

GOVERNMENT OF INDIA
MINISTRY OF PETROLEUM AND NATURAL GAS
RAJYA SABHA
QUESTION NO 16.03.2010
ANSWERED ON
OIL SPILLAGE .

2083

Shri Tariq Anwar

Will the Minister of COAL, HEALTH AND FAMILY WELFARE, PETROLEUM AND NATURAL GAS be pleased to state :-

- (a) whether it is a fact that large quantity of oil spills from ships in the ports and seas;
- (b) if so, the details of estimated losses due to oil spillage during the last three years; and
- (c) what are the steps Government is taking in this regard?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF PETROLEUM & NATURAL GAS

(SHRI JITIN PRASADA)

(a) The Indian Coast Guard (ICG) under the Ministry of Defence is the Nodal Agency for monitoring oil spillage from ships in the coastal areas. As per ICG, two ships viz. 'MV Black Rose' carrying 930 tonnes of Fuel Oil and 'MV Asian Forest' carrying 330 tonnes of Fuel Oil and 35 tonnes of Diesel sank near Paradeep Port and New Mangalore Port respectively during the period October-December 2009. However, no oil spill took place, as the Fuel Oil was held intact onboard the sunken ships and the entire amount of oil was removed from the ships through private salvors thereby averting a large oil spill. The minor oil spills that have taken place in the Indian Maritime Zone during the last three years are as follows:-

Date	Name of the ships	Oil spill Area	Approx. 200 tons
15.10.07	MV Star Likanger	13.9 MT Off Jakhau	06-13.8.09 Unknown
02.01.10	Unknown	05 tons Off South Chennai	

(b) The Public Sector Oil Companies have not reported any losses due to oil spillage during the last three years.

(c) India is a member of two international conventions dealing with oil pollution caused by ships, namely "International Oil Pollution Compensation Fund (IOPCF)" and "Marine Pollution (MARPOL) Regulations" under International Maritime Organization (IMO). IOPC Fund is a part of international regime of liability and compensation for oil pollution damages caused by oil spill tankers. Under the regime, the owner of a tanker is liable to pay compensation upto a certain limit for oil pollution damage. If that amount does not cover all the admissible claims, further compensation is available from the fund to the member countries. Additional compensation may also be available from the supplementary fund, if the country is a member of that fund as well. Public Sector Oil Marketing Companies which are importing/exporting oil, are regularly contributing to IOPC Fund as and when a demand is received.

The IMO has made amendments in MARPOL Regulations in July 1993, making it mandatory for tankers to have double hulls and removal/conversion of tankers having the age of 25 years or more. The Public Sector Oil Marketing Companies hire ships in accordance with the IMO Regulations as adopted by Directorate General of Shipping under Ministry of Shipping.