BEFORE THE HON'BLE NATIONAL GREEN TRIBUNAL,

PRINCIPAL BENCH, NEW DELHI

ORIGINAL APPLICATION NO 270 OF 2025

News Item titled "Containers from sunken ship likely to drift towards Alapuzha, Kollam Coast in 48 Hours" appearing in Hindu dt 25th May 2025

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FILED BY:-

[ARVIND KUMAR GUPTA]
[ABHIESUMAT GUPTA]
ADVOCATES FOR RESPONDENT NO.9
241, LAWYERS CHAMBER
DELHI HIGH COURT
NEW DELHI-110 003
Email: arvindguptaadv@yahoo.co.in
Mobile: 98110 88800

NEW DELHI
DATED: 06.01.2026

Presented on : 18-06-2025

ANNEXURE R9-VI

In

: Petitioner

Vs

ners : Respondents

INTERIM ORDER DATED 12.06.2025

Sd/-

BEFORE THE HONOURABLE HIGH COURT OF KERALA AT ERNAKULAM

Of Year 2025

In

WP(PIL) No 50/2025

MR T.N PRATHAPAN : Petitioner

V/S

UNION OF INDIA and others : Respondent

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Sd/-
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GOVERNMENT PLEADER
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BEFORE THE HONOURABLE HIGH COURT OF KERALA

ERNAKULAM

W.P.(PIL) NO.50 OF 2025

T. N. PRATHAPAN : Petitioner

Vs.

UNION OF INDIA & OTHERS : Respondents

AFFIDAVIT FILED ON BEHALF OF THE 6th RESPONDENT IN COMPLIANCE OF INTERIM ORDER DATED 12.06.2025

I, Seeram Sambasiva Rao IAS, aged 39 years, S/o Venkata Raman, residing at 2C Season, Summer Breeze, Kuravankonam, Thiruvananthapuram, do hereby solemnly affirm and state as follows:

I am the Special Secretary to Government, Environment Department. I am well conversant with the facts of the case as disclosed from the relevant files. I have been authorized to swear to this affidavit on behalf of the 6th respondent in the writ petition.

2. Vide order dated 12.06.2025 in the above Public Interest Litigation, this Hon'ble Court had directed this respondent to file an affidavit on the course of action taken by the State of Kerala under various provisions of Environment Protection Act, 1986, Bharatiya Nyaya Sanhitha 2023, the Admiralty (Jurisdiction and Settlement of Maritime Claims) Act 2017, Merchant Shipping Act 1958, with respect to the pollution damage caused by sinking of the Vessel, "MSC Elsa 3" and fire explosion on board "Wan Hai 530".

Sambasiva Rao

MSC ELSA 3

3. The course of action undertaken by this respondent with respect to the pollution damage, MSC Elsa- 3, is provided below:

I. **Merchant Shipping Act, 1958**

4. Under Section 359, Part XII of the said Act, the Central Government is empowered to appoint an officer to make a preliminary enquiry into the "Shipping Causality" reported by the Master of the Vessel, MSC ELSA 3.

5. As per the SOP issued by the Central Government for the conduct of Preliminary Inquiry under Section 359 and investigation under Section 389 of the Merchant Shipping Act, the Mercantile Marine Department (MMD), Kochi, has been authorized to conduct the preliminary investigation. It is learnt that three officers from MMD Kochi have been appointed to conduct the investigation and inquire into the incident, and that the Principal Officer of MMD, Sri. J Senthil Kumar is leading the investigation.

6. This Respondent has not been provided with the Preliminary Investigation report of the MMD.

II. Environmental Protection Act, 1986.

7. Vide GO(Rt) No.363/2025/DMD dated 30.05.2025, the Department of Disaster Management has designated the Special Secretary, Department of Environment, as Principal Impact Assessment Officer. The Principal Impact Assessment Officer has been authorised to make all necessary arrangements for the study of potential damage caused by the Oil Spill from the vessel MSC Elsa, and also from the Containers/parts thereof beached ashore, and from the Cargos floating and beached on the shore of the Coast of Kerala. The said Officer shall take steps for restoration and remediation by engaging various Scientific and Research Institutions/Experts. True copy of the GO(Rt) No.363/2025/DMD dated 30.05.2025 of the Disaster Management (A) Department is produced herewith and marked as

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Exhibit R6 (a).

8. Pursuant to the above order, the Environment (B) Department has authorized the Kerala State Pollution Control Board to engage the National Institute of Oceanography (NIO) for the assessment of environmental damages caused by the wreckage of MSC Elsa. The Kerala State Pollution Control Board has also been asked to prepare the Terms of Reference of the proposed study to be conducted by NIO. The Terms of Reference will be finalized by the Kerala State Pollution Control Board within a period of 14 days. True copy of the GO(Rt) No.62/2025/ENVT dated 11.06.2025 of the Environment (B) Department is produced herewith and marked as **Exhibit R6 (b).**

9. The Disaster Management (A) Department of this respondent has also formed a committee for negotiation of compensation for pollution damage caused by MSC Elsa 3 and the consequent cost for restoration of coastline and marine environment, cost and expenses for removal of wreck, economic loss caused to the fishermen and economic loss caused to recreational areas along the coast of Kerala, with Mediterranean Shipping Company. True copy of the GO (Rt) No.366/2025/DMD dated 30.05.2025 of the Disaster Management (A) Department is produced herewith and marked as **Exhibit R6 (c).**

10. The Hon'ble Minister of Fisheries had also convened a meeting with the scientists of Central Research Unit, CIT, CMFRI and KUFOS and the representatives of fishermen on 28.05.2025. Thereafter, a Joint Coordination Committee with Special Secretary, Fisheries as Coordinator, Director of Fisheries as Joint CO Coordinator and representative of KUFOS, CMFRI, CIFT, Kerala State Pollution Control Board, Food Safety, National Health Mission and Coastal Police as members, were formed to review the incident and to conduct necessary sampling and testing of water and fish in accordance with the standard protocols. The Fisheries Department has also forwarded a loss assessment report to the Special Secretary to the Government, Fisheries Department, with regard to compensation for the loss of livelihood of fishermen of the affected districts.

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11. On the basis of the report submitted by the Department of Fisheries and information collected from various other sources, the Principal Impact Assessment Officer has submitted "1st Interim Claims report" before the Negotiation Committee formed as per Exhibit R6(c). The Interim Claim Report has been approved by the Negotiation Committee and the same is forwarded to the Special Secretary, Environment Department of the State.

12. As an immediate relief, the State seeks an amount of **Rs.77.08 Crores** (Rs.54.93 Crores towards claim of livelihood loss to fishermen for the period from 25.05.2025 to 01.06.2025 and 22.15 Crores towards cost incurred by the State).

13. The Director General of Shipping, Mumbai, have directed the Additional Chief Secretary (Finance) of this respondent to submit its claim with respect to the sinking of MSC Elsa 3 vide its letter dated 13.06.2025. Therefore, this Respondent shall duly forward the Claim of the State to DG Shipping, with a copy to North Standard (the P&I Club) and MSC, within a period of 3 days.

14. The Special Secretary, Department of Environment, who is the authorised Officer under Section 15C of the Environment Protection Act, 1986 as amended by the Jan Vishwas (Amendment of Provisions) Act, 2023, will take steps to impose penalty based on the report from Kerala State Pollution Control Board on the extent of damage caused by MSC Elsa 3, to the environment after giving a reasonable opportunity of hearing to concerned company in the matter.

iii. **The Admiralty (Jurisdiction and Settlement of Maritime Claims) Act 2017**

15. The State has decided to file an Admiralty Suit as against Mediterranean Shipping Company, including the Arrest of Sister Vessel as per Section 5 of the Admiralty Act, 2017. The State is at present awaiting the response of the Claim Settlement undertaken by

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the Directorate General of Shipping. The State Government is making earnest efforts to recover its claim amount from MSC and their Protection and Indemnity Club (P&I), through the DGS, at the earliest.

iii. BHARATIYA NYAYA SANHITA, 2023

16. An FIR has been registered by the Fort Kochi Coastal Police Station, against the Owner of MSC Elsa 3, the Master of the Vessel and other Crew Members, on the basis of a complaint received from Shamji, Thekkum Muri, Neerkunnam, Malsya Gramam, under Section 282, 285, 286, 287, 288, 3(5) of the BNS 2023. A copy of the FIR dated 11.06.2025 is produced herewith and marked as **Exhibit R6 (d)**. Investigation is ongoing.

iv. OTHER REMEDIAL MEASURES TAKEN BY THE STATE

17. Interim financial relief of ₹1000 and 6 kg rice has been extended to each fisherman's family in Ernakulam, Alappuzha, Kollam and Thiruvananthapuram districts vide G.O (Rt) No. 371/2025/DMD dated 03.06.2025 . A copy of the G.O (Rt) No. 371/2025/DMD dated 03.06.2025 , along with its English translation, is produced herewith and marked as **Exhibit R6(e)**.

18. Minimum labour standards for engagement of Civil Defence, Aapda Mitra Volunteers, Haritha Karma Sena and Kudumbashree workers for nurdle clean-up have been notified and published at https://sdma.kerala.gov.in/wp-content/uploads/2025/06/MinStandarLabour11062025.pdf. A copy of the Minimum labour standards for engagement of Civil Defence, Aapda Mitra Volunteers, Haritha Karma Sena, and Kudumbashree workers for nurdle clean-up is produced herewith and marked as **Exhibit R6(f).**

19. The State Government is publishing a daily SITREP ("Situation Report") on the official website of the Kerala State Disaster

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Management Authority. The SITREP details the present situation of the salvage operation carried out underwater, the status of wreck removal from the shoreline of the State and the current situation assessment. A copy of the SITREP dated 16.06.2025 is produced herewith and marked as **Exhibit R6(g).**

20. The Cargo Manifest of MSC Elsa3, as received from the Mercantile Marine Department, Kochi, as on 10.06.2025 (9:30 PM), has been published on the official website of Kerala State Disaster Management Authority (KSDMA) at https://sdma.kerala.gov.in/ship-wreck-msc-elsa-3/. A copy of the Cargo Manifest of MSC Elsa 3 is produced herewith and marked as **Exhibit R6(h).**

WAN HAI 503

21. The course of action undertaken by this respondent with respect to the incident of "Wan Hai 530" is provided herein below:-

22. On 09.06.2025, at approximately 09:50 hrs, a Singapore-flagged container vessel, Wan Hai 503 (IMO Number: 9294862), under direct management of Wan Hai Lines, faced a container explosion resulting in a significant onboard fire. The vessel, as on 16.06.2025, is presently at position 10°01.88'N, 075°12.02'E, approximately 58 nautical miles west of Azhikod, holding a westerly course at a reduced speed of 0.3 to 0.6 knots. nautical miles (nm) from Azhikkal, Kerala.

23. The salvagers of MSC have secured a hazardous barrel marked as HNO3 (nitric acid), which washed ashore at Alappad, Kollam. The barrel, suspected to belong to the Wan Hai 503 incident, was safely isolated with support from local police. ITOPF has been requested to provide detailed safety handling procedures. Clarifications are being sought regarding any permission needed from Customs for its storage at Kollam Port.

24. As per SITREP dated 16.06.2025, published in the official website of Kerala State Disaster Management Authority, WAN HAI 503

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continues to present significant operational, environmental and safety risks due to its persistent onboard fires, structural vulnerability and highly volatile cargo composition. The Kerala State Disaster Management Authority and its shoreline response agencies have ensured readiness in the unlikely event of any rapid drift shift toward Territorial waters. Indian Tankers Oil Pollution Forum has advised continued shoreline readiness, even as the vessel is progressively moved further offshore, to account for any container drift or unforeseen environmental spill scenarios. A copy of the SITREP dated 16.06.2025 on the vessel, Wan Hai 503, is produced herewith and marked as **Exhibit R6(i).**

25. Medical response efforts continue for the injured crew members, with five crew members still hospitalised, including three in the Intensive Care Unit (ICU). Ongoing liaison with families is being facilitated by the owners and authorities. At present, real-time coordination remains under the operational leadership of the Director General of Shipping, with constant updates provided to the Ministry of Ports, Shipping & Waterways and oversight from the highest levels of Government.

26. The Cargo Manifest of Wan Hai 503, has been published on the official website of Kerala State Disaster Management Authority (KSDMA). A copy of the Cargo Manifest of Wan Hai 503, is produced herewith and marked as **Exhibit R6(j).**

27. An FIR has been registered by the Fort Kochi Coastal Police Station, against the Owner of Wan Hai 503, the Master of the Vessel and other Crew Members, on the basis of a complaint received from Sri.Suneesh PV, under Section 282, 285, 286, 287, 288, 3(5) of the BNS 2023 A copy of the FIR report dated 17.06.2025 is produced herewith and marked as **Exhibit R6(k).**

What is stated above in paragraphs 2 to 27 is true to my knowledge, and what is stated in paragraphs 2 to 27 is based on information and

Sworn

belief derived from records and/or obtained from the Government, and I believe the same to be true.

Dated this the 18th day of June, 2025.

DEPONENT

Solemnly affirmed and signed before me by the deponent whom I know on this the 18th day of June, 2025, at the Government Secretariat, Thiruvananthapuram.

THE HIGH COURT OF KERALA
सत्यमेव जयते

NALAN. A.T
SECTION OFFICER
ENVIRONMENT DEPARTMENT
GOVERNMENT SECRETARIAT
THIRUVANANTHAPURAM

2025

ORDER

ıt Order read above, Gover
hip M/s ELSA 3 in the Ara
ɔast as a State-Specific dis
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p wreckage.

pecial Secretary, Departm
ıl Impact Assessment Offic..

Environment Department.

