



SECRETARIAT
COMPETENT NATIONAL AUTHORITY
(OIL AND CHEMICAL SPILL RESPONSE)

टेलीफ़ैक्स +91 11 2307 4131

वेब www.indiancoastguard.gov.in

ई-मेल: cna.india@indiancoastguard.nic.in

भारतीय तटरक्षक/INDIAN COAST GUARD
तटरक्षक मुख्यालय/COAST GUARD HEADQUARTERS
राष्ट्रीय स्टेडियम परिसर/NATIONAL STADIUM COMPLEX
नई दिल्ली/NEW DELHI 110 001

Telefax: + 91 11 2307 4131

Web: www.indiancoastguard.gov.in

E-mail: cna.india@indiancoastguard.nic.in

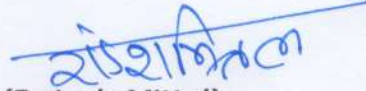
CNA/0761/OSD

03 Feb 23

Chairman NOS-DCP Circular No: 01/2023

Subject: Use of Chemical OSD during PR Operations

1. Refer to Chairman NOS-DCP Circular no 01/2019 dated 29 Apr 19.
2. The concerns raised by various stakeholders consequent to promulgation of above mentioned circular were deliberated during 24th NOS-DCP meeting on 30 Nov 22. Based on the discussions and recommendations of the stakeholders, it has been decided to holistically review the "Policy and Guidelines for use of OSD, 2009". A committee is being formulated including members from stakeholders to carry out research on various aspects of OSD and Bio-remediation use in Indian waters and to recommend Policy and guidelines for use of OSD.
3. Consequently, the chairman NOS-DCP has accorded approval for following:-
 - (a) Withdrawal of NOSDCP circular 01/2019 dated 29 Apr 19.
 - (b) The toxicity and efficiency limits as prescribed in "Policy and Guidelines for use of OSD in Indian Waters, 2009" will remain in-force till promulgation of new Guidelines.
 - (c) The previously approved OSD products authorised for use in Indian waters will remain valid and the list is placed at annexure to this circular.
4. This is issued with the approval of the Director General, Indian Coast Guard.


(Rajesh Mittal)

Deputy Inspector General
Member Secretary
for Competent National Authority

Copy to:-

JS(A/F)/MoD

JS(Ports)/MoPSW

JS(Sagarmala)/MoPSW

JS(Exploration)/MoPNG

Chemical Oil Spill Dispersants/Bioremediation Agent approved for use in Indian waters
– Appendix S2.Rev.3 to NOS-DCP 2015

Product name	Product nature and type	Address
Nova 4G	Chemical Dispersant – 2/3	Nova Chemicals, Office No. 6, 4 th Floor, Hatim Manzil, (Old Sai Bhuvan), 141, Shamal Das Gandhi Marg, Princess Street, Lohar Chawal, Mumbai 400 002 Email: solutions@novachemicals.in
Spilcare – ADT	Chemical Dispersant – 2/3	Spilcare-O Metaclen Pvt Ltd 128/12, Emerald Apartments Anna Nagar West Extension Thirumangalam, Chennai 600 040 Email: sales@spilcare.com
FINASOL OSR 52	Chemical Dispersant – 2/3	Total Oil India Pvt Ltd 3 rd Floor, The Leela Galleria Andheri- Kurla Road Andheri(East), Mumbai 400 059 Email: MS-IN.totalindia@total.com
Swach Plus	Bioremediation Agent (Bio-stimulation) – 2	Bint Biotech Pvt. Ltd., New Delhi Email: kbinu@bintbiotech.com
Slickgone NS	Chemical Dispersant – 2/3	Dasic International Ltd Winchester Hill, Romsey Hampshire, S051 7YD United Kingdom Email: info@dasicinter.com
Rochem	Chemical Dispersant – 2/3	Rochem India Pvt Ltd 101, HDIL Tower Anant Kanekar Marg Bandra (East), Mumbai 400 051 Email: ro_chem@rochemindia.com
Sunchem	Chemical Dispersant – 2/3	M/s Sunchem Industries 302, Katchhi Memon Bldg. 272, Narshi Natha Street Masjid Bunder, Mumbai 400 009 Email: sunchem_ind@mtnl.net.in
Kemex Nex-Gen	Chemical Dispersant – 2/3	Kemex International Pvt.Ltd. B – 6, Bonanza Indl. Est., Ashok Chakrawarti Road, Kandivali (E), Mumbai – 400 101 Email: info@kemexinternational.com
Sunchem Eco Treat	Bioremediation Agent	M/s Sunchem Industries, Plot No. PAP-A-333 TTC Industrial Area, MIDC Koparkhairane, Navi Mumbai 400710 Email: sunchem1988@gmail.com
FOAMER BRAND Oil Spill Dispersant (OSD)	Chemical Dispersant – 2/3	Foamtech Antifire Company Plot No 153, KL, Sector -53, EPIP Kundli, Sonipat Haryana, 131028 Email: foamtechantifire@yahoo.com sales@fomatechantifire.com



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टेलीफैक्स: 91-11-23074131

वेब: www.indiancoastguard.nic.inई-मेल: dte-fe@indiancoastguard.nic.in

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EP/0720/Circular

Chairman NOSDCP Circular No: 01/2012

13 Jul 2012

Subject: Promulgation of Circulars and Notices from the desk of the Chairman National Oil Spill Disaster Contingency Plan

1. By a decision of Committee of Secretaries on 04 November 1993 and further, by amendment to Allocation of Business Rules, 1961 vide notification dated 12 December 2002, the Indian Coast Guard has been designated as the Central Coordinating Authority for combating of oil spills in Indian waters
2. With a view to facilitate expeditious communication to all stakeholders, henceforth, Circulars and Notices as appropriate would be issued by the Director General Indian Coast Guard in his capacity as the Chairman, National Oil Spill Disaster Contingency Plan (NOSDCP) in respect of matters pertaining to contingency planning and preparedness for response to oil spills in Indian waters.
3. A copy of the Circular/ Notice will be posted on the official website of the Indian Coast Guard at www.indiancoastguard.nic.in for information and necessary action by all stakeholders to the NOSDCP.
4. This is issued with the approval of the Director General Indian Coast Guard.

(AA Hebbbar)
Dy Inspector General
Director (Environment)



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EP/0720/Circular

06 Feb 2013

Chairman NOSDCP Circular No: 01/2013

Subject: Annual Returns on Preparedness for Oil Spill Response

1. By a decision of Committee of Secretaries on 04 November 1993 and further, by amendment to Allocation of Business Rules, 1961 vide notification dated 12 December 2002, the Indian Coast Guard has been designated as the Central Coordinating Authority for combating of oil spills in Indian waters.

2. Apart from an approved facility oil spill contingency plan, an inventory of oil spill response equipment proportional to the estimated risk and adequate pool of trained manpower for operating and maintaining the pollution response equipment is required to be maintained by all ports and oil handling agencies. The Coast Guard maintains a database of such inventory and trained manpower as a part of its preparedness for oil spill contingencies.

3. With a view to regularly update the national database of inventory and trained manpower it has been decided that all stakeholders will render the following information as per the format prescribed at Annexure, annually to the Coast Guard Headquarters as on 31 December each year.

- (a) List of oil spill response resources (vessels and equipment) with operational status
- (b) List of IMO OPRC level 1 and level 2 trained responders,
- (c) Status of facility oil spill contingency plan,
- (d) If outsourced, particulars of private oil spill response operator; crafts and equipment on hire and their operational status; list of IMO OPRC level 1 and level 2 trained personnel on hire and on call; and date of expiry of engagement, and
- (e) Contact directory of personnel who may be contacted in the event of an oil spill.

4. The annual return is to be submitted by 15th February at dte-fe@indiancoastguard.nic.in.

5. This is issued with the approval of the Director General Indian Coast Guard.

(AA Hebbar)
Dy Inspector General
Director (Environment)

ANNEXURE TO NOSDCP CIRCULAR NO. 1/2013

ANNUAL RETURNS ON PREPAREDNESS FOR OIL SPILL RESPONSE					
1	NAME OF PORT / OIL HANDLING AGENCY				
2	CONTAINMENT EQUIPMENT	DESCRIPTION	LENGTH	QUANTITY (No.)	OPERATIONAL STATUS
3	RECOVERY EQUIPMENT	DESCRIPTION	CAPACITY	QUANTITY (No.)	OPERATIONAL STATUS
4	TEMPORARY STORAGE FACILITY	DESCRIPTION	CAPACITY	QUANTITY (No.)	OPERATIONAL STATUS
5	OSD SPRAYING SYSTEM	DESCRIPTION		QUANTITY (No.)	OPERATIONAL STATUS
6	OIL SPILL DISPERSANT	MAKE		QUANTITY (Kg.)	EXPIRY DATE
7	SHORELINE RESPONSE EQUIPMENT	DESCRIPTION	CAPACITY (if applicable)	QUANTITY (No.)	OPERATIONAL STATUS

8	IMO OPRC LEVEL TRAINED RESPONDERS	NAME	DESIGNATION	CONTACT No.	IMO OPRC LEVEL 1/2
9	OIL SPILL RESPONSE CRAFT	CRAFT NAME	DESCRIPTION	RESPONSE CAPABILITY	
				PLEASE PROVIDE PARTICULARS AT SECTIONS 2-6	
10	OSRO PARTICULARS (IF OUTSOURCED)	OPERATOR NAME			
		ADDRESS			
		PHONE NO.			
		FAX NO.			
		E-MAIL			
		ENGAGEMENT EXPIRY DATE			
		EQUIPMENT ON HIRE		PLEASE PROVIDE PARTICULARS AT SECTIONS 2-7	
		IMO OPRC LEVEL TRAINED PERSONNEL ON HIRE		PLEASE PROVIDE PARTICULARS AT SECTION 8	
		MANPOWER ON CALL			
		CRAFT ON HIRE		PLEASE PROVIDE PARTICULARS AT SECTION 9	
11	OIL SPILL CONTINGENCY PLAN	YEAR PUBLISHED	DATE OF LAST REVISION	STATUS OF APPROVAL BY COAST GUARD	
12	PERSONNEL TO BE CONTACTED IN CASE OF SPILL	NAME	DESIGNATION	CONTACT PARTICULARS (a) LANDLINE (b) MOBILE (c) FAX (d) E-MAIL	
13	MoU DETAILS (IF ANY)				



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EP/0720/Circular

11 March 2014

Chairman NOSDCP Circular No: 01/2014

Subject: Pre-booming of Tankers at alongside Berths and SPMs

1. By an Office Memorandum of the Ministry of Defence dated 07 March 1986 and further, by amendment to the Government of India (Allocation of Business) Rules, 1961 vide Gazette notification dated 12 December 2002, the Indian Coast Guard has been designated as the Central Coordinating Authority for combating oil spills in Indian waters and undertaking oil spill prevention and control.

2. Discharge of oil cargo at alongside berths and at SPMs presents a significant risk of oil pollution. Pre-booming of oil tankers engaged in discharge of cargo at alongside berths and at SPMs was, therefore, discussed during the 17th NOSDCP meeting on 12 June 2012. The Coast Guard subsequently examined the feasibility of implementing pre-booming at each port and SPM. The study by the Coast Guard revealed that pre-booming is practiced at oil berths at Karaikkal, Tuticorin, Chennai, Ennore and Visakhapatnam port and permanent boom is laid on dockside at Sikka Reliance terminal. Pre-booming was reported feasible and recommended for oil berths at Mumbai and Kochi. Pre-booming was also reported feasible but not recommended for oil berths at Mormugao and New Mangalore view obstruction to adjacent berths and low shoreline sensitivity respectively. The study further brought out that pre-booming is also not being practiced at any of the SPMs within the port jurisdiction. Reported constraints in pre-booming included strong currents and tidal streams, high tidal ranges, periodic change of direction with flood and ebb stream, as also the swing of tanker at SPM with tide change and presence of standby tug in vicinity for immediate assistance. However, ecological sensitivity is of significant concern, particularly in the GoK and at Kochi, Kakinada, and Paradip.

3. With a view to curtail the risk of oil spill, every deliverer will pre-boom oil transfers as a Standard Operating Procedure (SOP). However, when it is determined that it is not safe and effective to pre-boom the oil transfer, a suitable oil spill response craft will be stationed during cargo discharge, in the vicinity of the tanker for immediate response and backed by capability to track a spill in low visibility conditions. The SOP for pre-booming is placed at Annexure.

4. This is issued with the approval of the Director General Indian Coast Guard.

(AA Hebbbar)
Dy Inspector General
Director (Environment)

Standard Operating Procedure

1. The Standard Operating Procedures (SOP) for pre-booming will be as follows:-
 - (a) The deliverer will deploy the boom such that it completely surrounds the vessel(s) and facility/terminal dock area directly involved in the oil transfer operation or the deliverer may pre-boom the portion of the vessel and transfer area which will provide for maximum containment of any oil spilled into the water.
 - (b) The boom will be deployed with a minimum stand-off of five feet away from the sides of a vessel, measured at the waterline. This stand-off may be modified for short durations needed to meet a facility or ship's operational needs.
 - (c) The deliverer will periodically check the boom positioning and adjust as necessary throughout the duration of the transfer and specifically during tidal changes and significant wind or wave events.
 - (d) For pre-boomed transfers, within one hour of being made aware of a spill, the deliverer will be able to complete deployment of the remaining boom, should it be necessary for containment, protection, or recovery purposes.
 - (e) The determination of safe and effective booming must be made prior to starting a transfer or, if conditions change, during a transfer.
 - (f) The deliverer must be able to quickly disconnect the entire boom in the event of an emergency.

Alternative Measures

2. If owing to metrological or other factors or mobility desired of the tanker and it's assisting craft it is not feasible to safely and effectively implement pre-booming as a SOP, the following alternate measures will be taken by the deliverer to address ecological sensitivity concerns of the areas likely to be affected by the spill:-
 - (a) As an alternative to pre-booming, a suitable oil spill response craft will be stationed during cargo discharge, in the vicinity of the tanker for immediate response.
 - (b) On being made aware of a spill, the deliverer will have the ability to safely commence tracking of the spill in low visibility conditions.
 - (c) Within one hour of being made aware of a spill, the deliverer will be able to completely surround the vessel(s) and facility/terminal dock area directly involved in the oil transfer operation, or the deliverer may pre-boom the portion of the vessel and transfer area which will provide for maximum containment of any oil spilled into the water.



