PART - IV

EQUIPMENT, STORES AND SERVICING

CGO 04/2025

STOCKING OF OIL SPILL DISPERSANT

(CNA/0761/OSD)

1. Spill Response has traditionally focused on physical containment and recovery approaches for marine oil spills. These approaches emphasize controlling and recovering spilled oil or petroleum products through the deployment of mechanical equipment, such as booms and skimmers. Mechanical response, however, works satisfactory only for a finite subset of all possible spill scenarios. Its effectiveness is variable and highly influenced by the size, nature, and location of the spill, as well as the environmental conditions under which the response is carried out. To expand this suite of response capabilities, chemical dispersants have come to be more accepted as a countermeasure.

2. Further, India is a tropical country and imports light to medium crudes. Indigenous production also consists of light to medium crude. Use of dispersant is, therefore, the primary option in the case of an offshore oil spill.

3. The objective of all spill response strategies should be to minimise the damage, both ecological and economic, that could be caused by an oil spill. The most obvious way to do this is to prevent the spilled oil from coming into contact with oil-sensitive resources. Most damage is done by spilled oil when it gets into shallow water or comes ashore. The aim of oil spill response actions at sea should be to prevent oil from reaching the shoreline or particularly sensitive resources at sea, so as to minimise the damage to marine environment and to prevent long term effects that may ensue.

4. Dispersants are chemical agents that include surface active agents, solvents and other compounds that reduce interfacial tension between oil and water. Dispersants change the fate of oil at sea by facilitating breakdown of an oil slick into tiny droplets, which are suspended and disseminated in water, thus enhancing the penetration of oil into water column. Dispersed oil degrades more rapidly than oil in a surface slick and present a lesser threat to the environment than floating oil.

5. It is the responsibility of the Indian Coast Guard to act as a first responder to oil spills, except within the jurisdiction of ports and within 500 mtrs of offshore explorations and production platforms, coastal refineries and associated facilities such as Single Buoy Mooring (SBM), Crude Oil Terminal and Pipelines. Maintenance of an adequate stock of OSD by the Coast Guard will undoubtedly play an important role not only in the mitigation of impact of oil spills on the marine environment but also in the sustenance and effectiveness of the response operations. It is, thus, imperative that adequate stocks of OSD are held with all Coast Guard Units.

6. Type II OSD shall be stocked up for use by ships and type III for application from aircraft. Due consideration may, however, be given to stock up new generation dual type II/III as an alternative to the type II and type III OSD to obviate constraints of storage space.

7. Based on eco sensitivity of the area, traffic density and qty of oil transhipped/ handled, the threat perception of oil spill at various ICG stations may be categorised as follows:-

7.1 **High Risk**: Vadinar, Mumbai, Kochi, Kavaratti, Tuticorin, Kakinada (KG basin), Paradip and Campbell bay.

7.2 **Medium Risk**: New Mangalore, Chennai, Visakhapatnam, Haldia and Sri Vijaya Puram. .

7.3 **Low Risk**: Other stations.

8. SRVs primarily meant for Pollutions Response are to be stocked up with adequate quantity of OSD for immediate response. Further, PRTs with the available expertise is envisaged to be the hub for Pollution Response strike teams. All the existing four PRTs are connected with ports and airports. Therefore, we should have sufficient stock of OSD at all the PRTs. In addition, adequate stock is to be maintained at DHQs not co-located with PRTs and having high/ medium risk. Further, all the air stations/ enclaves may also have adequate stock for usage by aircraft as their response time is fast and reach is far off.

9. Accordingly, the stock of OSD is to be maintained as follows:-

Ser	**Category-wise location** a.	**Authorisation** b.
1	SRVs	5 KL
2	PRTs	30 KL
3	High Risk DHQs not co-located with PRTs (DHQ-4, DHQ-12, DHQ-16, DHQ-10, ICGS Kakinada)	10 KL
4	Medium Risk DHQs (DHQ-3, DHQ-6, DHQ-8)	5 KL
5	Other DHQs (DHQ-1, DHQ-11, DHQ-15, DHQ-13, DHQ-9,)	2 KL
6	CGAS/CGAE having CGDO	3 KL
7	CGAS/CGAE having helicopters	1 KL

10. The prescribed minimum stock of OSD at each Coast Guard station may, however, be revised as deemed necessary by the Regional Commander with due regard to emerging threat perception, total number of Coast Guard Ships and aircraft sorties per day from a particular station, and any cooperative arrangements with the manufacturers or industry for provision of requisite stocks at short notice. Such revised quantities of stocks may be maintained with due approval of the Coast Guard

Headquarters. The procurement of stock shall be planned in such a manner to ensure availability of at least 80% OSD stock at any time.

11. The expended stocks of OSD are to be replenished after every use so as to ensure maintenance of the prescribed minimum stock levels at all times. Efficiency of a dispersant degrades with passage of time though new generation OSD will generally bear a long shelf life and remain fit for use provided it has not been exposed to air.

12. When acquiring stocks of oil spill dispersant, the supplier may be bound by way of specific clauses in the tender document and supply order viz buy back clause or recycling and disposal of the dispersants on expiry of shelf life, in an environmentally safe manner. In addition, existing stocks of OSD, on expiry, may be disposed off through recyclers specified by the State Pollution Control Board.

13. The use of OSD in Indian waters shall be guided by the provisions of the Policy and Guidelines for use of Oil Spill Dispersant (OSD) in Indian Waters-2025.

14. CGO 06/2012 is hereby cancelled.