TINKU BISWAL

PRINCIPAL SECRETARY

To:
Additional Chief Secretary, Home& Vigilance
Additional Chief Secretary, Finance Department.
Secretary, Environment Department
Director, Environment Department
Commissioner, Disaster Management
Member Secretary, KSDMA
Principal Accountant General(A&E/ Audit) Department
I& PRD, Web& New Media
Stock file/ office copy

Forwarded /By order
Signed by Sivaprasad V N
Date: 30-05-2025 17:27:08
Section Officer

542

GOVERNMENT OF KERALA

Abstract

Environment Department - Ship (MSC ELSA3) wreckage in the Arabian Sea near Kochi- Engaging National Institute of Oceanography (NIO) for the Assessment of Environmental Damage - orders issued.

ENVIRONMENT (B) DEPARTMENT

G.O.(Rt)No.62/2025/ENVT Dated,Thiruvananthapuram, 11-06-2025

Read : G.O.(Rt)No.363/2025/DMD dated 30/05/2025

ORDER

As per the Government Order read above the Special Secretary, Environment Department has been designated as Principle Impact Assessment Officer in connection with the Ship (MSC ELSA3) wreckage incident in the Arabian Sea.Further it is also ordered that all the procedural requirements for impact assessment, restoration and remediation across sectors in accordance with the law as well as for engaging with various scientific and research institutions/experts with the aim to procure their services for such studies shall be housed in the Environment Department.

2. In the circumstances the Kerala State Pollution Control Board (KSPCB) is authorized to engage National Institute of Oceanography (NIO) for the Environmental Damage Assessment and a Long-Term Study to assess the extent of environmental damage caused due to the shipwreck incident. The KSPCB shall prepare the

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.erala State pollution Contı ard

Media

Signed by
Nalan A T
Date: 11-06-2025 17:52:48

Section Officer

GOVERNMENT OF KERALA

Abstract

Disaster Management Department-MSC ELSA 3 Ship wreckage in the Arabian Sea- Committee for the negotiation with the shipping company M/s MSC ELSA 3- constituted- orders issued.

DISASTER MANAGEMENT(A)DEPARTMENT

G.O.(Rt)No.366/2025/DMD Dated,Thiruvananthapuram, 30-05-2025

Read 1 GO(MS)11/2025/DMD dated 29/05/2025.

ORDER

As per Government Order read above, Government have declared the ship wreckage of ship M/s ELSA 3 in the Arabian sea 14.6 nautical miles off the Kerala coast as a State-Specific disaster, considering the potentially serious environmental, social, and economic impact of the ship wreckage.

In this regard, the engagement with M/s MSC is immediately required for institutional arrangement to create the financial package for use by the State Government for risk and damage assessment, management & remedial measures, including compensation. For the purpose of this consultation and negotiation with M/s MSC, Government hereby constitute a committee of the following officers.

1. Additional Chief Secretary, Finance Department - Chairperson
2. Additional Chief Secretary, Local Self Government Department
3. Principal Secretary, Revenue & Disaster Management Department
4. Principal Secretary, Industries Department
5. Principal Secretary, Agriculture Department
6. Secretary, Environment Department
7. Member Secretary, KSDMA - Convenor

Member Secretary, KSDMA will be the single nodal point for the contact with the shipping company, M/s MSC.

This Committee shall also serve as the Oversight Committee which shall have oversight on the Committee formed as per GO (Rt) No. 365/2023/DMD dated 30-05-2025 for developing a rapid and long term assessment of damage and remediation measures.

(By order of the Governor)
TINKU BISWAL.
PRINCIPAL SECRETARY

To:
Additional Chief Secretary, Home&Vigilance Department
Additional Chief Secretary, Finance department
Principal Secretary, Revenue& Disaster Management Department.
Principal Secretary, Industries Department
Principal Secretary, Agriculture Department.
Secretary, Environment Department.
Commissioner, Disaster Mangement
Member Secretary, KSDMA

Forwarded :By order

Signed by Swapnasad V N
Date: 30-05-2025 17:17:47
Section Officer

Before the Hon'ble: JUDICIAL FIRST CLASS MAGISTRATE COURT - I, KOCHI

CCTNS-R-IIF-1

FIRST INFORMATION REPORT

(പ്രഥമ വിവര റിപ്പോർട്ട്)

(Under Section 173 BNSS)

(ഭാരതീയ നാഗരിക് സുരക്ഷാ സംഹിത 173 പ്രകാരം)

1. District (ജില്ല) : ERNAKULAM CITY PS (പോലീസ് സ്റ്റേഷൻ) : FORT KOCHI COASTAL PS

FIR No.(പ്രഥമ വിവര നമ്പർ) : 0014 Year (വർഷം) : 2025

Date and Time of FIR (പ്രഥമ വിവര റിപ്പോർട്ട് തീയതിയും സമയവും) : 11/06/2025 13:46

2.

Sl No. (ക്രമ നമ്പർ)	Acts (നിയമം)	Sections (വകുപ്പുകൾ)
1	THE BHARATIYA NYAYA SANHITA (BNS), 2023	282,296,286,287,289,3(5)

3. (a) Occurrence of Offence (കുറ്റകൃത്യം സംഭവിച്ചത്)

1. Day (ദിവസം) : Intervening Day Time Period (സമയം) :

Date From (തീയതി മുതൽ) : 24/05/2025 Date To (തീയതി വരെ) : 25/05/2025

Time From (സമയം മുതൽ) : 00:00 hrs Time To (സമയം വരെ) : 00:00 hrs

(b) Information Received at P.S (പോലീസ് സ്റ്റേഷനിൽ വിവരം ലഭിച്ചത്)

Day (ദിവസം) : 11/06/2025 Time (സമയം) : 13.11 hrs

(c) General Diary References (ജനറൽ ഡയറി സംബന്ധിച്ച വിവരം)

Entry No (നമ്പർ) : 012 Time (സമയം) : 13:45 hrs

4. Type of Information (ലഭിച്ച വിവരത്തിന്റെ സ്വഭാവം) : Written

Source of Complainant (പരാതിക്കാരന്റെ ഉറവിടം) : Citizen/General Public

5. Place of Occurrence (കുറ്റകൃത്യം)

i Direction and distance from P.S : SOUTH-WEST, 70 KM

(PS ൽ നിന്നുള്ള ദിശയും ദൂരവും)

Beat No: (ബീറ്റ് നമ്പർ) :

ii Location / Address (സ്ഥലം / മേൽവിലാസം) : Arabian sea

iii. In case, outside the limit of this Police Station, then

(പോലീസ് സ്റ്റേഷന്റെ അധികാരപരിധിക്ക് പുറത്താണെങ്കിൽ)

Name of P.S (പോലീസ് സ്റ്റേഷന്റെ പേര്) :

District (പോലീസ് ജില്ല) :

State (സംസ്ഥാനം) :

6. (1).Complainant / Informant (പരാതിക്കാരൻ / വിവരം നൽകിയ ആൾ)

(a) Name (പേര്) C SHAMJI

(b) Father's / Mother's / Husband's Name

(പിതാവിന്റെ / മാതാവിന്റെ / ഭർത്താവിന്റെ പേര്)

FSO VERIFIED - 16

District (ജില്ല) : ERNAKULAM CITY
P.S (പോലീസ് സ്റ്റേഷൻ) : FORT KOCHI COASTAL PS
FIR No (ഒന്നാം വിവര നമ്പർ) : 0014 / 2025

(c). Age & Date of Birth (വയസ്സ് & ജനനതീയതി) : 40-60
(d). Nationality (പൗരത്വം) : INDIA
(e) UID No.(ആധാർ നമ്പർ) :
(f) Passport No.(പാസ്പോർട്ട് നമ്പർ)
Date of Issue (നൽകിയ തീയതി)
Place of Issue (നൽകിയ സ്ഥലം)
(g) ID details (Ration Card, Voter ID Card, Aadhar, Driving Licence, PAN) (തിരിച്ചറിയൽ രേഖകളെ സംബന്ധിക്കുന്ന വിവരങ്ങൾ: റേഷൻ കാർഡ്, വോട്ടർ ഐഡി കാർഡ്, ആധാർ, ഡ്രൈവിംഗ് ലൈസൻസ്, പാൻ)

Sl No (ക്രമ നമ്പർ)	Id Type (തിരിച്ചറിയൽ രേഖ)	Id Number (തിരിച്ചറിയൽ രേഖ നമ്പർ)

(h) Occupation (തൊഴിൽ) :
(i). Address (മേൽവിലാസം)

Sl No. (ക്രമ നമ്പർ)	Address Type (മേൽവിലാസത്തിന്റെ തരം)	Address (മേൽവിലാസം)
1	Permanent Address (സ്ഥിരമായ മേൽവിലാസം)	THEKKUM MURI, NEERKKUNNAM MALSYA GRAMAM, MEMBERSHIP NO :1276, NEERKKUNNAM, ALAPPUZHA, KERALA, INDIA
2	Present Address (നിലവിലെ മേൽവിലാസം)	THEKKUM MURI, NEERKKUNNAM MALSYA GRAMAM, NEERKKUNNAM, ALAPPUZHA, KERALA, INDIA

(j). Land Phone Number (ലാൻഡ് നമ്പർ)
Mobile Number (മൊബൈൽ നമ്പർ) : 9562531483

(2).Victim / Missing / Deceased details (ഇര / കാണാതായ / മരണപ്പെട്ട ആളിന്റെ വിവരം)

Sl No. (ക്രമ നമ്പർ)	Name (പേര്)	Age (വയസ്സ്)	Sex (ലിംഗം)	Relation's Name (ബന്ധുവിന്റെ പേര്)	Address (മേൽവിലാസം)

7. Details of known / Identifiable / Suspected / Unknown accused with full particulars (അറിയാവുന്ന / തിരിച്ചറിയാവുന്ന / സംശയിക്കുന്ന / അറിയാത്ത കുറ്റവാളികളെ സംബന്ധിച്ച വിവര വിവരങ്ങൾ)

Sl No (ക്രമ നമ്പർ)	Name (പേര്)	Alias (അപരനാമം)	Present Address (നിലവിലെ മേൽവിലാസം)	Permanent Address (സ്ഥിരമായ മേൽവിലാസം)
1	OWNER OF MSC ELSA-3 SHIP			
2	MSC ELSA -3 SHIP MASTER			

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P.S (പോലീസ് സ്റ്റേഷൻ) : FORT KOCHI COASTAL PS
FIR No (പ്രഥമ വിവര നമ്പർ) 0014 / 2025

3	-3 ID			

8. Reason for delay in reporting by the Complainant / Informant (പരാതിക്കാരനോ / വിവരം നൽകുന്ന ആളോ പോലീസ് സ്റ്റേഷനിൽ അറിയിക്കുവാൻ കാലതാമസം വരുത്തിയതിനുള്ള കാരണം) :

9. Particulars of properties of interest (മോഷ്ടിക്കപ്പെട്ട / കവർച്ച ചെയ്തതിൽ ഉൾപ്പെട്ട സ്വത്തുക്കളുടെ വിവരം)

10. Total value of property stolen (In Rs) (മോഷ്ടിക്കപ്പെട്ട / കവർച്ച ചെയ്തതിൽ ഉൾപ്പെട്ട സ്വത്തുക്കളുടെ ആകെ മൂല്യം)

11. Inquest Report / U.D. case No.,if any (പ്രേത വിചാരണ റിപ്പോർട്ട് / അസ്വാഭാവിക മരണം കേസ് നമ്പർ ഉണ്ടെങ്കിൽ)

	ration Type ഷൻ തരം)		

12. First Information Contents (എഫ്.ഐ.ആർ ഉള്ളടക്കം)

ിലുള്ളകണ്ടെത്തുകളിൽ എടുപ്പുതൽ
ന്നതായറിവ് നിലനിൽക്കെപ്രതികൾ
മായും ഉദാസീനമായും MSC ELSA -

13. Action taken: Since the above information reveals commission of offence(s) u/s as mentioned at Item No. 2.
(സ്വീകരിച്ച നടപടി : മേൽ വിവരിച്ച റിപ്പോർട്ട് പ്രകാരം രണ്ടാം ഇനത്തിൽ കാണിച്ചിരിക്കും പ്രകാരമുള്ള വകുപ്പുകൾ അനുസരിച്ചുള്ള കവർച്ച കുറ്റം നടന്നതിനാൽ)

District (ജില്ല) : ERNAKULAM CITY
P.S (പോലീസ് സ്റ്റേഷൻ) : FORT KOCHI COASTAL PS
FIR No (ഗ്രേഡ് നിർദ്ദേശം നമ്പർ) : 0014 / 2025

PEN (പെൻ) : 402665

F.I.R read over to the complainant / informant,admitted to be correctly recorded and a copy given to the complainant / informant free of cost (പ്രഥമ വിവര റിപ്പോർട്ട് പരാതിക്കാരനെ / വിവരം നൽകിയ ആളെ വായിച്ചു കേൾപ്പിച്ചു. ശരിയാം വിധമാണ് രേഖപ്പെടുത്തിയതെന്ന് സമ്മതിച്ചു. റിപ്പോർട്ടിന്റെ ഒരു പകർപ്പ് പരാതിക്കാരന് / വിവരം നൽകിയ ആളിന് സൗജന്യമായി നൽകി) P.C.A.C (ജെ.ടു.സി)

14. Signature / Thumb impression of the complainant / informant [പരാതിക്കാരന്റെ / വിവരം നൽകിയ ആളിന്റെ ഒപ്പ് വിരലടയാളം] :

Signature of Officer in charge, Police Station (പോലീസ് സ്റ്റേഷന്റെ ചാർജ് വഹിക്കുന്ന ഉദ്യോഗസ്ഥന്റെ ഒപ്പ്) :