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नई दिल्ली/NEW DELHI 110 001

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EP/0720/Circular

04 January 2016

Chairman NOSDCP Circular No: 01/ 2016

Subject: Amendment No. 2 to National Oil Spill Disaster Contingency Plan 2015 Edition

1. The Indian Coast Guard has been designated as the Central Coordinating Authority for combating of oil spills in Indian waters and undertakes oil spill prevention and control measures besides maintaining the National Oil Spill Disaster Contingency Plan, or NOSDCP.
2. Amendment No. 2 to the National Oil Spill Disaster Contingency Plan (NOSDCP 2015 edition) at Annexure is based on feedback received from stakeholders from time to time and an outcome of a periodic review of the NOSDCP with a view to update the national plan.
3. Plan holders are requested to incorporate the aforesaid amendment in NOSDCP 2015 and also update the record of amendments.
4. This is issued with the approval of the Director General Indian Coast Guard.

(AA Hebbbar)
Dy Inspector General
Principal Director (Environment)

Annexure: as above

Annexure to NOSDCP Circular No. 01/ 2016

Amendment No. 2 to NOSDCP 2015

1. At page 7, in Section 1.8.3 under Table 1.3 (after the last row),

Add:

Directorate General of Hydrocarbons

Good International Petroleum Industry Practices

2. At page 12, in Section 2.3 (last line),

For:

The response actions will be supported by the LAG and LST.

Read:

The response actions will be supported by the Local Action Group (LAG) and Local Action Group Support Team (LST).

3. At page 26, in Section 3.2.5 (para 7, line 1),

For:

Ministry of Agriculture

Read:

Ministry of Agriculture & Farmers Welfare

4. At page 28, under Section 3.3.10 (header),

For:

MINISTRY OF EARTH SCIENCES/ DEPARTMENT OF OCEAN DEVELOPMENT/ NATIONAL INSTITUTE OF OCEANOGRAPHY

Read:

MINISTRY OF EARTH SCIENCES/ NATIONAL INSTITUTE OF OCEANOGRAPHY

5. At page 28, in Section 3.3.11 (header),

For:

MINISTRY OF AGRICULTURE

Read:

MINISTRY OF AGRICULTURE & FARMERS WELFARE

6. At page 33, after Section 3.3.28,

Add:

3.3.29 THE INDIAN COUNCIL OF AGRICULTURAL RESEARCH

- (a) Map risk and consequences of oil pollution to fisheries and aquaculture.
- (b) Provide scientific advice on the effect of marine oil pollution on fisheries and aquaculture.
- (c) Document impacts of oil spills of significance on fisheries and aquaculture.

7. At Appendix 'A', page 2,

For:

"Department of Ocean Development"

Read:

"Ministry of Earth Sciences"

8. At Appendix 'C', page 1,

Delete:

"Department of Ocean Development"

9. At Appendix F2.1, in table F2.1.2, under "Equipment",

For:

DESCRIPTION		RISK CATEGORY		
		A	B	C
Current Buster booms if tidal current >2 knots (meters)		400	400	—
Shoreline cleanup equipment	OSD Applicator	5	—	—
	Fast tanks	5	—	—
Work Boats 2		1	1	
Tugs 2		1	—	

Read:

DESCRIPTION		RISK CATEGORY		
		A	B	C
Boom sustainable in strong currents, if current within 4 knots (meters/ nos.)		400/ 2	400/ 2	—
Shoreline cleanup equipment	OSD Applicator	—	—	—
	Portable temporary storage facility	5	—	—
Work Boats		2	1	1
Tugs		2	1	—

10. At Appendix F2.2, in table F2.2.2, under "Equipment",

For:

DESCRIPTION		RISK CATEGORY			
		SUPER A	A	B	C
Current Buster booms at ports where tidal current >2 knots (Nos)		2	2	—	—
Shoreline cleanup equipment	OSD Applicator	5	4	—	—
	Fast tanks	5	4	—	—
Work Boats 2		1	—	1	

Read:

DESCRIPTION		RISK CATEGORY			
		SUPER A	A	B	C
Boom sustainable in strong currents, if current within 4 knots (meters/ nos.)		400/ 2	400/ 2	—	—
Shoreline cleanup equipment	OSD Applicator	—	—	—	—
	Portable temporary storage facility	5	4	—	—
Work Boats		2	1	—	1

11. At Appendix S2.Rev.1, in Para 3,

For:

Oil Spill Dispersant	Approval Holder	Contact Numbers	Authority
Spilcare-ADT Type 2/3	Spilcare O-Metacien Pvt Ltd AB-146, 3 rd Main Road Anna Nagar Chennai - 600 040	+91-44- 26200482 +91-44- 26281457 (Fax)	NIO, Goa letter NIO/CON- 02/2010 dated 10 Feb 2010

Read:

Oil Spill Dispersant	Approval Holder	Contact Numbers	Authority
Spilcare-ADT Type 2/3	Spilcare Environmental Technologies Pvt Ltd 128/12, Emerald Flats Anna Nagar West Extension Thirumangalam Chennai 600 040	+91 44 6566 1522 +91 44 2615 4972 (Fax)	NIO, Goa letter NIO/CON- 02/2010 dated 10 Feb 2010



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EP/0720/Circular

23 February 2017

Chairman NOSDCP Circular No: 01/ 2017

Subject: Amendment No. 3 to National Oil Spill Disaster Contingency Plan 2015 Edition

1. The Indian Coast Guard has been designated as the Central Coordinating Authority for combating of oil spills in Indian waters and undertakes oil spill prevention and control measures besides maintaining the National Oil Spill Disaster Contingency Plan, or NOS-DCP.
2. Amendment No. 3 to the National Oil Spill Disaster Contingency Plan (NOS-DCP 2015 edition) at Annexure is an outcome of a periodic review of the NOS-DCP with a view to update the national plan.
3. Plan holders are requested to carry out the amendments to NOS-DCP 2015 as per Annexure and also update the record of amendments at Appendix 'J' to the NOS-DCP.
4. This is issued with the approval of the Director General Indian Coast Guard.

(Bhim Singh Kothari)
Commandant
Director (Environment)

Annexure: as above

Annexure to NOS-DCP Circular No. 01/ 2017

Amendment No. 3 to NOS-DCP 2015

1. At page 8, para 1.9, (at second line),

For:

2014

Read:

2015

2. At page 37, in Section 4.5 (at last line),

For:

Appendix 'E7'

Read:

Appendix E7/G.Rev.1

3. At page 38, in Section 4.9 (at last line),

For:

Appendix 'G'

Read:

Appendix E7/G.Rev.1

4. At page 43, in Section 5.5, (at first line),

For:

telephone or facsimile and will be besides

Read:

telephone or facsimile **or e-mail** and will be besides

5. At Appendix 'E5', page 2, under Preparedness SI 31,

For:

whether the facility has MoU with other operations for 'tier-1 preparedness

Read:

whether the facility has MoU with other operators for **mobilisation of additional resources**

6. At Appendix 'K1', in para 5 first line,

For:

telephone or facsimile and will be besides

Read:

telephone or facsimile **or e-mail** and will be besides

7. At Appendix 'K1-1',

For:

Fax to:

MRCC Mumbai: Fax: +91 22 24316558 (Alternative Fax No: +91 22 24333727) (Telephone Nearest MRCC Station)

MRCC Chennai: Fax: +91 12244 25395018 (Alternative Fax No: +91 44 23460404) (Telephone Nearest MRCC Station)

MRCC Port Blair: Fax: +91 3192 242948 (Alternative Fax No: +91 3192 245942) (Telephone Nearest MRCC Station)

Read:

Fax/ **e-mail to:**

MRCC Mumbai: Fax: +91 22 24316558 (Alternative Fax No: +91 22 24333727), (Telephone Nearest MRCC Station), **e-mail: mrcc-west@indiancoastguard.nic.in**

MRCC Chennai: Fax: +91 44 25395018 (Alternative Fax No: +91 44 23460404), (Telephone Nearest MRCC Station), **e-mail: mrcc-east@indiancoastguard.nic.in**

MRCC Port Blair: Fax: +91 3192 242948 (Alternative Fax No: +91 3192 245942), (Telephone Nearest MRCC Station), **e-mail: mrcc-ptb@indiancoastguard.nic.in**



CENTRAL COORDINATING AUTHORITY

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CNA/205/CMP

09 Nov 2020

Chairman NOS-DCP Circular No: 01/ 2020

Subject: Amendment No. 5 to National Oil Spill Disaster Contingency Plan 2015 Edition.

1. The Indian Coast Guard has been designated as the Central Coordinating Authority for combating of oil spills in Indian waters and undertakes oil spill prevention and control measures besides maintaining the National Oil Spill Disaster Contingency Plan (NOS-DCP).
2. The enclosed Amendment No. 5 to National Oil Spill Disaster Contingency Plan (NOS-DCP 2015 edition) is an outcome of a periodic review of the NOS-DCP with a view to update the national plan.
3. Amendment No. 5 is hereby inserted as Appendix C1 to "Appendices to National Oil Spill Disaster Contingency Plan (NOS-DCP) 2015 edition." All stakeholders to NOS-DCP are requested to update the same for records.
4. This is issued with the approval of the Chairman NOS-DCP.

(P Rajesh)

Dy Inspector General
Director (Environment)
for Director General ICG

Encl: As above

JS(Ports)/MoS

JS(Sagarmala)/MoS

JS(Exploration)/MoPNG

} with a request for compliance by Ports and
Oil Handling Agencies

C1

Appendix C1 to NOS-DCP 2015

(Para 3.6 refers)

MARINE OIL SPILL DISASTER

Subject: Amendment No. 5 to National Oil Spill Disaster Contingency Plan 2015 Edition.

Oil spill at Sea - All oil spill incidents in maritime zones of India are to be reported to respective Maritime Rescue Co ordination Centers (**West coast of India** - mrcc-west@indiancoastguard.nic.in, **East coast of India**- mrcc-east@indiancoastguard.nic.in & **A&N Islands** - mrcc-ptb@indiancoastguard.nic.in) with information to Competent National Authority for oil spill response (Email id - cna.india@indiancoastguard.nic.in & dte-fe@indiancoastguard.nic.in) and DG Com Centre (Email id- dgcommcentre-dgs@nic.in).

SL	COORDINATING AGENCY & ITS AREA OF RESPONSIBILITY	POINT (S) OF CONTACT	AGENCIES /NODAL POINTS IN CENTRE/STATE FOR CONVEYING THE REQUEST FOR ASSISTANCE FROM MOD	BEARING COST OF MARINE OIL SPILL DISASTER
1.	<u>Indian Coast Guard</u> Tier -1 response in various maritime zones except in the water of ports and within 500 mtrs of offshore exploration and production platforms, coastal refineries and associated facilities such as Single Buoy Mooring (SBM), Crude Oil Terminal (COT) and pipelines.	Competent National Authority Secretariat, Respective Coast Guard Regional Headquarters {Gujarat- RHQ(NW), Maharashtra, Goa, Karnataka, Kerala and L&M Islands –RHQ (W), Tamil Nadu, Puducherry, Andhra Pradesh - RHQ(E), Odisha, West Bengal- RHQ(NE) and A&N Islands – RHQ (A&N)}	--	The cost /damages caused due to an oil spill incident is to be claimed by agencies directly from the insurer of the polluter. DG Shipping, being the maritime administrator establishes a help desk through which all the claims are required to be settled. Following cost/damages can be claimed from an oil spill incident:
2.	<u>Ports (Major & Non Major)</u> Tier -1 response in the water of ports (Harbour and Anchorage area) coastal refineries in port limits and associated facilities such as Single Buoy Mooring (SBM), Crude Oil Terminal (COT) and pipelines.	Respective Port Chairman/Port Officer	State/UT Administration, Ports and Oil Handling Agencies may seek assistance of MoD, when the magnitude of oil spill is beyond their response capabilities that is beyond Tier – 1. The respective heads may forward their requisition to the	(i) Costs of clean up and preventive measures. (ii) Property Damage. (iii) Economic loss in the fisheries, mariculture and fish processing sectors.

3.	<u>Oil Handling Agencies and Oil Installations</u> Tier -1 response in the water within 500 mtrs of offshore exploration and production platforms, coastal refineries and associated facilities such as Single Buoy Mooring (SBM), Crude Oil Terminal (COT) and pipelines.	Respective exploration production operator	Offshore and platform	Director General, Secretariat, Competent National Authority, Coast Guard Headquarters, National Stadium Complex, New Delhi- 110001.	(iv) Economic loss in the tourism sector and other related businesses. (v) Other losses including costs of reasonable measures to reinstate the environment and post-spill studies.
4.	<u>Indian Coast Guard</u> Tier – 2 Response in maritime Zones of India	The Director General, Secretariat, Competent National Authority, Coast Guard Headquarters, National Stadium Complex, New Delhi- 110001 Telefax – 011- 23383196 (24x7), 0120- 2975726, 011- 23074131 Email- cna.india@indiancoastguard.nic.in dte- fe@indiancoastguard.nic.in			--



टेलीफैक्स: 91-11-23074131

वेब: www.indiancoastguard.nic.in

ई-मेल: dte-fe@indiancoastguard.nic.in

भारतीय तटरक्षक/ INDIAN COAST GUARD

तटरक्षक मुख्यालय/ COAST GUARD HEADQUARTERS

राष्ट्रीय स्टेडियम परिसर/ NATIONAL STADIUM COMPLEX

नई दिल्ली/ NEW DELHI 110 001

Telefax: 91-11-23074131

Web: www.indiancoastguard.nic.in

E-mail: dte-fe@indiancoastguard.nic.in

EP/0720/Circular

09 August 2012

Chairman NOSDCP Circular No: 02/2012

Subject: Guidelines on elements of facility Oil Spill Contingency Plan

1. Every owner or operator of a port facility, oil installation, or offshore installation is required to maintain an oil spill contingency plan duly approved by the Indian Coast Guard.
2. A contingency plan will typically comprise of three parts:
 - (a) A strategy section, which describes the scope of the plan, its geographical coverage, perceived risks, roles and responsibilities of those charged with implementing the plan and the proposed response strategy;
 - (b) An action and operations section, which specifies the emergency procedures that will allow rapid assessment of the spill and the mobilization of appropriate response resources; and
 - (c) A data directory, which should contain all relevant maps, resource lists and data sheets required to support an oil spill response effort and conduct the response according to an agreed strategy.
3. The Annexure to this circular sets out the desired elements of a typical facility oil spill contingency plan. They may be used either as a guiding template when writing a new oil spill contingency plan or as a checklist when reviewing an existing plan. The plan elements outlined are, however, not to be construed as being either restrictive or exhaustive in nature.
4. This is issued with the approval of the Director General Indian Coast Guard.

