bhargav Modi	AGM HSE
107.	Simar Port	Shri Arpit Gupta	Additional General Manager
108.	Department of Environment & Forest, Gujarat	Shri Ashok M Chauhan	Junior Tech Officer & Under Secretary
109.	Tamilnadu Fire and Rescue Service	Shri Thiru G Sathiyarayan	Joint Director
110.	Kerala SDMA	Dr. Sekhar Lukose Kuriakose	Member Secretary, KSDMA
111.	NFSU	Comdt (Rtd) Devansh Trivedi	Senior Faculty
112.	GSPCB	Shri Connie Fernandes	Scientist C
113.	Kerala Maritime Board	Shri Shine A Haq	Chief Executive Officer
114.	SPCB Odisha	Shri Bibechita Sarangi	Dy Environmental Engineer
115.	Maharashtra Maritime Board	Comdt Santosh B Nair	Coastal Safety & Security Officers,
116.	Captain of Ports Dept. Goa	Shri Arjun L Fadate	Technical Supdt(Ports)

**CONCEPT NOTE**  
**PRE-CONTRACTUAL**  
**OIL SPILL RESPONSE ORGANISATION**



## **Appendix 'A'**

(Refer to New Agenda Point No. 4)

### **CONCEPT NOTE**

#### **PRE-CONTRACTUAL OIL SPILL RESPONSE ORGANISATION**

1. India imports approx 250 MMT crude every year to meet the energy needs. Accidental discharge from even one tank of a VLCC may spill over 20000 MT of crude. Presently, there is capacity gap in India to deal with such large volume of crude spills. The individual facilities are only capable of dealing with Tier-1 spills.
2. Oil spill response demands immediate response action within the window of opportunity and thus preparedness necessitates participation of OSRO in line with the response mechanism established in US, to further strengthen the oil spill response mechanism in India.
3. Spill response arrangements within the USA are governed by the Oil Pollution Act, 1990 (OPA 90). Under OPA 90, tankers within US waters are required to have pre-contracted resources sufficient to deal with a number of spill scenarios including maximum most probable discharge and worst case discharge i.e., loss of entire cargo.
4. The US has over 130 private, profit and non-profit Oil Spill Response Organisations (OSROs) funded by the oil industry. They are essentially facilitated by compelling liabilities against the industry under OPA 90. Maritime Spill Response Corporation (MRSC) and Clean Caribbean Cooperative (CCC) are the two major OSROs funded by oil industry.
5. Start-up OSROs/ service providers for oil spill response are already existing in India viz., Sea Care Marine, M/s JVM, Mumbai, however they are yet to exude the required confidence. These start-ups would expect some kind of a guarantee that covers their cleanup costs. They would also expect that some form of premiums or continuing stand-by cost be provided to them even when no oil spill occurs, so as to accrue some returns for their investment in the spill response inventory.
6. Implementation of the OSRO system will not alter the existing responsibilities of either the ports or the merchant vessels calling at ports in India. The pre-contractual arrangement will rather guarantee response on behalf of the ship owner, in the event of an oil spill. The Coast

Guard will continue to function as the Central Coordinating Authority for oil spills in Indian waters and respond, as required by the circumstances of the case, with its own inventory and by pooling resources available with other agencies.

7. Experience in past spills indicates that despite having been issued with a notice the polluter has failed to cleanup, or even respond in most cases and the government ended up undertaking cleanup to protect the environment. Implementation of the OSRO ensures immediate response on behalf of the polluter, at the cost of the polluter, thereby avoiding cost prohibitive intervention by the government at the cost of the exchequers money.

8. Legislation enabling private OSRO would be the essential first step. All vessels destined to an Indian port may be required to have a valid contractual arrangement in place with a certified oil spill response organization prior to arrival in Indian waters.



**"Synergy for Swachh Sagar Abhiyan"**