Digitally Signed by:
Sivakumar T S
Date: 11-Jul-2025

Name (പേര്) : Sivakumar T S
Rank (പദവി) : I (Inspector)
PEN (പെൻ) : 402665

15. Date and time of dispatch to the court (കോടതിയിലേക്ക് അയച്ച തിയതിയും സമയവും)

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Helpline Number of District Legal Services Authority : 0484-2344223
(ജില്ല ലീഗൽ സർവ്വീസസ് അതോറിറ്റിയുടെ ഹെൽപ്പ് ലൈൻ നമ്പർ)

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District (ജില്ല) : ERNAKULAM CITY
P.S (പോലീസ് സ്റ്റേഷൻ) : FORT KOCHI COASTAL PS
CR No.(ക്രൈം നമ്പർ/വർഷം) : 0014 / 2025

പ്രഥമ വിവരം

ഈ സംഭവത്തിന് ഇന്ന ദിവസം 11/06/2025 C SHAMIL THEKKUM MURI NEERKKUNNAM MALSYA GRAMAM,MEMBERSHIP NO. A.1276 എന്നയാൾ ബോട്ടുമായപ്പെട്ട കോസ്റ്റൽ ഇൻസ്പെക്ടർ ജനറൽ , കോസ്റ്റൽ സെക്യൂരിറ്റി അവർകൾക്ക് E MAIL മുഖാന്തിരം നൽകിയ പരാതി കോസ്റ്റൽ സെക്യൂരിറ്റി അസ്സിസ്റ്റൻറ് ഇൻസ്പെക്ടർ ജനറൽ അവർകൾ മുഖാന്തിരം ലഭിച്ചിട്ടുള്ള കോസ്റ്റൽ പോലീസ് സ്റ്റേഷൻ ഹൌസ് ഓഫീസർക്ക് തുടർ നടപടികൾ സ്വീകരിക്കുന്നതിന് E MAIL മുഖാന്തിരം അയച്ചു നൽകിയ SO PTN NO 101/P2/CPS/25 DTD 11.06.2025 ആയി സ്വീകരിച്ച് ടി പരാതിയുടെ അടിസ്ഥാനത്തിൽ ഈ കാര്യത്തിന് ഇന്ന ദിവസം (11.06.2025) തന്നെ കൊച്ചി കോസ്റ്റൽ പോലീസ് സ്റ്റേഷൻ ക്രൈം നമ്പർ 14/2025 U/S 282,285,286,287,288 & 3(5) OF BNS 2023 പ്രകാരം കേസ് രജിസ്റ്റർ ചെയ്തതാ .

Submitted

Name (പേര്) : **Sivakumar T S**
Rank (പദവി) : **I (Inspector)**
PEN (പെൻ) : **402565**
PS (പോലീസ് സ്റ്റേഷൻ) : **FORT KOCHI COASTAL PS**
District (ജില്ല) : **ERNAKULAM CITY**
Date (തീയതി) : **11/06/2025**

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TRUE COPY OF THE ENGLISH TRANSLATION OF PARA 12 at PAGE 3 and Page 5 of EXHIBIT R6(d)

12. First Information Contents (FIR Contents):

The accused, knowing that the containers on board the cargo ship MSC ELSA -3 contained flammable goods and explosives, handled the cargo ship MSC ELSA -3 in a reckless and negligent manner, causing danger to human life and property, causing the ship to sink in the sea west of Thottapalli, Alappuzha on 24.05.2025. Following the accident, the containers on the ship were discharged, causing environmental problems, adversely affecting the traditional fishing sector and causing damage worth lakhs of rupees to the fishermen, and causing obstruction to the public movement of vessels navigating in the shipping channel and other nearby areas due to the ship and the containers that fell from it into the sea.
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First information

On 11/06/2025, C SHAMJI, THEKKUM MURI. NEERKKUNNAM, MALSYA GRAMAM, MEMBERSHIP NO. A.1276 sent a complaint to the House Officer, Fort Kochi Coastal Police Station, through the Assistant Inspector General, Coastal Security Officers, through the House Officer, Fort Kochi Coastal Police Station, for further action. SO PIN NO 01/P2/CPS/25 DTD 11.06.2025 was received and on the basis of the complaint, this matter has been registered today (11.06.2025) at Fort Kochi Coastal Police Station, Crime 14/2025 U/S 282,285,286,287,288 & 3(5) OF BNS 2023.

HIGH COURT OF KERALA

"ഭരണഭാഷ-മാതൃഭാഷ"

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ഉത്തരവ്

ിരശ്ചീനദിശയിൽ 4.0 മീറ്റർ വീതിയിൽ ഭ
പകടത്തെത്തുർന്നുള്ളപാരിസ്ഥിതിക, സാ
കടത്തെരാമർശം ഉത്തരവ് പ്രകാരം സ

കടം തിരുവനന്തപുരം, കൊല്ലം, ആല
കളുടെ ഉപജീവനമാർഗ്ഗത്തെ സാ ന്ന

ശദമായി പരിശോധിച്ചു ഫിഷറീസ് ന
ിൽ തിരുവനന്തപുരം, കൊല്ലം, ആല
ിലെയി ന നമ്പർ 27020

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അന്വേഷിക്കുന്നതിനുള്ള നടപടി കടലു പൊള്ള വിശദീകരണ വകുപ്പ് അടിയന്തരമായി സ്വീകരിക്കേണ്ടതാണ് ഇതിന് ആവശ്യമായ ഇടക്കാല ആശ്വാസത്തിന് കടലു പൊള്ള വിശദീകരണ വകുപ്പ് ഗ്രൂപ്പാർട്ട് സമർപ്പിക്കുന്ന ഉടനടി സംസ്ഥാന ദുരന്ത പ്രതികരണ നിധിയിൽ നിന്നും അനുവദിച്ച് നൽകുന്നതാണ്.

ഗവർണറുടെ ഉത്തരവിൻ പ്രകാരം,
ടിങ്കു ബിസ്വാൾ
പ്രിൻസിപ്പൽ സെക്രട്ടറി

അഡീഷണൽ ചീഫ് സെക്രട്ടറി, ഫിഷറീസ് വകുപ്പ്
അക്കൗണ്ടന്റ് ജനറൽ (ആഡിറ്റ്) I&II, കേരള, തിരുവനന്തപുരം
കമ്മീഷണർ ഓഫ് റവന്യൂ തിരുവനന്തപുരം
കമ്മീഷണർ, ദുരന്തനിവാരണം
ജില്ലാകളക്ടർമാർ, ആലപ്പുഴ കൊല്ലം, എറണാകുളം, തിരുവനന്തപുരം
ഡയറക്ടർ, ഫിഷറീസ് വകുപ്പ്
മെമ്പർ സെക്രട്ടറി, സംസ്ഥാന ദുരന്ത നിവാരണ അതോറിറ്റി
കടലുപൊതുവിതരണ വകുപ്പ്
ടെക്നിക്കൽ കൺസൾട്ടന്റ്, തിരുവനന്തപുരം
ഫിനാൻസ് ഓഫീസർ, ദുരന്തനിവാരണ വകുപ്പ്
പൊള്ളോക്ക് സെക്ഷൻ വകുപ്പ് (Web and New Media)
സ്റ്റാഫ് ഫയൽ / ഓഫീസ് കോപ്പി

ഉത്തരവിൻ പ്രകാരം

Signed by Sivaprasad V N
Date: 03-06-2025 17:35:45
സെക്ഷൻ ഓഫീസർ

വകുപ്പ്:-
ഫിഷറീസ് വകുപ്പ് മന്ത്രിയുടെ പ്രൈവറ്റ് സെക്രട്ടറിക്ക്
കടലുപൊതുവിതരണ വകുപ്പ് മന്ത്രിയുടെ പ്രൈവറ്റ് സെക്രട്ടറിക്ക്
റവന്യൂ ദുരന്ത നിവാരണ വകുപ്പ് പ്രിൻസിപ്പൽ സെക്രട്ടറിയുടെ പി.എ. ക്ക്
ഫിഷറീസ് വകുപ്പ് സെക്രട്ടറിയുടെ പി.എ.ക്ക്
കടലുപൊതുവിതരണ വകുപ്പ് സെക്രട്ടറിയുടെ സി.എ.-ക്ക്

ded for

ORDER

May 2025, the container ship MSC ELSA-3 met with
ıbian Sea, approximately 14.6 nautical miles off the K
logical, environmental, and socio-economic ramificat
tter was treated as a State Special Emergency.

- Due to this incident, the livelihood of fishermen work
Thiruvananthapuram, Kollam, Alappuzha, and Ernak
severely affected. After detailed examination, based c
provided by the Director of Fisheries, it is ordered tha
assistance of ₹1000/- (Rupees One Thousand only) pe
6 kg rice per person shall be disbursed to 78,498 fishe
27,020 allied workers in the districts of Thiruvananth
Alappuzha, and Ernakulam.

- Accordingly, administrative
to a total of 1,05,518 benefi
₹10,55,18,000/- (Rupees Te
from the State Disaster Mitigation Fund.

- The amount shall be transfe
the Director of Fisheries for
Finance Officer, Disaster M

- The free ration of 6 kg rice p
through the Public Distribut
provided from the State Dis
submitted by the Departmen

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MSC Ekm3 - Minimum labour standard for engaging Civil Defence/Aapda Mitra Volunteers/Haritha Karma Sena/Kudumbashree by salvager for nurdle clean up in Kerala Coast

1. Daily wage of Rs. 900/- - To be paid on a daily basis by the salvager (MERC)
2. Duty time shall start from 10 am to 5 pm
3. A minimum of 300 boots to be on the ground every day, with each 10 member group lead by one expert from MERC. (MERC)
4. The salvager should provide adequate training to volunteers for handling nurdles and also to differentiate the nurdles from other possible hazardous materials. (MERC)
5. The volunteers engaged should be given gloves, masks, boots, PPE and raincoats (MERC)
6. Sieves to be made ready by salvager (MERC) at every 100 m shore or where the density is high and nurdles to be gathered leaving the sand on site A number of mobile sieves also may be arranged. Possibility of using technical aids such as vacuum cleaners and beach sieving machines may be explored. (MERC)
7. Appropriate nurdle clean up vacuum cleaners may also be distributed to teams (MERC)
8. Plastic bags and fasteners to be arranged by salvager. (MERC)
9. The volunteers should be picked up by the salvager from the nearest Fire Station and deployed to the shoreline assigned to them. They should also be dropped back to the Fire Station before 6 pm, every day. (MERC)
10. In case of medical emergency during the working hours of volunteers, the salvaging company should ensure appropriate medical care to the satisfaction of the medical board of Kerala. (MERC)
11. The salvager shall ensure that the volunteers do not perform dangerous works including entering into sea for collection of nurdles or bags (MERC) Only trained members of the salvaging company shall perform any risky jobs relating to salvaging nurdles (MERC)
12. Collected materials should be weighed at the site, photographed per day and geotagged by the salvager. The salvager may prepare a GIS based database and dashboard for the purpose. For each panchayath, the information should be given to District Collector of the respective district and the Customs via email with CC to KSDMA and Pollution Control Board on a daily basis. (MERC)
13. Interim storage is to be hired by salvager in Trivandrum and Kollam districts with the approval of Pollution Control Board. The salvager should inform the interim storage ground to Customs and facilitate the inspection of Customs. (MERC)
14. This storage shall not be filled with sacks beyond 1 week. Thus, nurdles collected in a week should be moved by that week end to KEIL (MERC)
15. The State Pollution Control Board has to ensure that necessary negotiations are held with KEIL for receiving the material
16. The KEIL may raise appropriate costs for storage and disposal to the salvager (MERC) for handling this waste

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17. When sufficient quantity for transporting to KEIL (HazMat Treatment Facility) at Kochi is mobilized, the same shall be transported with the approval of Pollution Control Board District Officer to KEIL.
18. The salvager must prepare a methodology for the final disposal of the nurdles in consultation with the State Pollution Control Board. (MERC & SPCB)
19. In the case of other materials such as food waste, wood, cotton bails etc. the salvager (MERC/SpillTech) may discuss with Pollution Control Board and decide on appropriate sites for disposal. This material needs to be salvaged by the salvager with their own specialised teams without using the volunteers or local folk. The quantities of materials salvaged from Kerala coast needs to be reported by the salvager to the District Officer of the State Pollution Control Board on a daily basis. (MERC)
20. The Local Self Government Secretary shall deploy his/her representatives along the coast where cleaning operations are conducted to monitor the activity and ensure accountability. They may report daily to the District Joint Director, Local Self Government Department and update regarding the number of bags of nurdles collected from their jurisdiction. This is an oversight mechanism of the State to verify that the activity is conducted. (Local Self Government Department/District Collector)
21. The coastal clean-up will be until the State Level Committee for pollution control constituted vide GO (Rt) No. 365/2025/DMD dated 30-5-2025 is satisfied. (MERC)
22. The District Collector shall provide the list of Aapda Mitra/Civil Defence Volunteers of the district to MERC. The MERC shall enter into contract following the minimum labour standards laid above with the engaged volunteers and utilize their services. (District Collector, MERC)
23. If Aapda Mitra/Civil Defence Volunteers are not available in necessary numbers, the District Collector may decide to facilitate the service of Haritha Karma Sena or Kudumbashree for the same labour standards as laid above. When engaging Haritha Karma Sena Volunteers, it should be ensured by the District Joint Director, LSGD that the routine solid waste management jobs of the local self governments are not affected (Local Self Government/District Collector.