(AA Hebbbar)
Dy Inspector General
Director (Environment)

Annexure to NOSDCP Circular No. 2/2012

Elements of facility Oil Spill Contingency Plan

Strategy

1. Introduction

- 1.1 Authorities and responsibilities
- 1.2 Coordinating committee
- 1.2 Statutory requirements
- 1.4 Mutual aid agreements
- 1.3 Geographical limits of plan
- 1.4 Interface with ROSDCP and NOSDCP

2. Risk assessment

- 2.1 Identification of activities and risks
- 2.2 Types of oil likely to be spilled
- 2.3 Probable fate of spilled oil
- 2.4 Development of oil spill scenarios including worst case discharge
- 2.5 Shoreline sensitivity mapping
- 2.6 Shoreline resources, priorities for protection
- 2.7 Special local considerations

3. Response strategy

- 3.1 Philosophy and objectives
- 3.2 Limiting and adverse conditions
- 3.3 Oil spill response in offshore zones
- 3.4 Oil spill response in coastal zones
- 3.5 Shoreline oil spill response
- 3.6 Storage and disposal of oil and oily waste

4. Equipment

- 4.1 Marine oil spill response equipment
- 4.2 Inspection, maintenance and testing
- 4.3 Shoreline equipment, supplies and services

5. Management

- 5.1 Crisis manager and financial authorities
- 5.2 Incident organization chart
- 5.3 Manpower availability (on-site, on-call)
- 5.4 Availability of additional manpower
- 5.5 Advisors and experts - spill response, wildlife, and marine environment
- 5.6 Training/safety schedules and drill/exercise programme

6. Communications

- 6.1 Incident control room and facilities
- 6.2 Field communications equipment
- 6.3 Reports, manuals, maps, charts and incident logs

Action and operations

7. Initial procedures

- 7.1 Notification of oil spill to concerned authorities
- 7.2 Preliminary estimate of response Tier
- 7.3 Notifying key team members and authorities
- 7.4 Manning control room
- 7.5 Collecting information (oil type, sea/wind forecasts, aerial surveillance, beach reports)
- 7.6 Estimating fate of slick (24, 48 and 72 hours)
- 7.7 Identifying resources immediately at risk, informing parties

8. Operations planning

- 8.1 Assembling full response team
- 8.2 Identifying immediate response priorities
- 8.3 Mobilizing immediate response
- 8.4 Media briefing
- 8.5 Planning medium-term operations (24-, 48-and 72-hour)
- 8.6 Deciding to escalate response to higher Tier
- 8.7 Mobilizing or placing on standby resources required
- 8.8 Establishing field command post and communications

9. Control of operations

- 9.1 Establishing a management team with experts and advisors
- 9.2 Updating information (sea/ wind/weather forecasts, aerial surveillance, beach reports)
- 9.3 Reviewing and planning operations
- 9.4 Obtaining additional equipment, supplies and manpower
- 9.5 Preparing daily incident log and management reports
- 9.6 Preparing operations accounting and financing reports
- 9.7 Preparing releases for public and press conferences
- 9.8 Briefing local and government officials

10. Termination of operations

- 10.1 Deciding final and optimal levels of beach clean-up
- 10.2 Standing-down equipment, cleaning, maintaining, replacing
- 10.3 Preparing formal detailed report
- 10.4 Reviewing plans and procedures from lessons learnt

Data directory

Maps/charts

1. Coastal facilities, access roads, telephones, hotels, etc.
2. Coastal charts, currents, tidal information (ranges and streams), prevailing winds
3. Risk locations and probable fate of oil
4. Shoreline resources for priority protection
5. Shoreline types
6. Sea zones and response strategies
7. Coastal zones and response strategies
8. Shoreline zones and clean-up strategies
9. Oil and waste storage/disposal sites
10. Sensitivity maps/atlas

Lists

1. *Primary oil spill equipment*: booms, skimmers, spray equipment, dispersant, absorbents, oil storage, radio communications, etc (manufacturer, type, size, location, transport, contact, delivery time, cost and conditions)
2. *Auxiliary equipment*: tugs and work boats, aircraft, vacuum trucks, tanks and barges, loaders and graders, plastic bags, tools, protective clothing, communications equipment, etc (manufacturer, type, size, location, transport, contact, delivery time, cost and conditions)
3. *Support equipment*: aircraft, communications, catering, housing, transport, field sanitation and shelter etc (availability, contact, cost and conditions).
4. *Sources of manpower*: contractors, local authorities, caterers, security firms (availability, numbers, skills, contact, cost and conditions)
5. *Experts and advisors*: environment, safety, auditing, (availability, contact, cost and conditions)
6. *Local and national government contacts*: (name, rank and responsibility, address, telephone, fax, telex)

Data

1. Specifications of oils commonly traded
2. Wind and weather
3. Information sources



टेलीफ़ैक्स: 91-11-23074131

वेब: www.indiancoastguard.nic.in

ई-मेल: dte-fe@indiancoastguard.nic.in

भारतीय तटरक्षक/ INDIAN COAST GUARD

तटरक्षक मुख्यालय/ COAST GUARD HEADQUARTERS

राष्ट्रीय स्टेडियम परिसर/ NATIONAL STADIUM COMPLEX

नई दिल्ली/ NEW DELHI 110 001

Telefax: 91-11-23074131

Web: www.indiancoastguard.nic.in

E-mail: dte-fe@indiancoastguard.nic.in

EP/0720/Circular

19 Jun 2013

Chairman NOSDCP Circular No: 02/2013

Subject: Radar Oil Spill Detection System at Sea Ports and Oil Handling Facilities

1. Discharge into the sea of oil or oily mixtures from ships and fixed or floating platforms including drilling rigs, floating production, storage and offloading facilities used for the offshore production and storage of oil and floating storage units used for the offshore storage of produced oil is prohibited, with certain exceptions, by the Merchant Shipping Act, 1958 as amended.
2. As a State party to the United Nations Law of the Sea Convention, 1982, India is obliged to endeavor to observe, measure, evaluate and analyse, by recognized scientific methods, the risks or effects of pollution of the marine environment. In particular, India is required to keep under surveillance the effects of any activities which it permits or in which it engages in order to determine whether these activities are likely to pollute the marine environment.
3. India being a State Party to the International Maritime Organisation Oil Pollution Preparedness, Response, and Cooperation Convention, 1990, persons having charge of sea ports and oil handling facilities in India are required to have oil pollution emergency plan and such preparedness planning includes maintenance of an effective and fool proof surveillance system to monitor and detect any presence or discharge of oil in contravention of the provisions in the Merchant Shipping Act, 1958 as amended.
4. The need for oil spill detection capabilities at sea ports and oil handling facilities was discussed with stakeholders at the 16th NOSDCP meeting on 19 Apr 11. The Committee of Secretaries in its meeting on 02 Dec 2011 decided that the installation of oil spill detection software in VTMS radars at ports and VATMS radars of oil companies along the coastline may be studied and, if found feasible, be done in a time-bound manner. The status was reviewed at the 18th NOSDCP meeting on 31 May 13.
5. The capability for radar detection of oil spills may be achieved either by way of IMO type approved SOLAS compliant radar or by installing a software patch on existing radar.
6. Persons having charge of sea ports and oil handling facilities are, therefore, urged to establish radar oil spill detection capability in a time bound manner.
7. This is issued with the approval of the Director General Indian Coast Guard.

(AA Hebbbar)
Dy Inspector General
Director (Environment)



भारतीय तटरक्षक/INDIAN COAST GUARD

टेलीफैक्स : 91-11-23074131

तटरक्षक मुख्यालय/COAST GUARD HEADQUARTERS

Telefax: 91-11-23074131

वेब : www.indiancoastguard.nic.in

राष्ट्रीय स्टेडियम परिसर/NATIONAL STADIUM COMPLEX

Web: www.indiancoastguard.nic.in

ई-मेल dte-fe@indiancoastguard.nic.in

नई दिल्ली/NEW DELHI 110 001

E-mail: dte-fe@indiancoastguard.nic.in

EP/0720/Circular

30 April 2015

Chairman NOSDCP Circular No: 02/2015

Subject: Net Environmental Benefit Analysis in Facility Contingency Plans

1. By a decision of Committee of Secretaries on 04 November 1993 and further, by amendment to Allocation of Business Rules, 1961 vide notification dated 12 December 2002, the Indian Coast Guard has been designated as the Central Coordinating Authority for combating of oil spills in Indian waters.
2. Selection of an appropriate response strategy to a marine oil pollution incident requires determination of the most environmentally and economically optimal oil spill response technique. Whereas dispersant would be considered for response to an oil spill in the open sea, offshore, and upstream of sensitive resources, to avoid oil reaching the shoreline or sensitive resources but avoided on or in the immediate vicinity of sensitive resources, coastal areas where several sensitive resources are of concern would require conduct of a Net Environmental Benefit Analysis (NEBA)¹ based on realistic scenarios.
3. NEBA is a comparison of *the impact of the spill following intervention with the response options as opposed to "no intervention"* based on the behavior of the oil according to the response options considered as well as the feasibility and the expected efficiency of the response options considered. The results of the NEBA determine the recommendations of which option is preferable, and which options should be prohibited.
4. It is necessary to perform NEBA, especially when using dispersants, because of the fact that dispersion does not completely remove oil from the environment, but transforms it into a state, which is safer for the environment and better for natural decomposition. Subjecting potential oil spill scenarios to NEBA of oil spill response techniques at the preparatory stage of oil spill contingency plans, before a spill occurs will maximize the window of opportunity for using dispersants, if that is the preferred choice.
5. With immediate effect, every facility contingency plan submitted for consideration of approval of the Coast Guard will include a NEBA for oil spill scenarios of 10 tons, and its exponential values up to and including the worst-case scenario. Each scenario will be supplemented with recommendations on practicability, from an ecological point of view, of dispersant usage or its prohibition. Approval for the use of dispersants as required by the national policy will be given based on positive results of NEBA. At the time of an actual spill, decisions will be made on the basis of the NEBA, with adjustment if the real spill situation differs significantly from the pre-studied scenarios.
6. The guidelines for conduct of NEBA in the development of facility contingency plans, which take into consideration the relevant IMO guidance² on the subject, are at Annexure.
7. This is issued with the approval of the Director General Indian Coast Guard.

(AA Hebbar)
Dy Inspector General
Director (Environment)

¹ Other names include NEEBA (Net Environmental & Economic benefit Analysis) and NEDRA (Net Environmental Risk & Damage Assessment)

² See IMO. (2013, December 20). *Updating of IMO Dispersant Guidelines*. MEPC/OPRC-HNS/TG 16/3/2

Annexure to NOSDCP Circular No. 2/2015

Guidelines for Net Environmental Benefit Analysis

The NEBA for oil dispersants is an assessment of positive and negative consequences of dispersant use, as compared to the use of other response techniques, taking into consideration the biological resources and socio-economics of the region, such as the season, state of fisheries, economic and social values, and other biological resources.

The following documents are to be prepared before proceeding with the NEBA, in order to determine which resources may be damaged and which ones should be preserved:-

- (a) an inventory of the local sensitive resources;
- (b) the vulnerability¹ of the resources identified; and
- (c) the definition of the importance of the resources identified.

The NEBA may be performed as follows:

- (a) as a preliminary measure at the facility oil spill response plan development stage; or
- (b) in a specific situation during an oil spill.

A preliminary NEBA is preferred in order to reduce the time for decision-making.

The preliminary NEBA shall be performed for oil spill scenarios of 10 tons, and its exponential values up to and including the worst-case scenario. Each scenario will be supplemented with recommendations on practicability, from an ecological point of view, of dispersant usage or its prohibition.

Each potential oil spill scenario must address the following:-

- (a) description of assets where oil spills are possible;
- (b) potential oil spill scenarios and spill volumes including worst case spill, physical and chemical properties of oil;
- (c) results of mathematical simulation of oil spill behavior on water (spreading, possible drift directions, quantitative changes of oil, when presented on the sea surface, which occur due to evaporation and dispersion under the influence of wave energy and currents; amount of oil stranded onshore, oil remaining on the sea surface and penetrating into water column);
- (d) list of ecosystem components that exist within the action zone of the facility contingency plan, depending on the priority of their protection in time of potential emergency scenarios, from the point of view of preserving natural resources, and taking into account their seasonal changes;
- (e) list of economically and socially valuable assets which require protection;
- (f) prioritization of the identified environmental and economic resources, decided with the local stakeholders;
- (g) advantages and disadvantages of various available, in-place oil spill response methods including dispersion and an in-principle, assessment of the expected results of each possible response technique: dispersion, containment and recovery, monitoring for action; and
- (h) impact of floating and dispersed oil on selected ecosystem components and state of the environment in general.

Both natural and economic resources should be considered. In general, endangered species, highly productive areas, sheltered habitats with poor flushing rates, and habitats which take a long time to recover should receive top protection priority. The list should take into account factors like possible

¹ Vulnerability takes into account sensibility to oil and the ability of the resources to recover/restore rapidly.

seasonal variations as well as the time needed by each impacted resource to recover (damage on a resource which can regenerate quickly is often more acceptable than damage to one which needs a very long restoration time). These factors will affect priorities.

Habitats and resources should be considered as a whole and not independently, as the decision to apply dispersant may benefit particular habitats or resources and at the same time affect adjacent ecosystems.²

In terms of priority, it is better to protect the habitat before the species themselves, as the species are dependent on the preservation of their habitat. In term of species, the objective must be to protect the reproductive potential.

The NEBA for the use of dispersant in particular, must take the following into consideration:-

- (a) consider the behavior (drift and weathering) of the treated oil (drift according to the current and speed of dilution of the plume) and of the untreated oil (drift according to the current and wind);
- (b) identify resources potentially affected by the treated oil or untreated surface oil;
- (c) assess possible vulnerability of these resources (vulnerability = sensitivity + restoration time);
- (d) rank these resources according to their vulnerability and/or importance and decide on the priorities (what must be preserved, what could be sacrificed);
- (e) predict the possible impacts for the different response options (e.g. chemical dispersion or not) and make a decision on the use of dispersants;
- (f) in case of conflicting conclusions,
 - (i) preserve the habitat before the species, and
 - (ii) preserve reproductive potential.
- (g) where local birds are concentrated, accord special concern for application of dispersants to ensure that direct contact between dispersants and feathers of seabirds is absolutely avoided.

The NEBA results must include mapping of areas where dispersants should not be used according to different criteria (e.g. seasonal or at any time of year, tides or current, weather conditions, or the size of the spill – tier 1, 2, 3).

The plot of valuable ecosystem components on environmental sensitivity maps and mathematical modeling of spilled oil behavior constitutes the basis for a NEBA. The results of preliminary NEBA are to be arranged in the form of a set of oil spill response scenarios. The scenarios are to be supplemented with recommendations on practicability, from an ecological point of view, of dispersant usage or its prohibition. The scenarios are to be then included in the relevant facility oil spill contingency plan.

Consequent to conduct of NEBA, consideration of certain response options may be immediately ruled out because of their ineffectiveness in the given conditions and, others ranked in terms of effectiveness and preference. The use of different techniques may be recommended for different parts of the slick. With respect to chemical dispersion, the recommendations must indicate whether it is possible or impossible to use dispersants in a given situation or which parts of the slick should be treated with dispersants.

At the time of an actual spill, approval for the use of dispersants will be given based on positive results of NEBA. Also, decisions will be made on the basis of the NEBA, with adjustment if the real spill situation differs significantly from the pre-studied scenarios.

² For example, if a spill occurs in shallow water above a submerged coral reef with current and wind conditions leading the slick toward a mangrove swamp, it is generally advisable to disperse the oil above the reef (although it may increase oil exposure of the corals) in order to avoid oil from becoming incorporated in the mangrove sediments from which it will constantly seep out over many years causing long term chronic pollution to both ecosystems.

The NEBA results must be documented in a report approved by the relevant pollution control board, or environment ministry.

NEBA is a time intensive process. It is required to be conducted on scientific basis by a team of stakeholders, which preferably includes specialists in several fields (e.g. ecology; bird, mammal, fish, and benthos biology; mathematical modeling of the behavior of spilled oil). Running the scenarios will require specialized models designed for impact assessment.



**COMPETENT NATIONAL AUTHORITY SECRETARIAT
(OIL & CHEMICAL SPILL RESPONSE)**

भारतीय तटरक्षक/INDIAN COAST GUARD

टेलीफैक्स: +91 120 2975726

तटरक्षक मुख्यालय/COAST GUARD HEADQUARTERS

Telefax: + 91 120 2975726

वेब : www.indiancoastguard.gov.in

राष्ट्रीय स्टेडियम परिसर/NATIONAL STADIUM COMPLEX

Web: www.indiancoastguard.gov.in

ई-मेल: cna.india@indiancoastguard.nic.in

नई दिल्ली/NEW DELHI 110 001

E-mail: cna.india@indiancoastguard.nic.in

CNA/0720/Circular

26 Jun 19

Chairman NOS-DCP Circular No: 02/ 2019

Subject: Establishment of Competent National Authority Secretariat.

1. Union Cabinet on 28 Mar 18 approved ICG to sign Memorandum of Understanding for implementation of the Regional plan for Oil and Chemical spill response in South Asian Seas Region, with South Asia Cooperative Environment Programme (SACEP) maritime nations namely Bangladesh, India, Maldives, Pakistan and Sri Lanka.
2. In addition, ICG was mandated for the following:-
 - (a) Competent National Authority for marine Oil and Chemical Pollution preparedness and response, as the national operational contact point responsible for the receipt and transmission of pollution reports, and as the competent authority entitled to act on behalf of the India concerning measures of mutual assistance and cooperation between the parties.
 - (b) Competent National Authority for the implementation of the Regional Plan, as national operational authority responsible for the implementation of the Regional Plan and for exercising operational command in case of joint response operations, and as national contact point responsible for receiving reports of pollution incidents.
 - (c) ICG MRCCs as national emergency response centres.
 - (d) Exchange of information on National On-Scene Commander, inventories, charges, etc as per NOS DCP.
3. In order to meet the national and international obligation with respect to preservation and protection of marine environment and prevention and control of marine pollution, Competent National Authority Secretariat has been established at Coast Guard Headquarters.
4. Competent National Authority Secretariat will formulate policies and guidelines on the subject matter on behalf of Government of India within the mandate assigned with respect to following:-

- (a) National Oil Spill Disaster Contingency Plan (NOS-DCP), its implementation, Promulgate programme with respect to conduct of exercise, workshop, Audits of ICGs, Ports and Oil Handling Agencies (OHAs) facilities through NOS-DCP Chairman circular. Maintain national directory and national database for PR capabilities. Use of OSD/Bioremediation in maritime zones of India.
- (b) Implement Regional Oil Spill Contingency Plan in South Asian Seas Region. Coordinate with SACEP maritime members for joint training/exercise/workshop/ audit etc. Participate in IMO meetings and SACEP coordinated activities/ meetings.

(Bhim Singh Kothari)
Commandant
Member Secretary
for Competent National Authority

Copy to:-

Secretary/ MoS

Secretary/ MoPNG

JS (Security)/ Cabinet Secretariat

JS (Navy)/ MoD

DG Shipping



**COMPETENT NATIONAL AUTHORITY SECRETARIAT
(FOR OIL & CHEMICAL SPILL RESPONSE)**

भारतीय तटरक्षक/ INDIAN COAST GUARD

टेलीफ़ैक्स : +91 11 23115106

तटरक्षक मुख्यालय/ COAST GUARD HEADQUARTERS

Web: www.indiancoastguard.gov.in

वेब: www.indiancoastguard.gov.in

राष्ट्रीय स्टेडियम परिसर/ NATIONAL STADIUM COMPLEX

E-mail: dte-fe@indiancoastguard.nic.in

नई दिल्ली/ NEW DELHI 110 001

CNA/0761/OSD

3 | Jul 24

Chairperson NOS-DCP Circular No: 02/ 2024

Subject: "Policy and Guidelines for use of Oil Spill Dispersants (OSD) in Indian waters-2025" Short title "OSD Guidelines 2025"

1. Refer to Chairman NOS-DCP Circular 01/2023 dated 03 Feb 23.
2. A Committee comprising of members from ICG, MoEF&CC, MoPSW, OISD, NIOT and NIO was constituted for review of Policy and Guidelines for use of OSD in Indian water.
3. The "Policy and Guidelines for use of Oil Spill Dispersants (OSD) in Indian waters-2025" has been promulgated and available on CG website. The guidelines will come into force w.e.f 01 Apr 25.
4. The objective of bioremediation is to minimize the damage resulting from shoreline pollution as it is a secondary cleanup technique requiring an expert group to monitor and execute the process. The available studies and practical observation indicate that the use of bioremediation is not suitable for at sea response to bulk oil due to the extent of dilution that would occur in open system. Therefore, it has been decided that ICG would not deal with the approval and use of bioremediation. However, the State Governments and Ports may utilize bioremediation for cleanup/restoration of coastline, wetlands, marshlands etc as deemed fit. Hence, the requirement of stocking bioremediation as per circular 03/2018 has been dispensed with.

5. In addition, the following are to be adhered to:-
- (a) The new procurement of OSDs is to be carried out i.a.w. parameters specified in new guidelines.
 - (b) All the OSD suppliers whose product is approved as mentioned in Chairperson NOS-DCP Circular 01/2023 are to apply afresh for approval i.a.w. these guidelines by 31 Dec 2024. The new suppliers may also apply for approval i.a.w. these guidelines.
 - (c) The existing stock, if not meeting any parameter i.a.w. new guidelines, may continue to be used till expiry of shelf life of OSD.
6. This is issued with the approval of the Chairperson, NOS-DCP.



(Ravindra Kumar)
Deputy Inspector General
Principal Director (FE)
for Director General



भारतीय तटरक्षक/ INDIAN COAST GUARD

टेलीफ़ैक्स: 91-11-23074131

तटरक्षक मुख्यालय/ COAST GUARD HEADQUARTERS

Telefax: 91-11-23074131

वेब: www.indiancoastguard.nic.in

राष्ट्रीय स्टेडियम परिसर/ NATIONAL STADIUM COMPLEX

Web: www.indiancoastguard.nic.in

ई-मेल: dte-fe@indiancoastguard.nic.in

नई दिल्ली/ NEW DELHI 110 001

E-mail: dte-fe@indiancoastguard.nic.in

EP/0720/Circular

14 Aug 2013

Chairman NOSDCP Circular No: 03/ 2013

Subject: Certification of Facility Oil Spill Risk Assessment and Response Preparedness

1. By a decision of the Committee of Secretaries on 04 November 1993 and further, vide Notification dated 12 December 2002 by the President under clause (3) of Article 77 of the Constitution regarding Amendment to the Government of India (Allocation of Business) Rules, 1961, the Coast Guard Organisation is inter alia designated as the Central Coordinating Agency for combating of oil pollution in Indian waters and responsible for implementation of National Contingency Plan for oil spill disaster.
2. Further, every owner or operator of a port facility, oil installation, or offshore installation is required to maintain an oil spill contingency plan duly approved by the Coast Guard. The Guidelines on elements of facility oil spill contingency plan are contained in Chairman NOSDCP Circular No. 02/2012 issued vide EP/0720/Circular dated 09 August 2012.
3. It is imperative that the facility oil spill contingency plan is prepared with due regard to the relevant international best practices, international conventions, and domestic legislation and reviewed by a person with responsibility for the port facility, oil installation, or offshore installation and duly endorsed to that effect.
4. With immediate effect, every new, or updated, contingency plan submitted for consideration of approval of the Coast Guard shall, therefore, be required to be accompanied by a Certificate of Endorsement of facility oil spill risk assessment and response preparedness as per the format prescribed at Annexure, duly endorsed by an officer not below the post of Deputy Conservator of a port facility or the Installation Manager of an oil installation, or offshore installation, or equivalent legally responsible authority.
5. This is issued with the approval of the Director General Indian Coast Guard.

(AA Hebbar)
Dy Inspector General
Director (Environment)

Annexure to NOSDCP Circular No. 03/2013

Certificate of Endorsement

(To be certified personally by an officer not below the post of Deputy Conservator of a port facility or the Installation Manager of an oil installation, or offshore installation, or equivalent legally responsible authority)

I hereby certify that:

1. The oil spill contingency plan for the facility under my charge has been prepared with due regard to the relevant international best practices, international conventions, and domestic legislation.
2. The nature and size of the possible threat including the worst case scenario, and the resources consequently at risk have been realistically assessed bearing in mind the probable movement of any oil spill and clearly stated.
3. The priorities for protection have been agreed, taking into account the viability of the various protection and clean-up options and clearly spelt out.
4. The strategy for protecting and cleaning the various areas have been agreed and clearly explained.
5. The necessary organization has been outlined, the responsibilities of all those involved have been clearly stated, and all those who have a task to perform are aware of what is expected of them.
6. The levels of equipment, materials and manpower are sufficient to deal with the anticipated size of spill. If not, back-up resources been identified and, where necessary, mechanisms for obtaining their release and entry to the country have been established.
7. Temporary storage sites and final disposal routes for collected oil and debris have been identified.
8. The alerting and initial evaluation procedures are fully explained as well as arrangement for continual review of the progress and effectiveness of the clean-up operation.
9. The arrangements for ensuring effective communication between shore, sea and air have been described.
10. All aspects of plan have been tested and nothing significant found lacking.
11. The plan is compatible with plans for adjacent areas and other activities.
12. The above is true to the best of my knowledge and belief.
13. I undertake to keep the plan updated at all times and keep the Indian Coast Guard informed of any changes through submission of a fresh certificate of endorsement.

Seal:

Signature:

Name:

Designation:

Organisation:

Place:.....

Date:



भारतीय तटरक्षक/INDIAN COAST GUARD

टेलीफैक्स : 91-11-23074131

तटरक्षक मुख्यालय/COAST GUARD HEADQUARTERS

Telefax: 91-11-23074131

वेब : www.indiancoastguard.nic.in

राष्ट्रीय स्टेडियम परिसर/NATIONAL STADIUM COMPLEX

Web: www.indiancoastguard.nic.in

ई-मेल dte-fe@indiancoastguard.nic.in

नई दिल्ली/NEW DELHI 110 001

E-mail: dte-fe@indiancoastguard.nic.in

EP/0720/Circular

16 December 2014

Chairman NOSDCP Circular No: 03/2014

Subject: Measures for prevention and control of oil pollution from FPSOs and FSUs operating in Indian Exclusive Economic Zone

1. By a decision of Committee of Secretaries on 04 November 1993 and further, by amendment to Allocation of Business Rules, 1961 vide notification dated 12 December 2002, the Indian Coast Guard has been designated as the Central Coordinating Authority for combating of oil spills in Indian waters.
2. Floating production, storage and offloading (FPSO) unit used by the offshore oil and gas industry for the production, processing of hydrocarbons and for storage of oil designed to receive hydrocarbons produced by itself or from nearby platforms or subsea template, process them, and store oil until it can be offloaded onto a tanker or, less frequently, transported through a pipeline are preferred in frontier offshore regions. FPSOs can store up to 350,000 m³ of crude oil. Operation of FPSOs, therefore, poses a significant threat of oil pollution in the event of a contingency.
3. The *Guidelines for the application of the revised MARPOL Annex I requirement to floating production, storage and offloading facilities (FPSOs) and floating storage units (FSUs)* of the Marine Environment Protection Committee of the International Maritime Organisation (Resolution MEPC.139(53)) recognize that the environmental hazards associated with the quantities of produced oil stored onboard operational FPSOs and FSUs are comparable to some of the hazards related to oil tankers and that their arrangements, functions and operations fall under the overriding control of Coastal States and therefore require applying the relevant requirements of MARPOL Annex I to FPSOs and FSUs.
4. The measures for prevention and control of oil pollution at Annexure shall be complied by masters, owners, operators, charterers of FPSOs and FSUs operating in the Exclusive Economic Zone of India.
5. This is issued with the approval of the Director General Indian Coast Guard.