Approved
S/d
Additional Chief Secretary, Finance Department, Kerala
(Chairman, Committee for the negotiation with the shipping company M/s MSC ELSA 3 vide GO (Rt) No. 366/2025/DMD dated 30.05.2025)

Approved for issue

SENTHILKUMAR KUMARAVEL

Member Secretary, KSDMA
(Convener, Committee for the negotiation with the shipping company M/s MSC ELSA 3 vide GO (Rt) No. 366/2025/DMD dated 30.05.2025)

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Directorate General of Shipping

SITREP – 24, 1800 hrs on 16/06/2025

Sinking of MSC ELSA 3 (IMO no. 9123221, Flag Liberia) South West of Kochi

The contents of this SITREP are based on both written and verbal inputs received from the stakeholders

1. Incident Overview:

Refer to SITREP – 6

2. Response Actions Initiated:

Refer to SITREP – 6

3. Present Status:

The salvage operations for MSC Elsa 3 have entered a critical transition phase following the completion of the temporary capping and sealing of all accessible fuel oil tanks by the existing salvage team. The salvage vessel SEAMAC III has returned to Kochi port and repositioned at Berth Q7 under the Safe Berth protocol. Air-diving operations have concluded, with demobilisation of the air-diving equipment currently underway. Some equipment mobilisation faced delays due to berth changes directed by Port Control. Remaining consumables, including Helios gases and other salvage stores, are being inventoried for transfer to the incoming contractor as part of the transition arrangement.

BMC Consultants, acting on behalf of the shipowners and P&I, have finalised the decision to stand down the present salvor and are completing arrangements for the alternate contractor to mobilise for the oil extraction phase considering the criticality of the operation. This transition is expected to be fully confirmed within the next 24 hours. During this interim phase, care-taking operations continue at the wreck site. The tug Nand Saarthi remains stationed at Kochi port due to prevailing adverse weather conditions and will return to offshore guard duty once sea states improve. A replacement guard tug, Canara Megh, has been identified and is scheduled to depart from Mumbai after completion of bunkering and provisioning.

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The Control Centre at Taj Malabar Hotel, Kochi, continues to coordinate all activities. Situation Management Report (SMR) #20 has been issued to stakeholders. Daily liaison and coordination meetings have been held with T&T, DG Shipping, P&I, MSC, Indian Coast Guard, and other key parties. Operational planning, cost calculations, and regulatory compliance activities remain ongoing in preparation for the next phase.

Onshore operations continue under MERC and State Authorities. Container recovery efforts are ongoing with four containers pending retrieval. An additional container door was recovered and delivered to port today. In Trivandrum, daily volunteer strength has reached 188, with capacity to increase manpower further to expedite shoreline cleanup. Kanyakumari continues with 120 volunteers engaged. At Rameshwaram, 22 personnel are active, with augmentation planned. Recovered nurdles continue to be stockpiled at temporary storage locations while Customs approvals for disposal remain pending. Coordination with ITOPF is ongoing to finalise waste handling and disposal arrangements.

Indian Coast Guard (ICG) maintains offshore surveillance. ICGS Anagh is currently stationed at the site, scheduled to be relieved by ICGS Abhinav. Daily Dornier sorties equipped with Pollution Surveillance Systems continue to monitor for any oil sheens within a 30 NM radius of the wreck. No surface oil slicks have been observed to date during these reconnaissance flights.

Kanyakumari District Authorities continue to oversee storage transfers of previously collected nurdles to designated harbour facilities. Due to persistent rainfall, shoreline cleaning operations have been temporarily suspended in Kanyakumari over the last two days.

DGS continues to lead and oversee multi-agency coordination, ensuring compliance with all safety, environmental, and operational protocols while enforcing strict timelines for progress reporting. The coordinated response structure remains fully active across offshore, onshore, and administrative sectors.

4. Situation Assessment:

The present situation remains stabilised following successful capping and sealing of fuel tanks, vents, and sounding pipes onboard the wreck. No fresh oil discharges have

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been observed since the completion of these works. The primary environmental risk remains the unextracted fuel oil onboard, requiring controlled removal before further deterioration of conditions.

The protracted delays in commencing fuel extraction remain a key area of concern. Multiple timeline revisions, shifts in contractor mobilisation, and the progression into peak monsoon season have critically reduced the safe operational window. Based on current weather assessments, BMC Consultants have recommended that saturation diving operations for fuel extraction be done only in favourable weather conditions as the activity considering its criticality remains highly weather dependent and should be undertaken when the conditions permit. This approach aims to ensure safer weather conditions and operational feasibility, while minimising risk of secondary spills which could result from hose failure or equipment damage in unstable sea states.

The transition to an alternate contractor is expected to streamline mobilisation, reinforce technical readiness, and facilitate more effective planning aligned with seasonal conditions. Meanwhile, care-taking operations will continue offshore to monitor the wreck and guard against any oil discharges.

Shoreline nurdle recovery remains productive but replenishment continues due to recurring strandings. Waste disposal approvals for recovered nurdles remain unresolved and require expeditious clearance by Customs and Pollution Control Boards. ITOPF continues to provide critical technical support to optimise shoreline recovery and waste management.

DGS remains fully engaged, exercising comprehensive coordination across stakeholders including ICG, MSC, P&I, MERC, State Government, ITOPF, and appointed salvors. The multi-agency operational framework remains active under daily monitoring, with ongoing reporting, decision-making, and enforcement of obligations to ensure timely and effective risk mitigation for the Indian coastline.

5. Environmental Risks:

Refer to SITREP – 6, 1800 hrs on 28/05/2024

6. Coordination Measures

Refer to SITREP – 6 for the overall coordination measures being undertaken

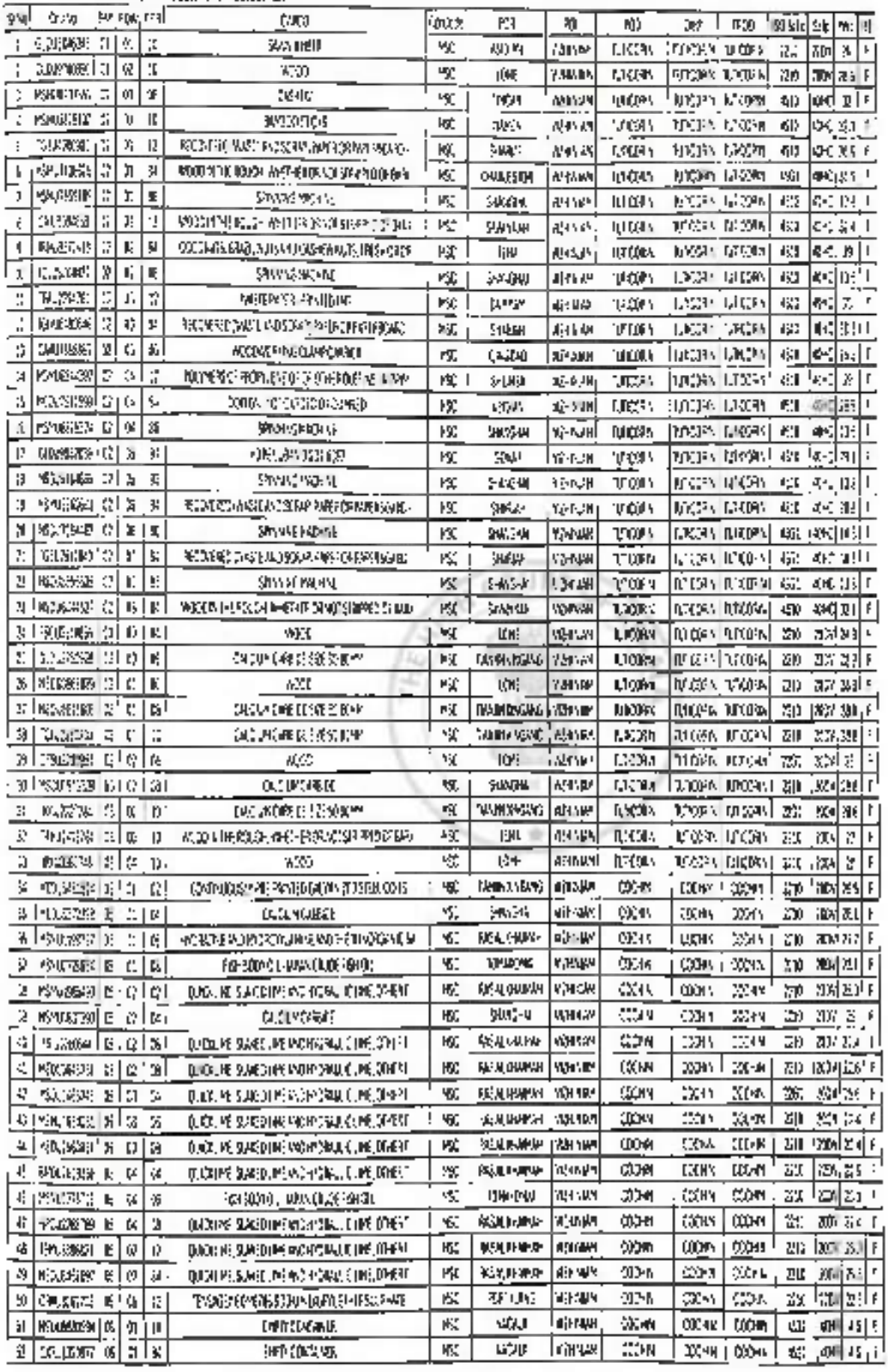

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Exhibit P6(d)

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Exhibit R6(b)

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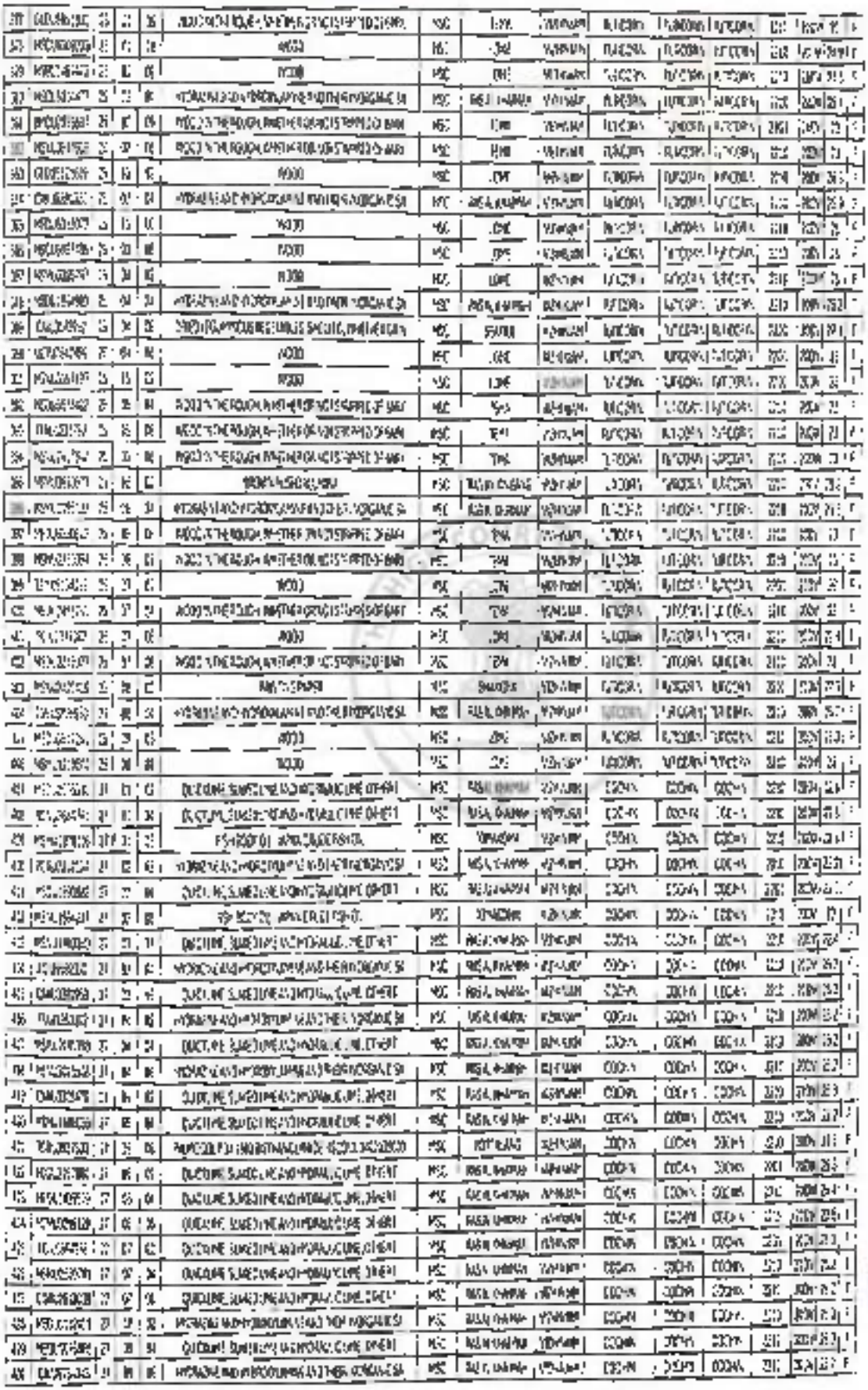

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Directorate General of Shipping

25, *WAN HAI 503* remains unde controlled tow at position approximately 58 nautical miles est of Azhikod, holding a ed speed of 0.3 to 0.6 knots.

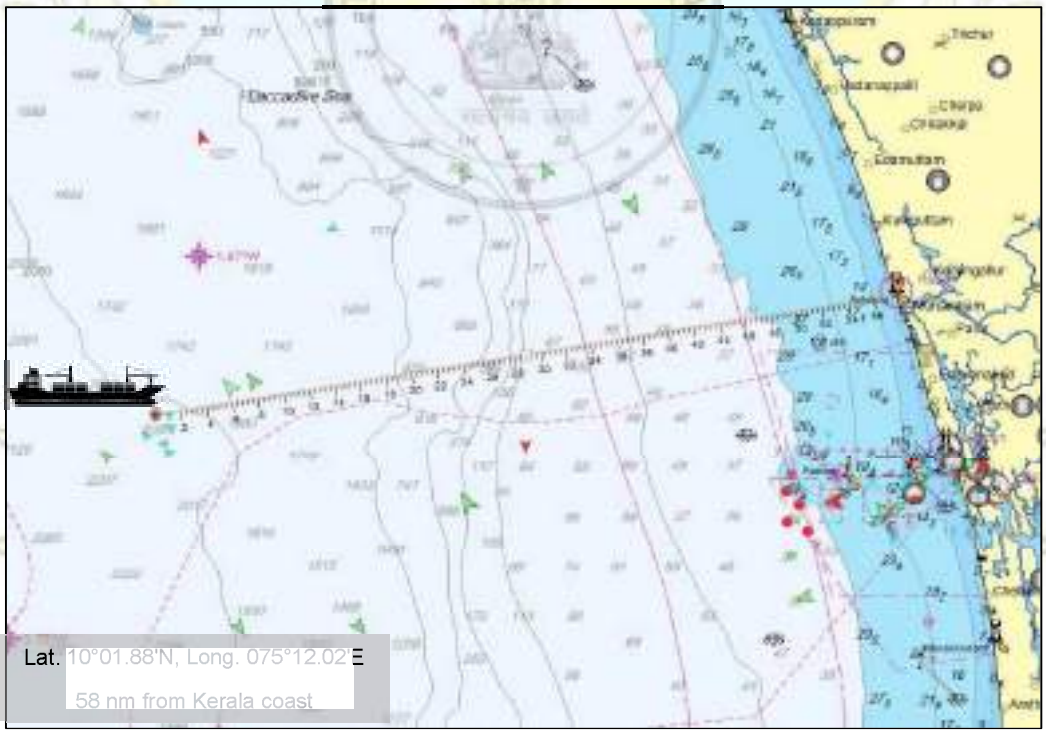

Figure 2: Position of WAN HAI 503 as on 16.06.2025 1200 hrs

The towline remains connected via

4.

ained continuous multi-agency
ations. Seven tugs — *Offshore*
aksham, *Garnet*, and *ETV Wa*
cooling in rotation, targeting
uctural temperature balance.

Figure 3: Tugs conducting fire operations

supplies are [illegible] existing load
Pyrocool firefighting agent is being mobilised from the US and
for deployment. Additional firefighting teams continue to arrive, w
nnel already deployed on-site, twelve more on standby in Kochi, and fu
forcements en route from Europe and the US pending visa clearances. In
oast Guard remains actively engaged with one vessel onsite, continuing aer
surveillance and providing mid-[illegible] support for *Offshore Warrior* a
controlled tow speeds of 1.5 [illegible] knots. In
y remains engaged, though
operational arrangements are underway for the eventuali
ase of *Triton Liberty* once
personnel transfer can be safely executed via alternate t
s as three salvage team
personnel are onboard T
on Liberty. The Navy has also
ffered helicopter winching
support, subject to improving weather windows, for per
sonnel transfer or towlin
operations if required.
ditionally, salvage team
s have successfully removed a
washed-up container
set from coastal areas; these remain under customs
control pending tran
facilities. ITOP
continues to provide shoreline
monitoring, envi
and contingency planning support in coordination with

Figure 3: Lifeboat and container washed ashore in Alappuzha on *15 Jun*

operations.

ent of any rapid drift shift towar

ne readiness, even as the vess

t for any container drift or unfo

scenarios.

continue for the injured crew members, with five

ncluding three in Intensive Care Unit (ICU). Ongoing

tated by the owners and autho

r the operational leadership of

Directorate General of Shipping, 9th Floor Beta Building, I-Think Techno Campus, Kanjurmarg (East), Mumbai - 400 042 (India)

Dangerous Goods List

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M.V.: WAN HAI 503 Flag: SINGAPORE

Call Sign: S6AV2 IMO No.: 9294862

Date: 07-06-2025 Voy.: W219

Port: DEP LKCMB

No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint °C	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
1	100082	WHLU3405390	2211	POLYMERIC BEADS, EXPANDABLE evolving flammable vapour	9		63C	III	25575	N		F-A, S-I	KHH	NSA	Category E. Shaded from radiant heat and protected from sparks and open flame. When stowed under deck, mechanical ventilation shall be in accordance with SOLAS regulation II-2/19 (II-2/54) for flammable liquids with flashpoint below 23 C(c.c)	510 PAPER BAG
2	100084	TLLU5937422	3092	1-METHOXY-2-PROPANOL	3		32CC	III	24336	N		F-E, S-D	KHH	NSA	Category A	117 DRUM
3	100086	WHSU4036420	3092	1-METHOXY-2-PROPANOL	3		32C	II	24219	N		F-E, S-D	KHH	NSA	Category A	117 DRUM
4	100182	WHLU3406648	2211	POLYMERIC BEADS, EXPANDABLE evolving flammable vapour	9		63C	II	25755	N		F-A, S-I	KHH	NSA	Category E. Shaded from radiant heat and protected from sparks and open flame. When stowed under deck, mechanical ventilation shall be in accordance with SOLAS regulation II-	510 PAPER BAG
5	100184	WHSU4048591	3092	1-METHOXY-2-PROPANOL	3		32C	II	24219	N		F-E, S-D	KHH	NSA	Category A	117 DRUM
6	100186	WHSU4055775	3092	1-METHOXY-2-PROPANOL	3		32C	III	24219	N		F-E, S-D	KHH	NSA	Category A	117 DRUM
7	100282	WHSU5979388	3259	AMINES, SOLID, CORROSIVE, N.O.S. or POLYAMINES, SOLID, CORROSIVE, N.O.S.(Dodecylamine)	8			I	28700	N		F-A, S-B	KHH	NSA	Category A. "Separated from" acids.	
8	130382	EIAU6514236	1148	DIACETONE ALCOHOL	3		58C	III	24244	N		F-E, S-D	KHH	NSA	Category B	1 TANK
9	130384	WHSU2113980	1247	METHYL METHACRYLATE MONOMER, STABILIZED	3		10C	II	16160	N		F-E, S-D	KHH	NSA	Category B. Clear of living quarters.	80 DRUM

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M.V.: *WAN HAI 503* Flag: *SINGAPORE*

Call Sign: **S6AV2** IMO No.: **9294862**

Date: 07-06-2025 Voy.: **W219**

Port: DEP LKCMB

No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint °C	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
10	130386	EGSU3343993	1866	RESIN SOLUTION flammable	3		56C	III	3456	N		F-E, S-E	KHH	NSA	Category E	**16 DRUMS**
11	130482	PRKU0112291	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(1,2,3-TRICHLOROBENZENE)	9			III	26000	Y		F-A, S-F	KHH	NSA	Category A.	**1 TANK**
12	130484	WHSU0202013	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(2,6-BIS(1,1-DIMETHYLETHYL)-4-METHYLPHENOL	9		127C	III	1441*3	Y		F-A, S-F	KHH	NSA	Category A.	**700 BAGS**
13	130486	WHLU0433233	2079	DIETHYLENETRIAMINE	8		104C	II	15200	N		F-A, S-B	KHH	NSA	Category A. Clear of living quarters. "Separated from" acids.	**80 DRUM**
14	130582	EIAU2521258	1148	DIACETONE ALCOHOL	3		58 C	III	24244	N		F-E, S-D	KHH	NSA	Category B	**1 TANK**
15	130584	WHSU2612275	1247	METHYL METHACRYLATE MONOMER, STABILIZED	3		10C	II	16160	N		F-E, S-D	KHH	NSA	Category B. Clear of living quarters.	**80 DRUM**
16	130586	WHSU2408370	1866	RESIN SOLUTION flammable	3		31C	III	19680	N		F-E, S-E	KHH	NSA	Category E	**80 DRUM**
17	130682	PRKU0120044	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(1,2,3-TRICHLOROBENZENE)	9			III	26000	Y		F-A, S-F	KHH	NSA	Category A.	**1 TANK**
18	130684	DJDU8614034	2019	CHLOROANILINES, LIQUID	6.1		98C	II	22350	N		F-A, S-A	KHH	NSA	Category A. "Separated from" acids.	**1 TANK**

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No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint °C	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
19	130686	WHSU2467433	2259	TRIETHYLENETETRAMINE	8		137C	II	17640	N		F-A, S-B	KHH	NSA	Category B.Clear of living quarters. "Separated from" acids.	20 PALLET
20	130782	GMCU3056363	1148	DIACETONE ALCOHOL	3		58C	III	24244	N		F-E, S-D	KHH	NSA	Category B	1 TANK
21	130784	WHSU2279056	1866	RESIN SOLUTION flammable	3		31C	III	19680	N		F-E, S-E	KHH	NSA	Category E	80 DRUM
22	130786	WHSU2464753	1263	PAINT (including paint, lacquer, enamel, stain, shellac solutions, varnish, polish, liquid filler and liquid lacquer base) or PAINT RELATED MATERIAL(including paint thinning or reducing compound)	3		50C	II	14986	Y		F-E, S-E	KHH	NSA	Category E	160 DRUM
23	130882	PRKU0101384	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(1,2,3-TRICHLOROBENZENE)	9			II	26000	Y		F-A, S-F	KHH	NSA	Category A.	1 TANK
24	130884	CXTU1144303	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(p-tert-butylphenol)	9		113C	III	23680	Y		F-A, S-F	KHH	NSA	Category A.	1 TANK
25	130886	WHSU2241282	2320	TETRAETHYLENEPENTAMINE	8		171C	III	17640	Y		F-A, S-B	KHH	NSA	Category A. "Separated from" acids.	80 DRUM
26	130982	PCVU2524700	1148	DIACETONE ALCOHOL	3		58C	III	24244	N		F-E, S-D	KHH	NSA	Category B	1 TANK
27	130984	WHSU2355285	2048	DICYCLOPENTADIENE	3		45C	III	17120	Y		F-E, S-D	KHH	NSA	Category A	80 DRUM

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28	130986	DRYU2764361	1263	PAINT (including paint, lacquer, enamel, stain, shellac solutions, varnish, polish, liquid filler and liquid lacquer base) or PAINT RELATED MATERIAL(including paint thinning or reducing compound)	3		58C	III	3222	N		F-E, S-E	KHH	NSA	Category E	60DRUM
29	131082	PRKU0120297	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(1,2,3-TRICHLOROBENZENE)	9			III	26000	Y		F-A, S-F	KHH	NSA	Category A.	1 TANK
30	131084	PRKU0110534	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(1,2,3-TRICHLOROBENZENE)	9			III	26000	Y		F-A, S-F	KHH	NSA	Category A.	1 TANK
31	131086	WHSU2355937	2079	DIETHYLENETRIAMINE	8		104C	II	15200	N		F-A, S-B	KHH	NSA	Category A. Clear of living quarters. "Separated from" acids.	80 DRUM
32	150382	WHSU2643070	1788	HYDROBROMIC ACID	8			II	21020	N		F-A, S-B	KHH	NSA	Category C	80 DRUM
33	150384	WHSU0105081	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(2,6-BIS(1,1-DIMETHYLETHYL)-4-METHYLPHENOL)	9		127C	III	14413	Y		F-A, S-F	KHH	NSA	Category A.	700BAGS
34	150386	GESU8085420	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(p-tert-butylphenol)	9		113C	III	23680	Y		F-A, S-F	KHH	NSA	Category A.	1 TANK
35	150482	WHSU2490290	1247	METHYL METHACRYLATE MONOMER, STABILIZED	3		10C	II	16160	N		F-E, S-D	KHH	NSA	Category B. Clear of living quarters.	80 DRUM
36	150484	WHLU0501810	1247	METHYL METHACRYLATE MONOMER, STABILIZED	3		10C	II	16160	N		F-E, S-D	KHH	NSA	Category B. Clear of living quarters.	80 DRUM

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Port: DEP LKCMB

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37	150486	WHSU2001300	1866	RESIN SOLUTION flammable	3		31C	III	19680	N		F-E, S-E	KHH	NSA	Category E	80 DRUM
38	150582	RLTU2621361	3272	ESTERS, N.O.S.(PROPYLENE GLYCOL MONOMETHYL ETHER ACETATE)	3		42C	III	24416	N		F-E, S-D	KHH	NSA	Category B	112 DRUM
39	150584	WHLU0640020	3092	1-METHOXY-2-PROPANOL	3		31C	III	16720	N		F-E, S-D	KHH	NSA	Category A	80 DRUM
40	150586	WHLU0701660	3092	1-METHOXY-2-PROPANOL	3		31C	III	17120	N		F-E, S-D	KHH	NSA	Category A	80 DRUM
41	150682	WHSU0357118	1219	ISOPROPANOL(ISOPROPYL ALCOHOL)	3		12C	II	14240	N		F-E, S-D	KHH	NSA	Category B	80 DRUM
42	150684	TIFU3253156	2048	DICYCLOPENTADIENE	3		32.2C	III	23500	Y		F-E, S-D	KHH	NSA	Category A	1 TANK
43	150686	WHSU0065013	1263	PAINT (including paint, lacquer, enamel, stain, shellac solutions, varnish, polish, liquid filler and liquid lacquer base) or PAINT RELATED MATERIAL(including paint thinning or reducing compound)	3		50C	III	18262	Y		F-E, S-E	KHH	NSA	Category E	160 DRUM
44	150782	PRKU0100109	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(1,2,3-TRICHLOROBENZENE)	9			III	26000	Y		F-A, S-F	KHH	NSA	Category A.	1 TANK
45	150784	WHLU0678468	3092	1-METHOXY-2-PROPANOL	3		31C	III	17120	N		F-E, S-D	KHH	NSA	Category A	80 DRUM