AA Hebbbar

(AA Hebbbar)
Dy Inspector General
Director (Environment)

Annexure to NOSDCP Circular No: 03/2014

Measures for prevention and control of oil pollution from FPSOs and FSUs operating in Indian Exclusive Economic Zone

1. The measures for the prevention and control of oil pollution required to be complied by masters, owners, operators, charterers of FPSOs and FSUs operating in the Exclusive Economic Zone of India with a view to protect and preserve the marine environment are appended in the succeeding paragraphs.
2. Recognizing that the unified interpretation of regulation 37.1 requires that FPSOs and FSUs be provided with an oil pollution emergency plan approved in accordance with the procedures established by the Coastal State, no FPSO or FSU shall be used for the offshore production and storage or for offshore storage of produced oil in the Exclusive Economic Zone of India without a shipboard oil pollution emergency plan conforming to the Guidelines contained in Chairman NOSDCP Circular 02/2012 dated 09 August 2012 as amended, and duly approved by the Indian Coast Guard.
3. Prior to positioning of the FPSO or FSU in the Exclusive Economic Zone of India, the owner/ operator/ Indian agent of FPSO or FSU shall submit the following to the nearest Indian Coast Guard authority:-
 - (a) Copy of *Issue or endorsement of certificate* as per revised MARPOL Annex I;
 - (b) Copy of *Shipboard Oil Pollution Emergency Plan* as per revised MARPOL Annex I;
 - (c) Copy of *International Oil Pollution Prevention Certificate* as per revised MARPOL Annex I;
 - (d) Copy of *Record of Construction and Equipment for FPSOs and FSOs* as per resolution MEPC.139 (53) adopted on 22 July 2005;
 - (e) Copy of *International Sewage Pollution Prevention Certificate* as per revised MARPOL Annex IV;
 - (f) Copy of *Record of oil discharge monitoring and control system for the last ballast voyage* as per revised MARPOL Annex I;
 - (g) Copy of *Certificate of insurance or other financial security in respect of civil liability for oil pollution damage* as per CLC 1969, article VII;
 - (h) Copy of *Certificate of insurance or other financial security in respect of civil liability for oil pollution damage* as per CLC 1992, article VII;
 - (j) Details of intended position and operation; and
 - (k) Details and contact particulars of the Designated Person Ashore.

4. The FPSO/ FSU or the owner/ operator/ agent acting on behalf is required to provide prior intimation to the Indian Coast Guard of the occurrences of the following:-

- (a) The vessel leaving field for passage to any port outside India;
- (b) On leaving the area of operations for operational turn around;
- (c) As and when any crew change takes place;
- (d) As and when vessel is off hired;
- (e) As and when production stopped for more than 48 hrs; and
- (f) Any discharge of oil, as required by the National Oil Spill Disaster Contingency Plan promulgated by the Indian Coast Guard.

5. With a view to curtail the risk of oil spill, every FPSO and FSU will pre-boom oil transfers as a Standard Operating Procedure (SOP). If owing to metrological or other factors it is not feasible to safely and effectively implement pre-booming as a SOP, the following alternate measures will be taken by the owner/ operator/ agent of the FPSO to address any oil spill:-

- (a) As an alternative to pre-booming, a suitable oil spill response craft will be stationed during offloading, in the vicinity of the FPSO for immediate response;
- (b) On being made aware of a spill, the FPSO will have the ability to safely commence tracking of the spill in low visibility conditions; and
- (c) Within one hour of being made aware of a spill, the FPSO will be able to completely surround the vessel(s) or pre-boom the portion of the vessel and transfer area which will provide for maximum containment of any oil spilled into the water.

6. The FPSOs and FSUs will be inspected for MARPOL compliance and oil spill response preparedness by the Indian Coast Guard, independently or with other concerned authorities.

7. The Coast Guard may undertake boarding and surprise inspections. The FPSOs and FSUs are to take all measures to facilitate safe boarding and provide full cooperation as required for the inspection of the vessel/ presentation of documents.



भारतीय तटरक्षक/INDIAN COAST GUARD

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तटरक्षक मुख्यालय/COAST GUARD HEADQUARTERS

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राष्ट्रीय स्टेडियम परिसर/NATIONAL STADIUM COMPLEX

Web: www.indiancoastguard.nic.in

ई-मेल dte-fe@indiancoastguard.nic.in

नई दिल्ली/NEW DELHI 110 001

E-mail: dte-fe@indiancoastguard.nic.in

EP/0720/Circular

01 May 2015

Chairman NOSDCP Circular No: 03/2015

Subject: Online Oil Spill Advisory - Stakeholder registration and table top exercise

1. By a decision of Committee of Secretaries on 04 November 1993 and further, by amendment to Allocation of Business Rules, 1961 vide notification dated 12 December 2002, the Indian Coast Guard has been designated as the Central Coordinating Authority for combating of oil spills in Indian waters.
2. As per the National Oil Spill Disaster Contingency Plan 2015, the Indian National Centre for Ocean Information Services (INCOIS), Hyderabad will provide ocean state forecast and software based prediction of the trajectory of spilled oil in the event of a contingency.
3. An Online Oil Spill Advisory (OOSA) system has been developed by INCOIS for use by the Indian Coast Guard and other statutory authorities and combat agencies involved in oil spill cleanup and control measures in the event of oil spill. On submission of necessary information like location of the spill, date, time, pollutant type and its quantity, the trajectory prediction set up is triggered in the background, along with the forecasted forcing parameters such as wind and currents. OOSA integrates high resolution current and immediately delivers the trajectory prediction of the spilled oil for the next forty-eight to ninety hours, thereby enabling planning of cleanup activity. The system provides trajectory prediction for both, continuous and instantaneous spills. Stakeholders to the national plan can register as a user and access OOSA at <http://www.incois.gov.in/portal/osf/osf.jsp#> or, <http://115.113.76.60/OilSpill/Login.jsp>.
4. It is recognized that registration of all concerned and their adequate familiarization with the OOSA software is an immediate next step in enhancing preparedness and ensuring proficient use of the software in the event of any oil spill contingency. Persons in charge of ports and oil installations are, therefore, urged as follows:
 - (a) to register their facilities as OOSA users at the earliest;
 - (b) to encourage concerned personnel at the facility to gain proficiency in the use of OOSA;
 - (c) to run, once each month, from May 2015 - April 2016, the scenarios (specified at Annexure), as part of a country-wide desk-top exercise, and forward the OOSA trajectory prediction screen-shots to the Coast Guard Headquarters at dte-fe@indiancoastguard.nic.in; and
 - (d) to encourage senior management to personally witness the running of the spill scenarios, particularly on the first few occasions.
5. This is issued with the approval of the Director General Indian Coast Guard.

(AA Hebbar)
Dy Inspector General
Director (Environment)

Annexure: as above

Annexure to NOSDCP Circular No. 03/2015

Oil Spill Scenarios

The following sixteen oil spill scenarios will be run, once each month, from May 2015 - June 2016, as part of a country-wide desk-top exercise, and the trajectory prediction screen-shots forwarded to the Coast Guard Headquarters at dte-fe@indiancoastguard.nic.in by the 5th of the following month.

Scenario	Spill Information Setting
1	Type of Spill: instantaneous; Spill location: jetty/ terminal/ SPM; Run duration : 4 hrs; Pollutants: Medium Crude; Quantity Released: 700 tons
2	Type of Spill: instantaneous; Spill location: jetty/ terminal/ SPM; Run duration : 4 hrs; Pollutants: IFO; Quantity Released: 700 tons
3	Type of Spill: instantaneous; Spill location: jetty/ terminal/ SPM; Run duration : 12 hrs; Pollutants: Medium Crude; Quantity Released: 700 tons
4	Type of Spill: instantaneous; Spill location: jetty/ terminal/ SPM; Run duration : 12 hrs; Pollutants: IFO; Quantity Released: 700 tons
5	Type of Spill: instantaneous; Spill location: Fairway/ outer harbor/ SPM; Run duration : 36 hrs; Pollutants: Medium Crude; Quantity Released: 700 tons
6	Type of Spill: instantaneous; Spill location: Fairway/ outer harbor/ SPM; Run duration : 36 hrs; Pollutants: IFO; Quantity Released: 700 tons
7	Type of Spill: instantaneous; Spill location: Fairway/ outer harbor/ SPM; Run duration : 90 hrs; Pollutants: Medium Crude; Quantity Released: 700 tons
8	Type of Spill: instantaneous; Spill location: Fairway/ outer harbor/ SPM; Run duration : 90 hrs; Pollutants: IFO; Quantity Released: 700 tons
9	Type of Spill: continuous; Spill location: jetty/ terminal/ SPM; Pollutants: Medium Crude; Quantity Released: 10 tons/hour; End date 116 hrs from Start date & time
10	Type of Spill: continuous; Spill location: jetty/ terminal/ SPM; Pollutants: IFO; Quantity Released: 10 tons/hour; End date 116 hrs from Start date & time

- Note**
- (a) Select Region of Spill- Indian Ocean, Arabian Sea, Bay of Bengal-NE, Bay of Bengal-SE, Indian Ocean-SE, Sundarban Delta, Kakinada Coast, West Coast (Hoofs) as appropriate
 - (b) Select Units as Short tons
 - (c) In respect of oil installations, only scenarios 1, 3, 5, 7 and 9 are required to be run choosing the closest match with oil produced as pollutants and choosing Quantity released as 100 tons /hour

Step-by-Step Procedure for “OOSA” Table-Top Exercise

- Step 1:** Create word document with the name of the Company and date of exercise which will be forwarded to the Coast Guard Headquarters with all the relevant outputs.
(e.g. MbPT_12 May 15.docx)
- Step 2:** Log into OOSA at <http://115.113.76.60/OilSpill/Login.jsp> with e-mail ID and password.
- Step 3:**
- (a) After login, select type of spill as appropriate;
 - (b) Region of spill as appropriate;
 - (c) In type of spill continuous, enter data in Start date and End date; or in type of spill instantaneous, enter data in Start date and run duration (hrs);
 - (d) For start position specify latitude and longitude of the jetty, terminal, installation, fairway, outer harbour, SPM as appropriate;
 - (e) Mention pollutants;
 - (f) Select quantity released;
 - (g) Select units as appropriate;
- Step 4:** On submitting, “Oil spill trajectory prediction system” will appear. Before proceeding, take a screen shot and save in word document for onward submission.
- Step 5:** View output in web map. Take screen shots of the spill trajectory, in small scale and medium scale, and save in word document. Download the output as required. Repeat steps for each scenario and log out.
- Step-6:** Forward the soft copy of word document to the Coast Guard Headquarters at dte-fe@indiancoastguard.nic.in .



भारतीय तटरक्षक/INDIAN COAST GUARD

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वेब : www.indiancoastguard.gov.in

ई-मेल dte-fe@indiancoastguard.nic.in

तटरक्षक मुख्यालय/COAST GUARD HEADQUARTERS

राष्ट्रीय स्टेडियम परिसर/NATIONAL STADIUM COMPLEX

नई दिल्ली/NEW DELHI 110 001

Telefax: +91 11 2307 4131

Web: www.indiancoastguard.gov.in

E-mail: dte-fe@indiancoastguard.nic.in

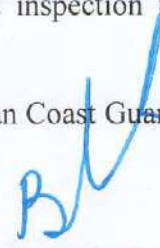
EP/0720/Circular

Chairman NOSDCP Circular No: 03/2016

15 Sep 16

Subject: Online Stakeholder registration and submission for Oil Spill Contingency Plan and Annual Returns on Preparedness for Oil Spill Response alongwith Joint Inspection

1. As per the NOSDCP 2015, every sea port facility and offshore oil installation and every oil installation on shore with risk of marine oil or chemical pollution is required to maintain a facility contingency plan approved by the Coast Guard as per format prescribed at Appendix E1 to NOSDCP 2015.
2. Further, every plan holder is required to submit an annual return of preparedness to the Central Coordinating Authority viz., the Director General Coast Guard with a copy to the local Coast Guard authority, the District Administration and such other authorities as may be necessary. The preparedness of ports and oil handling agencies is inspected periodically, by nominated Coast Guard officers, on behalf of the Central Coordinating Authority, jointly with the concerned statutory authority and a report rendered on such inspections as per format prescribed at Revised Appendix E7/G.Rev.1 to NOSDCP 2015.
3. With immediate effect, the facility Oil Spill Contingency Plan, Annual Returns on Preparedness for Oil Spill Response, and report on Joint Inspections shall be submitted online, on the of the Indian Coast Guard website at www.indiancoastguard.gov.in
4. The authority endorsing the certificate in the facility contingency plan shall the designated person to submit the plan, return, or report online, in respect of the sea port or oil installation.
5. Plan holders are urged to complete the registration formalities online at www.indiancoastguard.gov.in furnishing the name, designation, official e-mail id and official mobile number of the authority endorsing the certificate in the facility contingency plan. The details of the designated authority shall be kept updated with the Indian Coast Guard at all times.
6. On completion of registration formalities, the online facility contingency plan (regardless of status of approval), and all previous annual returns and joint inspection reports are to be uploaded on the website for reference and record.
7. This is issued with the approval of the Director General Indian Coast Guard.