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46	150786	WHLU0602061	3092	1-METHOXY-2-PROPANOL	3		31C	III	16720	N		F-E, S-D	KHH	NSA	Category A	80 DRUM
47	150882	NCCU0223079	2048	DICYCLOPENTADIENE	3		32.2C	III	23680	Y		F-E, S-D	KHH	NSA	Category A	1 TANK
48	150884	RLTU2009490	1604	ETHYLENEDIAMINE	8	3/	41.5C	II	23200	N		F-E, S-C	KHH	NSA	Category A. Clear of living quarters. "Separated from" acids.	1 TANK
49	150886	WHSU2179289	2079	DIETHYLENETRIAMINE	8		104C	II	15200	N		F-A, S-B	KHH	NSA	Category A. Clear of living quarters. "Separated from" acids.	80 DRUM
50	150982	SLZU2595778	1148	DIACETONE ALCOHOL	3		58C	II	24244	N		F-E, S-D	KHH	NSA	Category B	1 TANK
51	150984	WHSU0324881	1993	FLAMMABLE LIQUID, N.O.S.(LIME CITRUS AURANTIFOLIA)	3			I	3965	N		F-E, S-E	KHH	NSA	Category E	
52	151082	NCCU1288177	1604	ETHYLENEDIAMINE	8	3/	41.5C	II	23320	N		F-E, S-C	KHH	NSA	Category A. Clear of living quarters. "Separated from" acids.	1 TANK
53	151084	WHSU2701900	2320	TETRAETHYLENEPENTAMINE	8		171C	III	17440	Y		F-A, S-B	KHH	NSA	Category A. "Separated from" acids.	80 DRUM
54	151086	WHSU2041216	2579	PIPERAZINE	8		74C	III	7200	N		F-A, S-B	KHH	NSA	Category A. Keep as cool as reasonably practicable. "Separated from" acids.	72 DRUM

THE HIGH COURT OF KERALA सत्यमेव जयते

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Date: 07-06-2025 Voy.: W219

Port: DEP LKCMB

No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint °C	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
55	220382	EGSU1258362	2859	AMMONIUM METAVANADATE	6.1			II	21180	N		F-A, S-A	KHH	NSA	Category A. Segregation as for class 5.1 but "Away from" classes 4.1, 5.1 and 7.	40 BAGS
56	220782	WHSU5927677	1182	ETHYL CHLOROFORMATE	6.1	3/8	16C	I	27786	N		F-E, S-C	KHH	NSA	Category D. Clear of living quarters. Segregation as for class 3 but "away from" class 4.1.	132 DRUM
57	220884	EGHU9438618	2556	NITROCELLULOSE WITH ALCOHOL (not less than 25% alcohol, by mass, and not more than 12.6% nitrogen, by dry mass)	4.1			II	20800	N		F-B, S-J	KHH	NSA	Category D. "Away from" class 3 and heavy metals and their salts.	160DRUM
58	290382	WHSU0266297	1805	PHOSPHORIC ACID SOLUTION	8			III	23944	N		F-A, S-B	KHH	NSA	Category A	218 DRUM
59	290384	WHSU2918136	2215	MALEIC ANHYDRIDE	8		103C	III	18720	N		F-A, S-B	KHH	NSA	Category A	720 PAPER BAG
60	290386	WHSU2815360	3016	BIPYRIDILIUM PESTICIDE, LIQUID, TOXIC	6.1			II	18320	N		F-A, S-A	KHH	NSA	Category B.Clear of living quarters	80 DRUM
61	290482	WHSU0199270	3016	BIPYRIDILIUM PESTICIDE, LIQUID, TOXIC	6.1			II	18320	N		F-A, S-A	KHH	NSA	Category B.Clear of living quarters	80 DRUM
62	290484	WHSU2756098	3016	BIPYRIDILIUM PESTICIDE, LIQUID, TOXIC	6.1			II	18320	N		F-A, S-A	KHH	NSA	Category B.Clear of living quarters	80 DRUM
63	290486	ISLU2204017	1595	DIMETHYL SULPHATE	6.1	8/		I	4055	N		F-A, S-B	KHH	NSA	Category D. Clear of living quarters.	1 TANK

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M.V. : WAN HAI 503 Flag: SINGAPORE

Call Sign: S6AV2 IMO No. : 9294862

Date: 07-06-2025 Voy. : W219

Port: DEP LKCMB

No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint °C	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
64	290582	WHLU0563242	1805	PHOSPHORIC ACID SOLUTION	8			III	23944	N		F-A, S-B	KHH	NSA	Category A	218 DRUM
65	290584	WHSU2898132	2215	MALEIC ANHYDRIDE	8		103X	III	18720	N		F-A, S-B	KHH	NSA	Category A	16 PALLETS
66	290586	WHSU2414238	2531	METHACRYLIC ACID, STABILIZED	8		77C	II	16560	N		F-A, S-B	KHH	NSA	Category C.Clear of living quarters	80 DRUM
67	290682	SLZU2406046	1593	DICHLOROMETHANE	6.1			II	29320	N		F-A, S-A	KHH	NSA	Category A	1 TANK
68	290684	WHSU2556398	3016	BIPYRIDILIUM PESTICIDE, LIQUID TOXIC	6.1			I	18320	N		F-A, S-A	KHH	NSA	Category B.Clear of living quarters	80 DRUM
69	290686	WHSU0178323	3016	BIPYRIDILIUM PESTICIDE, LIQUID, TOXIC	6.1			II	18320	N		F-A, S-A	KHH	NSA	Category B.Clear of living quarters	80 DRUMS
70	290782	WHSU0133247	2215	MALEIC ANHYDRIDE	8		103C	III	18720	N		F-A, S-B	KHH	NSA	Category A	720 PAPER BAG
71	290882	PRKU0110956	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(1,2,3-TRICHLOROBENZENE)	9			III	26000	Y		F-A, S-F	KHH	NSA	Category A.	1 TANK
72	290884	BGBU5155317	2076	CRESOLS, LIQUID	6.1	8/	86C	II	23840	N		F-A, S-B	KHH	NSA	Category B	1 TANK

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No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint °C	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
73	290886	ISLU2204547	1595	DIMETHYL SULPHATE	6.1	8/		I	3895	N		F-A, S-B	KHH	NSA	Category D. Clear of living quarters.	1 TANK
74	310382	WHSU2925536	2215	MALEIC ANHYDRIDE	8		103C	III	18720	N		F-A, S-B	KHH	NSA	Category A	720 PAPER BAG
75	310384	WHSU2454210	2215	MALEIC ANHYDRIDE	8		103C	III	18720	N		F-A, S-B	KHH	NSA	Category A	16 PALLETS
76	310386	TGBU1135515	2215	MALEIC ANHYDRIDE	8		103C	III	18720	N		F-A, S-B	KHH	NSA	Category A	16 PALLETS
77	310482	NCCU1265886	1593	DICHLOROMETHANE	6.1			III	29600	N		F-A, S-A	KHH	NSA	Category A	1 TANK
78	310484	WHSU2934944	3016	BIPYRIDILIUM PESTICIDE, LIQUID, TOXIC	6.1			II	18320	N		F-A, S-A	KHH	NSA	Category B.Clear of living quarters	80 DRUM
79	310486	WHSU2797517	3016	BIPYRIDILIUM PESTICIDE, LIQUID, TOXIC	6.1			II	18320	N		F-A, S-A	KHH	NSA	Category B.Clear of living quarters	80 DRUM
80	310582	SEGU9833795	1866	RESIN SOLUTION flammable	3		29C	III	5106	N		F-E, S-E	KHH	NSA	Category E	23 DRUM
81	310584	WHSU0184840	2215	MALEIC ANHYDRIDE	8		103C	III	18720	N		F-A, S-B	KHH	NSA	Category A	16 PALLETS

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No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint °C	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
82	310586	WHSU2431560	2531	METHACRYLIC ACID, STABILIZED	8		77C	II	16560	N		F-A, S-B	KHH	NSA	Category C.Clear of living quarters	80 DRUM
83	310682	WHSU0128718	3016	BIPYRIDILIUM PESTICIDE, LIQUID, TOXIC	6.1			II	18320	N		F-A, S-A	KHH	NSA	Category B.Clear of living quarters	80 DRUM
84	310684	WHSU0165120	3016	BIPYRIDILIUM PESTICIDE, LIQUID, TOXIC	6.1			II	18320	N		F-A, S-A	KHH	NSA	Category B.Clear of living quarters	80 DRUM
85	310686	ISLU2204378	1595	DIMETHYL SULPHATE	6.1	8/	83C	I	4055	N		F-A, S-B	KHH	NSA	Category D. Clear of living quarters.	1 TANK
86	310782	FYCU7132464	1805	PHOSPHORIC ACID SOLUTION	8			II	23944	N		F-A, S-B	KHH	NSA	Category A	218 DRUM
87	310784	WHSU2054194	2531	METHACRYLIC ACID, STABILIZED	8		77C	II	16560	N		F-A, S-B	KHH	NSA	Category C.Clear of living quarters	80 DRUM
88	310882	PRKU2509293	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(1,2,3-TRICHLOROBENZENE)	9			III	26000	Y		F-A, S-F	KHH	NSA	Category A.	1 TANK
89	310884	WHSU2951495	3016	BIPYRIDILIUM PESTICIDE, LIQUID, TOXIC	6.1			II	18320	N		F-A, S-A	KHH	NSA	Category B.Clear of living quarters	80 DRUM
90	310886	WHSU2351818	2281	HEXAMETHYLENE DIISOCYANATE	6.1		138C	II	17440	N		F-A, S-A	KHH	NSA	Category C. Keep as dry as reasonably practicable. Clear of living quarters.	80 DRUMS

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No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint °C	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
91	370382	WHSU2662677	2213	PARAFORMALDEHYDE	4.1		70C	III	18800	N		F-A, S-G	KHH	NSA	Category A	720 PAPER BAG
92	370384	WHSU2239705	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1		79C	III	15244	Y		F-A, S-G	KHH	NSA	Category A	600 BAG
93	370386	WHLU0684959	3394	ORGANOMETALLIC SUBSTANCE, LIQUID, PYROPHORIC,WATER-REACTIVE	4.2	4.3/		I	2652	N		F-G, S-M	KHH	NSA	Category D. Prohibited on any ship carrying class 1 with the exceptions listed in 7.2.7.1.3.2. "Separated from" acids.	
94	370582	WHSU2508379	2213	PARAFORMALDEHYDE	4.1		70C	II	18800	N		F-A, S-G	KHH	NSA	Category A	720 PAPER BAG
95	370584	WHSU2104567	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1		79C	II	15244	Y		F-A, S-G	KHH	NSA	Category A	600 BAG
96	370586	WHSU2356430	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1		79C	III	15244	Y		F-A, S-G	KHH	NSA	Category A	600 BAG
97	370782	WHSU2211631	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1		79C	III	15244	Y		F-A, S-G	KHH	NSA	Category A	600 BAG
98	370784	WHSU2070791	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1		79C	III	15244	Y		F-A, S-G	KHH	NSA	Category A	600 BAG
99	370786	WHSU2655256	2215	MALEIC ANHYDRIDE	8		103C	III	18720	N		F-A, S-B	KHH	NSA	Category A	720 PAPER BAG

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No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint °C	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
100	370788	WHSU2487281	2215	MALEIC ANHYDRIDE	8		103C	III	18720	N		F-A, S-B	KHH	NSA	Category A	720 PAPER BAG
101	370982	WHSU2021312	2215	MALEIC ANHYDRIDE	8		103C	III	18720	N		F-A, S-B	KHH	NSA	Category A	720 PAPER BAG
102	370984	WHSU0125684	2215	MALEIC ANHYDRIDE	8		103C	II	18720	N		F-A, S-B	KHH	NSA	Category A	16 PALLETS
103	370986	WHSU0097561	2215	MALEIC ANHYDRIDE	8		103C	II	18720	N		F-A, S-B	KHH	NSA	Category A	16 PALLETS
104	370988	WHLU0542240	1325	FLAMMABLE SOLID, ORGANIC, N.O.S.(TRIETHYLENEDIMINE)	4.1		70C	I	6408	N		F-A, S-G	KHH	NSA	Category B	12 PALLET
105	390382	WHSU2072346	2213	PARAFORMALDEHYDE	4.1		70C	III	18800	N		F-A, S-G	KHH	NSA	Category A	720 PAPER BAG
106	390384	WHSU2175848	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1		79C	III	15244	Y		F-A, S-G	KHH	NSA	Category A	600 BAG
107	390386	WHSU2368301	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1		79C	III	15244	Y		F-A, S-G	KHH	NSA	Category A	600 BAG
108	390582	WHSU2871147	2213	PARAFORMALDEHYDE	4.1		70C	III	18800	N		F-A, S-G	KHH	NSA	Category A	720 PAPER BAG

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No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint °C	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
109	390584	WHSU2824947	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1		79C	III	15244	Y		F-A, S-G	KHH	NSA	Category A	600 BAG
110	390586	WHSU2970664	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1		79C	III	15244	Y		F-A, S-G	KHH	NSA	Category A	600 BAG
111	390782	WHSU0244662	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1		79C	III	15244	Y		F-A, S-G	KHH	NSA	Category A	600 BAG
112	390784	WHLU0680871	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1		79C	II	15244	Y		F-A, S-G	KHH	NSA	Category A	600 BAG
113	390786	TIIU2571169	2215	MALEIC ANHYDRIDE	8		103C	II	18720	N		F-A, S-B	KHH	NSA	Category A	16 PALLETS
114	390788	WHSU2565506	2215	MALEIC ANHYDRIDE	8		103C	III	18720	N		F-A, S-B	KHH	NSA	Category A	720 paper bag
115	390982	WHSU0168747	2215	MALEIC ANHYDRIDE	8		103C	III	18720	N		F-A, S-B	KHH	NSA	Category A	720 PAPER BAG
116	390984	WHSU0139754	2215	MALEIC ANHYDRIDE	8		103C	III	18720	N		F-A, S-B	KHH	NSA	Category A	16 PALLETS
117	390986	WHSU2491912	2215	MALEIC ANHYDRIDE	8		103C	III	18720	N		F-A, S-B	KHH	NSA	Category A	16 PALLETS

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118	390988	WHSU2233414	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1		79C	III	15244	Y		F-A, S-G	KHH	NSA	Category A	600 BAG
			1993	FLAMMABLE LIQUID, N.O.S.	3		33C	III	428	Y		F-E, S-E			Category E	2 DRUM
			1307	XYLENES	3		25C	III	7840	Y		F-E, S-E			Category B	35 DRUM
			1268	PETROLEUM DISTILLATES, N.O.S. or PETROLEUM PRODUCTS, N.O.S.	3		30C	II	336	Y		F-E, S-E			Category E	2 DRUM
119	170382	EITU0220122	1807	PHOSPHORUS PENTOXIDE	8			I	24546	N		F-A, S-B	HKG	NSA	Category A	960 BAG
120	170384	EITU0491510	1807	PHOSPHORUS PENTOXIDE	8			I	24546	N		F-A, S-B	HKG	NSA	Category A	960 BAG
121	180582	WHSU5339890	3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.(GUANIDINE,Ncyano-polymer with N1(2-aminoethyl)-1,2-ethanediamine)	9		250C	II	3174	Y		F-A, S-F	HKG	NSA	Category A	28 DRUMS
122	180584	WHSU5737738	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(COPPER(1)-IODIDE)	9			III	2550.6	Y		F-A, S-F	HKG	NSA	Category A.	4 PALLET
123	180782	WHSU5934742	1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-9C	II	7778.46	N		F-E, S-D	HKG	NSA	Category E	978 BOX
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-4C	II	89.06	N		F-E, S-D	HKG	NSA	Category E	18 BOX
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-9C	II	5.22	N		F-E, S-D	HKG	NSA	Category E	1 BOX
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-8C	II	1357.82	N		F-E, S-D	HKG	NSA	Category E	264 BOX
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-6C	II	1079.85	N		F-E, S-D	HKG	NSA	Category E	186 BOX
124	180784	WHSU8104899	1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-9C	II	4157.47	N		F-E, S-D	HKG	NSA	Category E	767 BOX

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			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-9C	II	113.14	N		F-E, S-D	HKG	NSA	Category E	14 BOX
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-8C	II	30.66	N		F-E, S-D	HKG	NSA	Category E	6 BOX
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-6C	II	132.7	N		F-E, S-D	HKG	NSA	Category E	25 BOX
			1193	ETHYL METHYL KETONE(METHYL ETHYL KETONE)	3		-9C	II	4520.28	N		F-E, S-D	HKG	NSA	Category B	538 BOX
125	180786	WHSU8202513	1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-9C	II	3566.13	N		F-E, S-D	HKG	NSA	Category E	642 BOX
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-9C	I	406.69	N		F-E, S-D	HKG	NSA	Category E	49 BOX
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-8C	I	658.03	N		F-E, S-D	HKG	NSA	Category E	118 BOX
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-6C	I	564.39	N		F-E, S-D	HKG	NSA	Category E	92 BOX
			1193	ETHYL METHYL KETONE(METHYL ETHYL KETONE)	3		-9C	I	2903.09	N		F-E, S-D	HKG	NSA	Category B	326 BOX
126	180982	WHSU6925133	1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-9C	I	7241	N		F-E, S-D	HKG	NSA	Category E	1393 BOX
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-4C	II	19.79	N		F-E, S-D	HKG	NSA	Category E	4 BOX
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-9C	II	319.93	N		F-E, S-D	HKG	NSA	Category E	49 BOX
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-6C	II	156.89	N		F-E, S-D	HKG	NSA	Category E	34 BOX
127	180984	WHSU5631181	3090	LITHIUM BATTERIES	9			II	2494.16	N		F-A, S-I	HKG	NSA	Category A	167 BOX
			1263	PAINT (including paint, lacquer, enamel, stain, shellac, varnish, polish, liquid filler and liquid lacquer base) or PAINT RELATED MATERIAL(including paint thinning or reducing compound)	3		28C	II	554.75	N		F-E, S-E	HKG	NSA	Category A	43 BOX
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL (including printing ink thinning or reducing compound), flammable	3		41C	III	212.25	N		F-E, S-D	HKG	NSA	Category E	11 BOX
128	050282	HLBU1182265	3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.	9			III	11144	Y		F-A, S-F	SIN	NSA	Category A	56 DRUM

HIGH COURT OF THE HONG KONG SPECIAL ADMINISTRATIVE REGION

Dangerous Goods List

As required by SOLAS 74, chapter VII, regulation 4.5 and 7-2.2, MARPOL 73/78, Annex III, regulation 4(3) and chapter 5.4,paragraph 5.4.3.1 of the IMDG Code)

vices/ computer generated document providing the required information.

mation. Other information is required if applicable.

M.V.: WAN HAI 503 Flag: SINGAPORE

Call Sign: S6AV2 IMO No.: 9294862

Date: 07-06-2025 Voy.: W219

Port: DEP LKCMB

No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint °C	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
129	050284	TGBU2202006	3394	ORGANOMETALLIC SUBSTANCE, LIQUID, PYROPHORIC,WATER-REACTIVE	4.2	4.3/		I	4982.5	N		F-G, S-M	SIN	NSA	Category D. Prohibited on any ship carrying class 1 with the exceptions listed in 7.2.7.1.3.2. "Separated from" acids.	PORTABLE TANK
130	170482	SIMU2502777	3295	HYDROCARBONS, LIQUID, N.O.S.	3		54C	III	16950	N		F-E, S-D	SIN	NSA	Category E	1 TANK
131	170484	TCKU2051348	2286	PENTAMETHYLHEPTANE	3		43C	III	14120	N		F-E, S-D	SIN	NSA	Category A	80 DRUM
132	170486	EGHU3655278	2924	FLAMMABLE LIQUID, CORROSIVE, N.O.S.	3	8/	-60C	III	3360	N		F-E, S-C	SIN	NSA	Category E.Clear of living quarters.	16 DRUMS
133	170682	RLTU2620107	1299	TURPENTINE	3		37C	III	20000	N		F-E, S-E	SIN	NSA	Category A	1 TANK
134	170684	GESU8067026	1299	TURPENTINE	3		37C	III	20000	Y		F-E, S-E	SIN	NSA	Category A	1 TANK
135	170686	CAAU2334080	2286	PENTAMETHYLHEPTANE	3		43.8C	III	14120	N		F-E, S-D	SIN	NSA	Category A	80 DRUM
136	190482	AAMU2505956	3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.	9			II	19170	Y		F-A, S-F	SIN	NSA	Category A	1 TANK
137	190484	SIMU2591943	3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.	9			II	19180	Y		F-A, S-F	SIN	NSA	Category A	1 TANK
138	190682	HOYU9681420	1299	TURPENTINE	3		35C	II	20000	N		F-E, S-E	SIN	NSA	Category A	1 TANK
139	190684	HOTU9500433	1299	TURPENTINE	3		37C	II	20000	Y		F-E, S-E	SIN	NSA	Category A	1 TANK
140	190686	TRHU1192632	3265	CORROSIVE LIQUID, ACIDIC, ORGANIC, N.O.S.(SODIUM POLYACRYLATE)	8			II	1983.2	N		F-A, S-B	SIN	NSA	Category B.Clear of living quarters	8 DRUM
			3265	CORROSIVE LIQUID, ACID C ORGANIC, N.O.S. (CONTAINS PHOSPHORIC ACID, PHOSPHATED ESTER)	8			II	6160	N		F-A, S-B	SIN	NSA	Category B.Clear of living quarters	28 DRUMS
141	300184	UACU5792654	3175	SOLIDS CONTAINING FLAMMABLE LIQUID, N.O.S.	4.1			I	1.33	N		F-A, S-I	SIN	NSA	Category B	3 BOX
			2286	PENTAMETHYLHEPTANE, SOLUTION ((ISODODECANE))	3			III	8.53	N		F-E,S-D				3 BOX
			1993	FLAMMABLE LIQUID, N.O.S (ISODODECANE, ETHANOL)	3		38C	III	2.12							2 BOX
142	190282	BHCU3233632	2030	HYDRAZINE, AQUEOUS SOLUTION with not less than 37% hydrazine, by mass	8	6.1/	103C	II	17000	Y		F-A, S-B	PKG	NSA	Category D.Clear of living quarters. "Separated from" acids.	80 DRUM
143	190284	IAAU2969846	2030	HYDRAZINE, AQUEOUS SOLUTION with not less than 37% hydrazine, by mass	8	6.1/	103C	II	17000	Y		F-A, S-B	PKG	NSA	Category D.Clear of living quarters. "Separated from" acids.	80 DRUM

Before the Hon'ble: JUDICIAL FIRST CLASS MAGISTRATE COURT - I, KOCHI

CCTNS-R-IIF-1

FIRST INFORMATION REPORT

(പ്രഥമ വിവര റിപ്പോർട്ട്)

(Under Section 173 BNSS)

(ഭാരതീയ നാഗരിക് സുരക്ഷാ സംഹിത 173 പ്രകാരം)

1. District (ജില്ല) : ERNAKULAM CITY PS (പോലീസ് സ്റ്റേഷൻ) : FORT KOCHI COASTAL PS

FIR No.(പ്രഥമ വിവര നമ്പർ) : 0015 Year (വർഷം) : 2025

Date and Time of FIR (പ്രഥമ വിവര റിപ്പോർട്ട് തീയതിയും സമയവും) : 17/06/2025 14:44

2.

Sl No. (ക്രമ നമ്പർ)	Acts (നിയമം)	Sections (വകുപ്പുകൾ)
1	THE BHARATIYA NYAYA SANHITA (BNS), 2023	292,296,298,267,299.3(5)

3. (a) Occurrence of Offence (കുറ്റകൃത്യം സംഭവിച്ചത്)

1. Day (ദിവസം) : Intervening Day Time Period (സമയം) :

Date From (തീയതി മുതൽ) : 09/06/2025 Date To (തീയതി വരെ) : 17/06/2025

Time From (സമയം മുതൽ) : 00:00 hrs Time To (സമയം വരെ) : 12:45 hrs

(b) Information Received at P.S (പോലീസ് സ്റ്റേഷനിൽ വിവരം ലഭിച്ചത്)

Day (ദിവസം) : 17/06/2025 Time (സമയം) : 12:45 hrs

(c) General Diary Reference (ജനറൽ ഡയറി സൂചന വിവരം)

Entry No (നമ്പർ) : 013 Time (സമയം) : 14:44 hrs

4. Type of Information (ലഭിച്ച വിവരത്തിന്റെ സ്വഭാവം) : Oral

Source of Complainant (പരാതിക്കാരന്റെ ഉറവിടം) : Citizen Service Center

5. Place of Occurrence (കുറ്റസ്ഥലം)

i Direction and distance from P.S : NORTH-WEST, 230 KM

(PS ൽ നിന്നുള്ള ദിശയും ദൂരവും)

Beat No: (ബീറ്റ് നമ്പർ) :

ii Location / Address (സ്ഥലം / മേൽവിലാസം) : ARABIAN SEA

iii. In case, outside the limit of this Police Station, then

(പോലീസ് സ്റ്റേഷന്റെ അധികാരപരിധിക്ക് പുറത്താണെങ്കിൽ)

Name of P.S (പോലീസ് സ്റ്റേഷന്റെ പേര്) :

District (പോലീസ് ജില്ല) :

State (സംസ്ഥാനം) :

6. (1).Complainant / Informant (പരാതിക്കാരൻ / വിവരം നൽകിയ ആൾ)

(a) Name (പേര്) SUNEESH V P

(b) Father's / Mother's / Husband's Name KUMARAN

(പിതാവിന്റെ / മാതാവിന്റെ / ഭർത്താവിന്റെ പേര്)

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District (ജില്ല) : ERNAKULAM CITY
P.S (പോലീസ് സ്റ്റേഷൻ) : FORT KOCHI COASTAL PS
FIR No (കേസ് നമ്പർ) : 0015 / 2025

(c). Age & Date of Birth (വയസ്സ് & ജനനതീയതി) : 49, 1976
(d). Nationality (പൗരത്വം) : INDIA
(e) UID No.(ആധാർ നമ്പർ) : 883655130187
(f) Passport No. (പാസ്പോർട്ട് നമ്പർ)
Date of Iss. e (നൽകിയ തീയതി)
Place of Issue (നൽകിയ സ്ഥലം)
(g) ID details (Ration Card, Voter ID Card, Aadhar, Driving Licence, PAN) (തിരിച്ചറിയൽ രേഖകളെ സംബന്ധിക്കുന്ന വിവരങ്ങൾ (റേഷൻ കാർഡ്, വോട്ടർ ഐഡി കാർഡ്, ആധാർ, ഡ്രൈവിംഗ് ലൈസൻസ്, പാൻ))

Sl No (ക്രമ നമ്പർ)	Id Type (തിരിച്ചറിയൽ രേഖ)	Id Number (തിരിച്ചറിയൽ രേഖ നമ്പർ)
1	AADHAR CARD(UIDAI)	883655130187

(h) Occupation (തൊഴിൽ) :
(i). Address (മേൽവിലാസം)