(BS Kothari)
Commandant
Director (Environment)



CENTRAL COORDINATING AUTHORITY

भारतीय तटरक्षक/INDIAN COAST GUARD

टेलीफोन: +91 11 2307 4131

तटरक्षक मुख्यालय/COAST GUARD HEADQUARTERS

Telefax: + 91 11 2307 4131

वेब : www.indiancoastguard.gov.in

राष्ट्रीय स्टेडियम परिसर/NATIONAL STADIUM COMPLEX

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ई-मेल: dte-fe@indiancoastguard.nic.in

नई दिल्ली/NEW DELHI 110 001

E-mail: dte-fe@indiancoastguard.nic.in


EP/0720/Circular

Chairman NOS-DCP Circular No: 03/ 2018

19 Dec 2018

Subject: Amendment No. 4 to National Oil Spill Disaster Contingency Plan 2015 Edition.

1. On the basis of discussions, feedback from stakeholders and statutory authority, ICG has undertaken a review of inventory for oil and chemical spill response in Indian waters.
2. Revised Inventory Standards for Port Facilities (Appendix F2.1) and Inventory Standards for Oil Agencies (F2.2) to the National Oil Spill Disaster Contingency Plan (NOS-DCP 2015 edition) are enclosed.
3. Plan holders are requested to carry out the amendments to NOS-DCP 2015 as per Annexure and also update the record of amendments at Appendix F2.1 & F2.2 to the NOS-DCP. Short fall in the inventory list of the individual facility may be made good on priority basis.
4. This is issued with the approval of the Director General Indian Coast Guard.


(Bhim Singh Kothari)
Commandant
Director (Environment)
for Director General

Encl: As above

JS(Ports)/MoS

JS(Sagarmala)/MoS

JS(Exploration)/MoPNG

} with a request for early compliance by Ports and Oil Handling Agencies

F2.1

Appendix F2.1 to NOS-DCP 2015

(Para 4.6 refers)

Minimum Inventory Standards for Port Facilities

The ports are classified into a risk category based on type of cargo handled and ships calling at the port. The risk categorisation is appended at table 1.

Table 1. Risk categorisation of ports

RISK CATEGORY	DESCRIPTION
A	Ports handling crude oil cargo Tankers(alongside/SBM/STS)
B	Ports handling Ships with other Cargos, than crude oil cargo
	Ports handling Tankers with products only
C	Other than Cat' A' and Cat 'B'
D	Ports handling ships using HSD only as bunker fuel and nil HFO on-board

The planning standards for oil spill response resources for each risk category of ports is appended at table 2.

Table2. Oil Spill Response equipment for each risk category of ports

	DESCRIPTION	RISKCATEGORY				
		A	B	C	D	
Pollution Response Equipment	Inflatable Booms with accessories (Material: Neoprene /rubber/Neoprene rubber)	2000 with 04 power pack	1000 With 03 power pack	600 With 02 power pack	-	
	Fence boom (Material: Neoprene/rubber/Neoprene rubber/ PU/ PV)	1000 metres	600 metres	200 metres	200 metres	
	Skimmer (20TPH 50% weir type, 50% Brush type)	6	4	2	-	
	OSD Applicator with Spray arms type along with 02 Nozzles system and 02 hand lancers (No.)	4	3	1	-	
	Oil Spill Dispersant (Chemical Dispersant) (litres)	3,000	2,000	1,000	-	
	Bio-remediation (litres)	2,000	1,000	1,000	1,000	
	Flex Barge 10 Tons (no.)	4	3	2	-	
	Weir Boom 100 metres with minimum 02 weirs with power pack and accessories (nos)	4	3	2	-	
	Or Integrated containment cum recovery system with power pack and accessories (nos)	Or 2	Or 1	Or 1		
	Sorbent boom size min. 5 inch Dia, min. length 5 feet (no.)	500	200	100	500	
	Sorbent Pads min. 20 inch x 20 inch (no.)	2000	1000	500	2000	
	Shoreline cleanup Equipment	Mini Vacuum pumps capacity 25 m ³	5	2	1	-
		Portable Oil temporary storage facility capacity 10 m ³	5	3	2	-

	200 metres Shoreline sealing boom with power pack and accessories (material: Neoprene/rubber/Neoprene rubber) (nos.)	3	2	1	-
	VOC Portable Monitor	4	3	2	2
Personal Protective Gear	Level A protection: <ul style="list-style-type: none"> Positive pressure, full face-piece self contained breathing apparatus (SCBA) or positive pressure supplied air respirator with escape SCBA; Totally encapsulated chemical and vapor protective suit; Inner and outer chemical resistant gloves; and Disposable protective suit, gloves, and boots. 	5	3	1	-
	Level B protection: <ul style="list-style-type: none"> Positive pressure, full face-piece self contained breathing apparatus (SCBA) or positive pressure supplied air respirator with escape SCBA; Inner and outer chemical-resistant gloves; Face shield; Hooded chemical resistant clothing; Coveralls; and Outer chemical-resistant boots. 	10	6	3	-
	Level C protection: <ul style="list-style-type: none"> Full-face air purifying respirators; Inner and outer chemical-resistant gloves; Hard hat; Escape mask; and Disposable chemical-resistant outer boots. 	20	10	5	20
	Level D protection: <ul style="list-style-type: none"> Gloves; Coveralls; Safety glasses; Face shield; and Chemical-resistant, steel-toe boots or shoes. 	30	20	10	30
Vessels	Work Boats	4	3	1	-
	Tugs	4	3	1	-
Manpower	IMO Level 1	20	15	10	5
	IMO Level 2	10	7	5	1
	IMO Level 3	4	3	2	-
	Equipment handlers	15	10	6	2

Minimum Inventory Standards for Oil Agencies

The oil installations are classified into risk categories based on the number of offshore platforms operated in the area, SPMs in area, drilling and production of crude oil, Floating Production, Storage and Off loading (FPSO), and product. The risk categorisation of oil installations is appended at table 1.

Table 1. Risk categorization of oil installations

RISK CATEGORY	DESCRIPTION
Super 'A'	Operating offshore platforms
A	Offshore E&P Installations for crude oil
	FPSO
	Ship/platform/SBM involved in crude oil transfer
B	Vessel/platform involved in drilling operation
C	Product and Gas Ops

The planning standards for oil spill response resources for each risk category of oil installations is appended at table F2.2.2.

Table 2.Oil Spill Response resources for each risk category of oil installations

	DESCRIPTION	RISKCATEGORY			
		SUPER A	A	B	C
Pollution Response Equipment	Inflatable Booms with accessories (Neoprene/rubber/Neoprene rubber)	3000.with 06 power pack	2000 with 04 power pack	1000 With 03 power pack	600 With 02 power pack
	Skimmer(20TPH 50% weir type, 50% Brush type)	8	6	4	2
	OSD Applicator with Spray arms (8m), 02 Nozzles system and 02 hand lancers (No.)	6	4	3	1
	Chemical Oil Spill Dispersant (litres)	10,000	3,000	2,000	1,000
	Bio-remediation (litres)	5,000	2,000	1,000	1,000
	Flex Barge 10 Tons (no.)	4	4	3	2
	Weir Boom 100 metres with minimum 02 weirs with power pack and accessories	6	4	3	2
	Or Integrated containment cum recovery system with power pack and accessories (nos)	Or 2	Or 2	Or 1	Or 1
	Sorbent boom size min. 5 inch Dia, min. length 5 feet (no.)	800	500	200	100
	Sorbent Pads min. 20 inch x 20 inch (no.)	3000	2000	1000	500
	Shoreline cleanup Equipment				
	Mini Vacuum pumps capacity 25 m ³	5	5	2	1
	Portable temporary storage facility capacity 10 m ³	5	5	3	2

	200 metres Shorline sealing boom with power pack and accessories (no.)	5	2	2	1
	VOC Portable Monitor	5	3	2	2
Personal Protective Gear	Level A protection: <ul style="list-style-type: none"> • Positive pressure, full face-piece self contained breathing apparatus (SCBA) or positive pressure supplied air respirator with escape SCBA; • Totally encapsulated chemical- and vapor-protective suit; • Inner and outer chemical-resistant gloves; and • Disposable protective suit, gloves, and boots. 	10	5	3	1
	Level B protection: <ul style="list-style-type: none"> • Positive pressure, full face-piece self contained breathing apparatus (SCBA) or positive pressure supplied air respirator with escape SCBA; • Inner and outer chemical-resistant gloves; • Face shield; • Hooded chemical resistant clothing; • Coveralls; and • Outer chemical-resistant boots. 	15	10	6	3
	Level C protection: <ul style="list-style-type: none"> • Full-face air purifying respirators; • Inner and outer chemical-resistant gloves; • Hard hat; • Escape mask; and • Disposable chemical-resistant outer boots. 	30	20	10	5
	Level D protection: <ul style="list-style-type: none"> • Gloves; • Coveralls; • Safety glasses; • Face shield; and • Chemical-resistant, steel-toe boots or shoes. 	50	30	20	10
Vessels	Work Boats	6	4	3	1
	Tugs	6	4	3	1
Manpower	IMO Level 1	30	20	15	10
	IMO Level 2	15	10	7	5
	IMO Level 3	5	4	3	2
	Equipment handlers	30	15	10	6



भारतीय तटरक्षक/INDIAN COAST GUARD

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तटरक्षक मुख्यालय/COAST GUARD HEADQUARTERS

Telefax: 91-11-23074131

वेब : www.indiancoastguard.nic.in

राष्ट्रीय स्टेडियम परिसर/NATIONAL STADIUM COMPLEX

Web: www.indiancoastguard.nic.in

ई-मेल dte-fe@indiancoastguard.nic.in

नई दिल्ली/NEW DELHI 110 001

E-mail: dte-fe@indiancoastguard.nic.in

EP/0720/Circular

Chairman NOSDCP Circular No.4/ 2015

07 Sep 2015

Subject: Amendment 1/2015 to the NOSDCP – Revised *Pro forma* for Annual Returns on Preparedness for Oil Spill Response and Joint Inspection

1. The Indian Coast Guard is designated as the Central Coordinating Authority for combating oil spills in Indian waters and undertakes oil spill prevention and control measures besides maintaining the National Oil Spill Disaster Contingency Plan, or NOSDCP.
2. As per the NOSDCP 2015, every plan holder is required to submit an annual return of preparedness for oil spill response. The *pro forma* of the annual return is prescribed at Appendix E7 to NOSDCP 2015. Further, the preparedness of ports and oil handling agencies is inspected periodically by the Coast Guard jointly with the concerned statutory authority and the report on inspections is rendered in the *pro forma* prescribed at Appendix G to NOSDCP 2015.
3. With immediate effect, a common, revised *pro forma* will be utilized for rendering the annual returns and the report on inspections. The revised *pro forma*, '**Appendix E7/G.Rev.1**' is at Annexure.
4. This is issued with the approval of the Director General Indian Coast Guard.

(AA Hebbbar)
Dy Inspector General
Principal Director (Environment)

Annexure: Appendix E7/G.Rev.1 to NOSDCP 2015

Pro forma for Annual Returns on Preparedness for Oil Spill Response and Joint Inspection

Appendix E7/G.Rev.1 to NOS-DCP 2015

(Para 4.7 & 4.9 refers)

MAIN PARTICULARS						
1.	Name *					
2.	Place *					
3.	Head of Agency *					
4.	Head of HSE *					
OIL HANDLING INFORMATION						
5.	Total quantity handled *					
6.	Oil handling jetties	Sl no.	1	2	3	4
		Jetty				
		Length (m)				
7.	No. of SPM's (if any)					
8.	Average no. of Ships handled		Daily	Weekly	Monthly	Annually
9.	Other oil facilities					
OIL SPILL RESPONSE ORGANISATION						
10.	Chief incident Controller *					
11.	Site Incident Controller(s) *		1 *			
			2			
			3			
			4			
12.	Administration & Communication Coordinator					
13.	Support Services	Human Resource Services Coordinator				
14.		Logistics Service Coordinator				
15.		Media and Public Relation Coordinator				
16.		Operations and Technical Coordinator				
17.		Environmental and Scientific Coordinator				
TRAINING						
18.	Training	Date	No. of participants	Nature of training and brief remarks		
EXERCISES						
19.	Mock drills and exercises	Date	Scale/ level of exercise/ drill	Agency conducting exercise	No. of participants	Agencies participated
STATUS OF CONTINGENCY PLAN						
20.	Plan date *					
21.	Plan approval date					
22.	Plan last resubmission date					
23.	Date of last revision					
24.	Remarks on status					

ASSESSMENT OF CONTINGENCY PLAN						
25.	Has there been a realistic assessment of	<div>the nature and size of the possible threat?</div> <div>the resources at risk?</div> <div>the probable movement of oil spill?</div>				
26.	Have priorities for protection been agreed?					
27.	Has strategy for protecting and cleaning the various areas been agreed and clearly explained?					
28.	Has the necessary organisation been outlined and the responsibilities of all those involved been clearly stated with no 'Grey areas'?					
29.	Will all who have a task to perform be aware of what is expected of them?					
30.	Are the levels of following sufficient to deal with the anticipated size of spill?	<div>Equipment?</div> <div>Materials?</div> <div>Manpower?</div>				
	If not	<div>have back-up resources been identified?</div> <div>have mechanisms for obtaining their release and entry to the country been established?</div>				
31.	Have the following been identified for collected oil and debris?	<div>temporary storage sites</div> <div>final disposal routes</div>				
32.	Are the alerting and initial evaluation procedures fully explained?					
33.	Are the arrangements for continual review of the progress and effectiveness of the clean-up operation fully explained?					
34.	Have arrangements for ensuring effective communication been described?					
35.	Have all aspects of the plan been tested and nothing significant found lacking?					
36.	Is the plan compatible with plans for adjacent areas and other activities?					
RESOURCES AT RISK IN WORST CASE SCENARIO						
37.	Environment	Coral reefs (m ²)	Swamps/ marshes (m ²)	Fish/ spawning grounds (m ²)	Bird breeding/ flocking areas (m ²)	Estuaries (m ²)
38.	Commercial *	Agricultural land (km ²)	Fish farms (m ²)	Aquaculture farms (m ²)	Water intakes (Name & no)	Salt Pans (m ²)
39.	Plankton	Marine mammals		Sheltered shoreline	Shallow sub- tidal	
40.	Recreational	Tourist beaches (Names)	Amenity beaches (Names)	Bathing beaches (Names)	Pilgrimage beaches (Names)	
41.	Wildlife and forest	Mangroves (m ²)	Endangered Species (names)	Marine National parks (m ²)	Wild life habitats parks (m ²)	

RESPONSE RESOURCES					
42.	Containment equipment *	Description	Length	Quantity (no.)	Operational status
43.	Recovery equipment *	Description	Capacity	Quantity (no.)	Operational status
44.	Temporary storage facility *	Description	Capacity	Quantity (no.)	Operational status
45.	OSD spraying system *	Description	Quantity (no.)	Operational status	
46.	Oil spill dispersant	Make	Quantity (liters.)	Expiry date	
47.	Shoreline response equipment	Description (if applicable)	Capacity	Quantity(no.)	Operational status
TRAINED RESPONDERS					
48.	IMO OPRC level 1 Trained Responders *	Name	Designation	Contact no.	Date of certificate
49.	IMO OPRC level 2 Trained Responders *				
50.	Oil spill response craft	Craft name	Description	Response capability	
				Please fill particulars at Sl. 42-46	

EXTERNAL RESOURCES				
51.	OSRO particulars	Operator name		
		Address		
		Phone no.		
		Fax no.		
		E-mail		
		Engagement expiry date		
		Equipment on hire	Yes/No	Please fill particulars at Sl. 42-47
		Trained responders on hire	Yes/No	Please fill particulars at Sl. 48-49
		Manpower on call	Yes/No	Please fill particulars at Sl. 48-49
	Craft on hire	Yes/No	Please fill particulars at Sl. 50	
52.	MoU details (if any)			
FUTURE PLAN				
53.	Proposed jetty/ terminal/ SPM			
54.	Proposed acquisition of response equipment			
CERTIFICATION				
(To be certified personally by an officer not below the post of Deputy Conservator of a port facility or the Installation Manager of an oil installation, or offshore installation, or equivalent legally responsible authority)				
55.	Certified By	Name: *		
		Designation: *		
		Contact No: *		
		Mobile No: *		
		Fax No: *		
		Email Id: *		
		Date: *		
INTERACTION WITH AUTHORITIES RELEVANT FOR SPILL MANAGEMENT				
56.	Interaction Date	Official interacted with	Brief outcome of interaction	
COMMENTS (for Coast Guard Use Only)				
		(Check relevant box)		
		Unsatisfactory	Satisfactory	Very Satisfactory
57.	Response Preparedness			
58.	Efficiency	Equipment handling		
59.	Adequacy	Equipment		
		Trained Manpower		
		Crafts and vessels		
		Infrastructure		
		Support		
60.	Overall assessment			
61.	Final assessment comments			
Name:		Designation:		Signature:
Date:				
Note : (*) Required field mandatory				



CENTRAL COORDINATING AUTHORITY

भारतीय तटरक्षक/ INDIAN COAST GUARD

टेलीफ़ैक्स: +91-11-23074131

वेब: www.indiancoastguard.gov.in

ई-मेल: dte-fe@indiancoastguard.nic.in

तटरक्षक मुख्यालय/ COAST GUARD HEADQUARTERS

राष्ट्रीय स्टेडियम परिसर/ NATIONAL STADIUM COMPLEX

नई दिल्ली / NEW DELHI 110 001

Telefax: +91-11-23074131

Web: www.indiancoastguard.gov.in

E-mail: dte-fe@indiancoastguard.nic.in

EP/0720/Circular

21 Sep 2017

Chairman NOS DCP Circular No.: 04/2017

Subject: Decisions during 22nd National Oil Spill Disaster Contingency Plan & Preparedness Meeting

During the discussion of 22nd National Oil Spill Disaster Contingency Plan (NOS DCP) and preparedness meeting held on 10 Aug 2017 at India International Centre, New Delhi, the Chairman NOS DCP on being briefed about difficulties in existing administrative procedures, decided improvements in facilitation of efforts towards PR response by stakeholders as mentioned below:-

- (a) During an oil spill incident, window of opportunity for use of Oil Spill Dispersant (OSD) is very limited. Therefore, with immediate effect, approval of Coast Guard is not required to be taken prior use of OSD during an oil spill incident. However, NOS DCP binds all stakeholders for taking due diligence for environment sensitivity of the area and ensure OSD being applied (neat/diluted) doesn't enhance the toxicity of the spilt oil.
- (b) Local and Facility Contingency Plan needs to be forwarded to local Coast Guard authority for vetting and approval. The plans of major ports, Oil Handling Agencies and oil installation onshore within major ports jurisdiction will undergo two levels of scrutiny namely at Coast Guard Regional Headquarters and Coast Guard Headquarters. However, those pertaining to non-major ports and oil installation onshore within jurisdiction of non-major ports will undergo scrutiny at Coast Guard Regional Headquarters. Necessary directives to this effect have been issued to ICG units.

(Bhim Singh Kothari)
Commandant
Director (Environment)
for Director General



**COMPETENT NATIONAL AUTHORITY SECRETARIAT
(FOR OIL & CHEMICAL SPILL RESPONSE)**

भारतीय तटरक्षक/INDIAN COAST GUARD

टेलीफैक्स: +91 11 23115106

तटरक्षक मुख्यालय/COAST GUARD HEADQUARTERS

वेब: www.indiancoastguard.gov.in राष्ट्रीय स्टेडियम परिसर/NATIONAL STADIUM COMPLEX

नई दिल्ली/NEW DELHI 110 001

Web: www.indiancoastguard.gov.in

E-mail: dte-fe@indiancoastguard.nic.in

CNA/0720/Circular

09 Sep 24

Chairperson NOS-DCP Circular No: 04/ 2024

Subject: Amendment of Chairman NOS-DCP Circular No. 03/2018 for Appendix F2.2 to NOS-DCP 2015

1. The Committee constituted for scrutiny/vetting of Oil Spill Contingency Plan (OSCP) of Oil Handling Agencies (OHAs) had recommended carrying out a study w.r.t. Categorisation of OHAs. Accordingly, a Committee comprising of representatives from OISD, DGH and OHAs was constituted by MoPNG.
2. Based on the report submitted by the Committee, the Appendix F2.2 of National Oil Spill Contingency Plan (NOS-DCP), 2015 pertaining to Risk Categorisation and Oil Spill Response resources for each risk category of oil installation has been amended and placed at enclosure.
3. The concerned OHAs are requested to take the above mentioned Risk Category and PR inventory into consideration in their respective Oil Spill Contingency Plan.
4. This is issued with the approval of the Chairperson, NOS-DCP.

(Ravindra Kumar)
Deputy Inspector General
Principal Director (FE)
for Director General (Addl. Charge)

Encl: As above

Minimum Inventory Standards for Oil Agencies

The oil installations are classified into risk categories based on the number of offshore platforms operated in the area, SPMs in area, drilling and production of crude oil, Floating Production, Storage and Offloading (FPSO), and product. The risk categorization of oil installations is appended at table 1.

Table 1. Risk categorization of oil installations

RISK CATEGORY	DESCRIPTION
Super 'A'	Operating more than five offshore process platforms handling crude oil in one area
A	Operating five or less offshore process platforms handling crude oil in one area
	FPSO
	Ship/ platform involved in crude oil transfer
B	Offshore Drilling Rigs
C	SPM involved in crude oil transfer
D	Only Gas based operations

The planning standards for oil spill response resources for each risk category of oil installations is appended at table F2.2.2.

Table 2. Oil Spill Response resources for each risk category of oil installations

	DESCRIPTION	RISK CATEGORY				
		SUPER A	A	B	c	D
Pollution Response Equipment	Inflatable Booms with accessories	2000	1500	600	600	600
	Skimmer (20TPH 50% weir type, 50% Brush type)	6	4	2	2	2
	OSD Applicator with Spray arms (8m), 02 Nozzles system and 02 hand lancers (No.)	6	2	2	2	2
	Chemical Oil Spill Dispersant (litres)	10,000	5,000	3,000	2,000	1,000
	Flex Barge 10 Tons (no.)	4	2	1	1	--
	Weir Boom 100 metres with minimum 02 weirs with power pack and accessories OR Integrated containment cum recovery system with power pack and accessories (nos)	2 OR 1	2 OR 1	--	--	--
	Sorbent boom size min. 5 inch Dia, min. length 5 feet (no.)	500	200	200	200	200
	Sorbent Pads min. 20 inch x 20 inch (no.)	2000	1000	1000	1000	1000

	Shoreline cleanup Equipment	Mini Vacuum pumps capacity 25m ³	5	4	--	2	-
		OSD Applicator	5	4	--	-	-
		Portable temporary storage facility capacity 10 m ³	5	4	--	2	-
	200 meters Shoreline sealing boom with power pack and accessories (no.) <u>Note:</u> Mutual aid resources shall be considered for compliance		3	2	-	-	-
	VOC Portable Monitor		2	1	--	--	--
Personal Protective Gear	Level A protection: <ul style="list-style-type: none"> Positive pressure, full face-piece self contained breathing apparatus (SCBA) or positive pressure supplied air respirator with escape SCBA; Totally encapsulated chemical- and vapor-protective suit; Inner and outer chemical-resistant gloves; and Disposable protective suit, gloves, and boots. 		10	5	3	1	1
	Level B protection: <ul style="list-style-type: none"> Positive pressure, full face-piece self contained breathing apparatus (SCBA) or positive pressure supplied air respirator with escape SCBA; Inner and outer chemical-resistant gloves; Face shield; Hooded chemical resistant clothing; Coveralls; and Outer chemical-resistant boots. 		15	10	6	3	3
	Level C protection: <ul style="list-style-type: none"> Full-face air purifying respirators; Inner and outer chemical-resistant gloves; Hard hat; Escape mask; and Disposable chemical-resistant outer boots. 		30	20	10	5	5
	Level D protection: <ul style="list-style-type: none"> Gloves; Coveralls; Safety glasses; Face shield; and Chemical-resistant, steel-toe boots or shoes. 		50	30	20	10	10
Vessels	Work Boats		2	1	1	1	1
	MSV/OSV/Tugs <u>Note:</u> Mutual aid resources shall be considered for compliance		3	1	1	1	--
Manpower	IMO Level 1		20	15	12	10	10
	IMO Level 2		7	5	4	2	2
	IMO Level 3		2	1	1	1	1
	Equipment handlers		15	10	10	10	6



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भारतीय तटरक्षक/ INDIAN COAST GUARD

टेलीफोनसः+91 11 23115106

तटरक्षक मुख्यालय/ COAST GUARD HEADQUARTERS

Web: www.indiancoastguard.gov.in

वेब: www.indiancoastguard.gov.in

राष्ट्रीय स्टेडियम परिसर/ NATIONAL STADIUM COMPLEX

E-mail: dte-fe@indiancoastguard.nic.in

नई दिल्ली/ NEW DELHI 110 001

CNA/0720/Circular

18 Sep 24

Chairperson NOS-DCP Circular No: 05/ 2024

Subject: Amendment of Chairman NOS-DCP Circular No. 06/2017 for award of Samudri Paryaavaran Sanrakshan Trophy.

1. Refer to Chairperson NOS-DCP circular No. 06/2017 dated 01 Dec 2017 regarding Constitution of 'Samudri Paryaavaran Sanrakshan' Trophy.
2. It has been observed that after phase-I evaluation, visit of shortlisted ports by Technical committee for on the spot inspections is not feasible.
3. Therefore, it has been decided that the 'Samudri Paryaavaran Sanrakshan' Trophy will be awarded on the basis of phase-I evaluation criteria only.
4. This is issued with the approval of the Chairperson, NOS-DCP.

(Kundan)
Commandant
Joint Director (FE)
for Director General



CENTRAL COORDINATING AUTHORITY

भारतीय तटरक्षक/INDIAN COAST GUARD

टेलीफोन: +91 11 2307 4131

वेब: www.indiancoastguard.gov.in

ई-मेल: dic-cwa@indiancoastguard.nic.in

तटरक्षक मुख्यालय/COAST GUARD HEADQUARTERS

राष्ट्रीय स्टेडियम परिसर/NATIONAL STADIUM COMPLEX

नई दिल्ली/NEW DELHI 110 001

Telefax: + 91 11 2307 4131

Web: www.indiancoastguard.gov.in

E-mail: dic-cwa@indiancoastguard.nic.in

EP/0720/Circular

Chairman NOS DCP Circular No: 06 / 2017

01/ Dec 2017

Subject: Constitution of Samudri Paryavaran Sanrakshan Trophy

1. Refer to decision during 22nd NOS DCP meeting regarding constitution of Samudri Paryavaran Sanrakshan Trophy for Major Ports.
2. Samudri Paryavaran Sanrakshan Trophy shall be awarded every year during National Oil Spill Disaster Contingency Plan (NOS-DCP) and preparedness meeting w.e.f. 2018. All the major ports can file their nomination every year for the award of Samudri Paryavaran Sanrakshan Trophy. Port once awarded the Trophy shall be eligible for submission of their nomination for award on completion of 05 years period. In case, there is no port meeting the criteria, the Trophy shall not be awarded during that year.
3. The selection of port for the award of Samudri Paryavaran Sanrakshan Trophy shall be in two phases as follows:-
 - (a) **Phase-I** : A detailed questionnaire will be circulated to all major ports and the reply solicited addressed to Director (FE), Coast Guard Headquarters, as promulgated, failing which the respective port nomination shall be disqualified for that year. Questionnaire will be evaluated by technical committee members and 03 ports as per merit will be shortlisted.
 - (b) **Phase-II**: Technical committee members will visit these 03 shortlisted ports for on the spot inspection. On recommendation of technical committee, one port will be selected for award of Samudri Paryavaran Sanrakshan Trophy.
4. Initiatives of ports on following fronts will be the major criterion for award of Samudri Paryavaran Sanrakshan Trophy:-
 - (a) Implementation of National Oil Spill Disaster Contingency Plan (NOS-DCP) provisions
 - (b) Implementation of Environmental and Marine related regulations

- (c) Efforts towards reducing Green House Gases
- (d) Effective utilization of renewable energy
- (e) Policy on protection of Marine Environment and preservation of Marine Pollution
- (f) Water Conservation initiatives
- (g) Upkeep and Hygiene of Port area.

5. Minimum 05 members shall be present during Phase I & II from the Technical committee comprising of following members:-

- (a) Ministry of Environment, Forest & Climate Change
- (b) Ministry of Earth Science
- (c) Ministry of Shipping
- (d) Ministry of Agriculture & Farmer Welfare
- (e) Ministry of Home Affairs
- (f) Ministry of Petroleum and Natural Gas
- (g) Indian Coast Guard
- (h) National Institute of Oceanography
- (j) Central Pollution Control Board
- (k) Oil and Natural Gas Corporation
- (l) Oil Industry Safety Directorate

6. Travel expenses, boarding and lodging of individual members shall be borne by their parent Ministry/Department.



(Bhim Singh Kothari)
Commandant
Director (Environment)
for Director General



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भारतीय तटरक्षक/INDIAN COAST GUARD

टेली फैक्स+91 11 23115106

वेब www.indiancoastguard.gov.in

तटरक्षक मुख्यालय/COAST GUARD HEADQUARTERS

राष्ट्रीय स्टेडियम परिसर/NATIONAL STADIUM COMPLEX

नई दिल्ली/NEW DELHI 110 001

Web: www.indiancoastguard.gov.in

E-mail: dte-fe@indiancoastguard.nic.in

CNA/0720/Circular

02 Dec 24

Chairperson NOS-DCP Circular No: 06/2024

Subject: Formulation and vetting of OSCP of Non-Major Ports and Oil Installations within jurisdiction of Non-Major Ports

1. Para 4.5 of NOSDCP-2015 enumerates that "Every sea port facility and offshore installation and every oil installation on shore with risk of marine oil or chemical pollution is required to maintain a facility contingency plan approved by the Coast Guard". Therefore, it is imperative that non-major Ports are required to maintain facility contingency plan duly vetted by Indian Coast Guard (ICG).
2. The vessels transiting through these cargo handling non-major Ports, poses risk of oil pollution due to accident/ grounding/ discharge. Therefore, the concerned non-major ports are to have facility contingency plan and PR equipment to mitigate the environmental hazard post oil spill. The non-major ports have been classified i.a.w. Appendix F 2.1 of NOSDCP-2015 and are required to maintain PR inventory commensurate to their risk categorisation.
3. In line with the procedure adopted for vetting of OSCP of major ports and OHAs at Coast Guard Headquarters, it has been decided that vetting of Oil Spill Contingency Plan (OSCP) of non-major Ports and Oil Installations within jurisdiction of non-major Ports would be undertaken by centralised committee, at Coast Guard Regional Headquarters located at Gandhinagar, Mumbai, Chennai, Kolkata and Sri Vijaya Puram respectively.

4. In view of above, non-major Ports and Oil Installations located within jurisdiction of non-major Ports shall endeavour for early formulation of OSCP and submit it to respective Coast Guard Authority. This is issued with the approval of the Chairperson, NOSDCP.



(Ravindra Kumar)
Deputy Inspector General
Principal Director (FE)
for Director General



**COMPETENT NATIONAL AUTHORITY SECRETARIAT
(FOR OIL & CHEMICAL SPILL RESPONSE)**

भारतीय तटरक्षक/ INDIAN COAST GUARD

टेली फैक्स: +91 11 23115106

तटरक्षक मुख्यालय/ COAST GUARD HEADQUARTERS

Web: www.indiancoastguard.gov.in

वेब: www.indiancoastguard.gov.in

राष्ट्रीय स्टेडियम परिसर/ NATIONAL STADIUM COMPLEX

E-mail: dte-fe@indiancoastguard.nic.in

नई दिल्ली/ NEW DELHI 110 001

CNA/0720/Circular

30 Dec 24

Chairperson NOSDCP Circular No: 07/2024

Subject: Case Studies on Oil Spill Incidents

1. Refer to the discussions held during 26th National Oil Spill Disaster Contingency Plan (NOSDCP) meeting on 05 Nov 24 and decision of Chairperson NOSDCP thereon.
2. It has been decided to build up a comprehensive data base pertaining to pollution response. The Regional Marine Pollution Response Centre (RMPRC), Chennai has been nominated as repository of such case studies and data related to oil spill incidents. Therefore, all stakeholders viz. Ports, OHAs and Coastal States /UTs authorities are requested to share case studies and lessons learnt from oil spill incident or any other relevant inputs with RMPRC, Chennai.
3. In view of above, the case studies and lesson learnt on oil spills occurred till date may be shared with RMPRC, Chennai at rmprc-icg@indiancoastguard.nic.in by 31 Jan 25. Further, the case studies on such oil spill incident in future may be shared with RMPRC, Chennai post analysis and completion of formalities.

(Ravindra Kumar)
Deputy Inspector General
Principal Director (FE)
for Director General



**COMPETENT NATIONAL AUTHORITY
(Oil and Chemical Spill Response)**

भारतीय तटरक्षक/ INDIAN COAST GUARD

टेली: +911123115107

वेब: www.indiancoastguard.gov.in

ई-मेल: dte-fe@indiancoastguard.nic.in

तटरक्षक मुख्यालय/ COAST GUARD HEADQUARTERS

राष्ट्रीय स्टेडियम परिसर/ NATIONAL STADIUM COMPLEX

नई दिल्ली/ NEW DELHI 110 001

Tele: +91 11 23115107

Web: www.indiancoastguard.gov.in

E-mail: dte-fe@indiancoastguard.nic.in

EP/0720/Circular

31 Dec 2024

Chairperson NOSDCP Circular No: 08/2024

Subject: Articles for "Blue Waters" Newsletter on Marine Environment Protection

1. The Indian Coast Guard publishes a biannual newsletter, "Blue Waters" in Apr & Sep covering issues related to marine environment protection. This newsletter incorporates valuable contributions and experience of stakeholders for effective response to oil spill incidents. It promotes sharing of knowledge and expertise including technological advancements in the field of marine environment protection for effective preparedness and response to oil and HNS spills. National and worldwide incidents of oil spills are covered in the newsletter for wider awareness and lessons learnt. Marine environment legislation, pollution incidents and issues deliberated at the International Maritime Organization and other international organizations are also included in "Blue Waters". Previous editions of "Blue Waters" may be accessed on the official website of the Indian Coast Guard at www.indiancoastguard.gov.in.

2. The next edition of "Blue Waters" is due for publication in Apr 2025. Thought provoking contributions are invited for publication on the following subjects:-

- (a) Envisaged growth in maritime sector and marine pollution risk analysis.
- (b) Policy issues concerning oil spill response and way ahead.
- (c) Plastic waste management onboard ship.
- (d) Case study/ research paper analysis on effects of marine pollution on biodiversity.
- (e) Case studies on recent incidents of grounding/ fire entailing risk of oil spill and lessons learnt especially during monsoon season.
- (f) Articles of general interest and events including developments and initiatives for marine environment protection

3. Articles may be e-mailed to dte-fe@indiancoastguard.nic.in by 20 Feb 2025.

(Ravindra Kumar)
Deputy Inspector General
Member Secretary
for Competent National Authority



**COMPETENT NATIONAL AUTHORITY SECRETARIAT
(FOR OIL & CHEMICAL SPILL RESPONSE)**

भारतीय तटरक्षक/ INDIAN COAST GUARD

टेलीफैक्स रु+91 11 23115106

तटरक्षक मुख्यालय/ COAST GUARD HEADQUARTERS

वेबसू www.indiancoastguard.gov.in

राष्ट्रीय स्टेडियम परिसर/ NATIONAL STADIUM COMPLEX

नई दिल्ली/ NEW DELHI 110 001

Web: www.indiancoastguard.gov.in

E-mail: dte-fe@indiancoastguard.nic.in

CNA/0720/Circular

10 Feb 25

Chairperson NOSDCP Circular No: 01/ 2025

Subject: Chairperson NOSDCP circulars in-force as on 01 Jan 25

1. With a view to provide consolidated information to all the stakeholders regarding the policy/ guidelines issued through Chairperson NOSDCP circulars, the list of all circulars in-force will be published through first circular every year.
2. Accordingly, the list of Chairperson NOSDCP circular in-force as on 01 Jan 25 is as below:-

Ser	Circular Number	Subject
2024		
(a)	02/2024 dated 31 Jul 2024	Policy and Guidelines for use of Oil Spill Dispersant (OSD) in Indian Waters-2025
(b)	04/2024 dated 09 Sep 2024	Amendment of Chairperson NOSDCP circular no. 03/2018 for Appendix F2.2
(c)	05/2024 dated 18 Sep 2024	Amendment of Chairperson NOSDCP Circular no. 06/2017 for award of Samudri Paryavaran Sanrakshan Trophy
(d)	06/2024 dated 02 Dec 2024	Formulation and vetting of OSCP in respect of Non-Major ports and Oil Installation within jurisdiction of Non-Major Ports
(e)	07/2024 dated 30 Dec 2024	Case Studies on Oil Spill Incidents
(f)	08/2024 dated 31 Dec 2024	Blue Water (valid till 25 Feb 25)
2023		
(g)	01/2023 dated 03 Feb 2023	Use of Chemical OSD During PR Operations
2020		
(h)	01/2020 dated 09 Nov 2020	Amendment no. 5 to National Oil Spill Disaster Contingency Plan 2015 edition

2019		
(j)	02/2019 dated 26 Jun 2019	Establishment of Competent National Authority Secretariat
2018		
(k)	03/2018 dated 19 Dec 2018	Amendment No. 4 to National Oil Spill Disaster Contingency Plan 2015 edition
2017		
(l)	01/2017 dated 23 Feb 2017	Amendment no.3 to National Oil Spill Disaster Contingency Plan 2015 edition
(m)	04/2017 dated 21 Sep 2017	Decision during 22 nd National Oil Spill Disaster Contingency plan & preparedness meeting
(n)	06/2017 dated 01 Dec 2017	Constitution of Samudri Paryavaran Sanrakshan Trophy
2016		
(p)	01/2016 dated 04 Jan 2016	Amendment no. 2 to National Oil Spill Disaster Contingency Plan 2015 edition
(q)	03/2016 dated 15 Sep 2016	Online Stakeholders registration and submission for Oil Spill Contingency Plan and Annual Returns on preparedness for Oil Spill response along with Joint Inspection.
2015		
(r)	02/2015 dated 30 Apr 2015	Net Environment Benefits Analysis (NEBA) in facility contingency plans
(s)	03/2015 dated 01 May 2015	Online Oil Spill Advisory - Stakeholders registration and Table Top Exercise
(t)	04/2015 dated 07 Sep 2015	Amendment 1/2015 to the NOSDCP Revised <i>pro forma</i> for annual Returns on preparation for Oil Spill Response and Joint Inspection
2014		
(u)	01/2014 dated 11 Mar 2014	Pre-booming of Tankers at alongside Berth and SPMs
(v)	03/2014 dated 16 Dec 2014	Measures for preservation and control of oil pollution from FPSOs and FSUs operating in Indian Exclusive Economic Zone.
2013		
(w)	01/2013 dated 06 Feb 2013	Annual Returns on Preparedness for Oil Spill Response
(x)	02/2013 dated 19 Jun 2013	Radar Oil Spill Detection System at Sea Ports and Oil Handling Facilities

(y)	03/2013 dated 14 Aug 2013	Certificate of Facility Oil Spill Risk Assessment and Response preparedness
2012		
(z)	01/2012 dated 13 Jul 2012	Promulgation of Circulars and Notices from the desk of the Chairperson National Oil Spill Disaster Contingency Plan
(aa)	02/2012 dated 09 Aug 2012	Guidelines on elements of facility Oil Spill Contingency Plan

3. The following Chairperson NOSDCP circulars may be treated as cancelled :-

Ser	Chairperson NOSDCP circular Number	Subject
(a)	01/2024 dated 31 Jul 2024	Call for articles for 'Blue Water' newsletter on marine environment protection
	03/2024	Not published
(b)	02/2023 dated 06 Apr 2023	Call for articles for 'Blue Water' newsletter on marine environment protection
(c)	03/2023 dated 17 Jul 2023	
(d)	01/2019 dated 29 Apr 2019	Use of Chemical OSD/ Bioremediation during PR Operations
(e)	01/2018 dated 17 May 2018	Call for articles for 'Blue Water' newsletter on marine environment protection
(f)	02/2018 dated 29 Nov 2018	
(g)	02/2017 dated 21 Jun 2017	Call for articles for 'Blue Water' newsletter on marine environment protection
(h)	03/2017 dated 15 Sep 2017	Preservation of Marine Environment
(j)	05/2017 dated 30 Nov 2017	Call for articles for 'Blue Water' newsletter on marine environment protection
(k)	07/2017 dated 29 Dec 2017	Annual Calendar of Pollution Response Training & Exercise -2018
(l)	02/2016 dated 04 May 2016	Call for articles for 'Blue Water' newsletter on marine environment protection
(m)	04/2016 dated 21 Nov 2016	
(n)	01/2015 dated 29 Apr 2015	
(p)	05/2015 dated 27 Nov 2015	
(q)	02/2014 dated 13 May 2014	Draft Revised National Oil Spill Disaster Contingency Plan

4. The soft copy of all circulars in force is available on ICG website (<https://indiancoastguard.gov.in/circulars>).



(Ravindra Kumar)
Deputy Inspector General
Principal Director (FE)
for Director General