Sl No. (ക്രമ നമ്പർ)	Address Type (മേൽവിലാസത്തിന്റെ തരം)	Address (മേൽവിലാസം)
1	Permanent Address (സ്ഥിരമായ മേൽവിലാസം)	VADAKKE PURAYIL HOUSE, MADAPPALLY COLLEGE P O, ONCHIAM, VADAKARA, KOZHIKODE, KOZHIKODE RURAL, KERALA, INDIA, 673102
2	Present Address (നിലവിലെ മേൽവിലാസം)	VADAKKE PURAYIL HOUSE, MADAPPALLY COLLEGE P O, KOZHIKODE, KOZHIKODE RURAL, KERALA, INDIA, 673102

(j). Land Phone Number (ലാൻഡ് നമ്പർ)
Mobile Number (മൊബൈൽ നമ്പർ) : 7034014869

(2).Victim / Missing / Deceased details (ഇര / കാണാതായ / മരണപ്പെട്ട ആളിന്റെ വിവരം)

Sl No. (ക്രമ നമ്പർ)	Name (പേര്)	Age (വയസ്സ്)	Sex (ലിംഗം)	Relation's Name (ബന്ധുവിന്റെ പേര്)	Address (മേൽവിലാസം)

7. Details of known / Identifiable / Suspected / Unknown accused with full particulars (അറിയാവുന്ന / കണ്ടാലറിയാവുന്ന / സംശയിക്കുന്ന / അറിയാത്ത കുറ്റാരോപിതരെ സംബന്ധിച്ച വിവര വിവരങ്ങൾ)

Sl No (ക്രമ നമ്പർ)	Name (പേര്)	Alias (അപരനാമം)	Present Address (നിലവിലെ മേൽവിലാസം)	Permanent Address (സ്ഥിരമായ മേൽവിലാസം)
1	OWNER OF MS WAN HAI-503 SHIP			
2	MS WAN HAI - 503 SHIP MASTER			

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P.S (പോലീസ് സ്റ്റേഷൻ) : FORT KOCHI COASTAL PS
FIR No (പ്രഥമ വിവര നമ്പർ) 0015 / 2025

3	Al -)			

8. Reason for delay in reporting by the Complainant / Informant (പരാതിക്കാരനോ / വിവരം നൽകുന്ന ആളോ പോലീസ് സ്റ്റേഷനിൽ അറിയിക്കുവാൻ കാലതാമസം വരുത്തിയതിനുള്ള കാരണം) :

9. Particulars of properties of interest (മോഷ്ടിക്കപ്പെട്ട / കവർച്ച ചെയ്തതിൽ ഉൾപ്പെട്ട സ്വത്തുക്കളുടെ വിവരം)

10. Total value of property stolen (In Rs) (മോഷ്ടിക്കപ്പെട്ട / കവർച്ച ചെയ്തതിൽ ഉൾപ്പെട്ട സ്വത്തുക്കളുടെ ആകെ മൂല്യം)

11. Inquest Report / U.D. case No.,if any (പ്രേത വിചാരണ റിപ്പോർട്ട് / അസ്വാഭാവിക മരണം കേസ് നമ്പർ ഉണ്ടെങ്കിൽ)

	ration Type ഷൻ തരം)		

12. First Information Contents (എഫ്.ഐ.ആർ ഉള്ളടക്കം)

എന്നുചരക്കുകപ്പലിലുള്ളകണ്ടെയ്നുകളിൽ എ
ളും, സ്ഫോടക വസ്തുക്കളും, അപകടകരമായ
ൾ മനുഷ്യ ജീവന് അപകടം ഉണ്ടാക്കു

ാധാപകമായ
ഴി ടി കപ്പൽ സഞ്ച
പിടിക്കുന്ന ഇടയാക്കു
ളും,

ആവാസ

13. Action taken: Since the above information reveals commission of offence(s) u/s as mentioned at Item No. 2.
(സ്വീകരിച്ച നടപടി : മേൽ വിവരിച്ച റിപ്പോർട്ട് പ്രകാരം രണ്ടാം ഇനത്തിൽ കാണിച്ചിരിക്കും പ്രകാരമുള്ള വകുപ്പുകൾ അനുസരിച്ചുള്ള കുറ്റകൃത്യം നടന്നതിനാൽ)

District (ജില്ല) : ERNAKULAM CITY
PS (പോലീസ് സ്റ്റേഷൻ) : FORT KOCHI COASTAL PS
FIR No (കേസ് നമ്പർ) : 0015 / 2025

Rank (പദവി) : SI (Sub-Inspector)
PEN (പെൻ) : 425557

F I R read over to the complainant / informant,admitted to be correctly recorded and a copy given to the complainant / informant free of cost (പ്രഥമ വിവര റിപ്പോർട്ട് പരാതിക്കാരനെ / വിവരം നൽകിയ ആളെ വായിച്ചു കേൾപ്പിച്ചു. ശരിയാണെന്ന് ബോദ്ധ്യപ്പെടുത്തിയതിന്റെ ശേഷം ഒപ്പിടുകയും ഒപ്പിടുകയും ചെയ്തു. പരാതിക്കാരന് / വിവരം നൽകിയ ആളിന് സൗജന്യമായി നൽകി; R.O.A.C (ആർ.ഒ.എ.സി);

14. Signature / Thumb impression of the complainant / informant (പരാതിക്കാരന്റെ / വിവരം നൽകിയ ആളിന്റെ ഒപ്പ് / വിരലടയാളം) :

Signature of Officer in charge, Police Station (പോലീസ് സ്റ്റേഷന്റെ ചാർജ് വഹിക്കുന്ന ഉദ്യോഗസ്ഥന്റെ ഒപ്പ്) :

Digitally Signed by:
Sing C R
Date: 17-04-2025

Name (പേര്) : Sing C R
Rank (പദവി) : SI (Sub-Inspector)
PEN (പെൻ) : 425557

15. Date and time of dispatch to the court (കോടതിയിലേക്ക് അയച്ച തീയതിയും സമയവും)

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Helpline Number of District Legal Services Authority : 0484-2344229
(ജില്ല നിയമ സേവനാതോറിറ്റിയുടെ ഹെൽപ്പ്ലൈൻ നമ്പർ)

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District (ജില്ല) : ERNAKULAM CITY
P.S (പോലീസ് സ്റ്റേഷൻ) : FORT KOCHI COASTAL PS
CR No (പ്രഥമ വിവര നമ്പർ) : 0015 / 2025

പ്രഥമ വിവരം

ഇന്ന് 16/06/2025 സമയം 12.45 aമണിക്ക് Sunoosh P V, S/O Kunnan, Vadakke purayil House, Madappally College P O, Kozhikode, Pin 673102 എന്നയാൾ നേരിട്ട് വന്നു തന്നതായി ബോധിപ്പിച്ചതിന്റെ രാഷ്ട്രീയ സമ്മേളനം നടക്കുന്നതിന് മുമ്പായി ഫോർട്ടുകൊച്ചി CIASL ബിൽഡിംഗിന് മുൻവശം റോഡ് സൈഡിലും മറ്റും കൊടിതോരണങ്ങൾ കെട്ടുന്നതിനായി ഞാനും പരിചയക്കാരായ വി ടി ഷാജിയുടെ മകനായ ദേവ് ഷാജി, ഷാജി ചേട്ടന്റെ സുഹൃത്ത് ഷാജി എന്നിവർ സഹിതം ഇന്നലെ രാത്രി 10 മണിയോടുകൂടി ഇരുചക്ര വാഹനത്തിൽ വരുമ്പോൾ ഫോർട്ടുകൊച്ചി ഇൻസ്പെക്ടർ സിഐ ടി ആർ ആയ ഞാൻ തടഞ്ഞു നിർത്തി 15/2025 U/S 282,285,286,287,288,34 BNS 2023 പ്രകാരം കേസ്സ് രജിസ്റ്റർ ചെയ്യണം.

Submitted

Name (പേര്) : Sing C R
Rank (പദവി) : SI (Sub-Inspector)
PEN (പെൻ) : 425557
PS (പോലീസ് സ്റ്റേഷൻ) : FORT KOCHI COASTAL PS
District (ജില്ല) : ERNAKULAM CITY
Date (തീയതി) : 17/06/2025

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TRUE COPY OF THE ENGLISH TRANSLATION OF PARA 12 at PAGE 3 and Page 5 of EXHIBIT R6(k)

12. First Information Contents (FIR Contents):

The accused, knowing that the containers on board the cargo ship MS WANHAI-503 contained flammable goods, explosives and dangerous chemicals, handled the cargo ship MS WANHAI-503 in a manner that was dangerous to human life, causing the ship to catch fire on 09.06.2025 off the coast of Beypore. Following the accident, the fuel and other oils leaked from the ship into the sea, the containers that fell into the sea, and the harmful gases and other chemicals released from the containers due to the fire, have adversely affected the habitat, living creatures and environment of the sea and the land, as well as the complainant and other fishermen. In addition, the containers that fell into the sea and the floating containers have caused damage to the fishing industry and the ship. This also led to obstruction of the general movement of vessels traveling in the canal and other nearby areas.

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First information

In this matter, today (16/06/2025) at 17.45 pm, Suneesh P V, S/O Kumaran, Vadakke purayil House, Madappally College P O, Kozhikode, Pin-673102 appeared at the Kochi Coastal Police Station and recorded the statement given to GASI Bijimon KK, who was in charge of the station at that time. Based on the statement, I, Police Sub-Inspector Singh CR, Fort Kochi Coastal Police Station, am registering a case under Station Crime 15/2025 U/S 282,285,286,287,288,3(5) BNS 2023.

Vs

THERS : Respondents

THE HIGH COURT OF KERALA
सत्यमेव जयते

Sd/-

V/S

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E-VER

BEFORE THE HON'BLE HIGH COURT OF KERALA
AT ERNAKULAM

I.A. NO. 4 OF 2025

IN

WP(PIL) NO. 70 OF 2025

CHARLES GEORGE : Petitioner

Vs.

UNION OF INDIA & OTHERS : Respondents

COUNTER AFFIDAVIT
FILED ON BEHALF OF RESPONDENT NO. 6 - THE DIRECTOR GENERAL OF SHIPPING

I, Giridhar P Shenoy S/o. Padmanabha Shenoy, aged 56 years, residing at Mercantile Marine Department quarters, Willingdon Island, Kochi PIN – 682 009, and working as Nautical Surveyor cum DDG (Tech) in the office of the Mercantile Marine Department, at Kochi PIN 682 009, do hereby solemnly affirm and state as follows:-

1. I am working as Nautical Surveyor cum DDG (Tech) in the office of the Mercantile Marine Department, Kochi PIN – 682 009; and I am conversant with the facts of the case as borne out from official records. I am competent and duly authorised to swear and sign this reply Affidavit, for and on behalf of Respondent No. 6 - the Directorate General of Shipping, in the above case.

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2. It is respectfully submitted that the Petitioner has preferred Interlocutory Application No. 4 of 2025 in the above Writ Petition. Accordingly, this Counter Affidavit is being filed on behalf of Respondent No. 6 to apprise this Hon'ble Court of subsequent developments on the subject-matter, without prejudice to the submissions already placed on record, and with liberty to submit further affidavits as may be necessitated by future circumstances.

3. It is respectfully submitted that the above Writ Petition has been tagged along with other connected cases WP (PIL) 50 of 2025 and WP (PIL) 60 of 2025. In the Counter Affidavit submitted in WP (PIL) 50 of 2025 the position, as then prevailing, was duly placed before this Hon'ble Court. Since then, salvage operations have commenced, and the situation in respect of MSC Elsa 3 continues to evolve.

4. Without prejudice to the above, even going by the Petitioner's perspective, it is most humbly submitted the concerns raised by the Petitioner except towards the removal of wreck and submerged cargo (Containers) herein have already been addressed and have become infructuous. In this regard, the factual scenario of the case as per records maintained by the Respondent No. 6 are provided below.

PARA-WISE REPLY:

5. It is respectfully submitted before this Hon'ble Court that save and except what is specifically admitted herein, all other averments, allegations, contentions, and submissions made in the present I.A. No. 4 of 2025 in the above Writ Petition are specifically and

Collector

unequivocally denied in fact and in law. Unless specifically mentioned as admitted, the allegations and contentions raised by the Petitioner to the extent it affects or relates to the Respondents No. 6, are wholly denied. Nothing stated in the said Application shall be deemed to have been admitted by Respondent No. 6 merely by way of lack of specific traverse.

6. It is respectfully submitted before this Hon'ble Court that with regard to para 1 and 2 of the I.A., the Respondent No. 6 respectfully states that the contents are matters of record and do not call for any response.

7. It is respectfully submitted before this Hon'ble Court that with regard to para 3 of the I.A., the averments are partly admitted and partly denied. It is submitted that while environmental concerns have been duly noted, the Owners have failed to respond in writing to repeated notices issued by Respondent No. 6 regarding wreck removal. It is further submitted that issues of cargo misdeclaration and illegal transportation of foreign waste require to be taken up with the vessel owners, i.e., Respondent No. 3 in the subject writ petition. Such information was not part of the cargo manifest submitted by the Owners.

8. It is respectfully submitted before this Hon'ble Court that with regard to para 4 and 5 of the I.A., the Respondent No. 6 respectfully states that the contents are matters of record and do not call for any response.

9. It is respectfully submitted before this Hon'ble Court that with regard to para 6, 7, 8, 10, and 11 of the I.A., the Respondent No. 6

01/12/25

respectfully submits that these averments are not within its domain; and hence, no reply is necessitated.

10. It is respectfully submitted before this Hon'ble Court that, with reference to paragraphs 9 and 12 of the I.A., the Respondent No. 6 submits that the position of MSC ELSA 3 has been duly marked on the Automatic Identification System (*hereinafter referred to as* 'AIS') tracker under MMSI 9941960042 for the wreck which is at location Latitude 09° 18' 50.022" N and Longitude 076° 07' 58.967" E. A true copy of the correspondence dated 30.05.2025 issued by the Directorate of Lighthouses and Lightships (hereinafter referred to as "DGLL") containing the AIS tracker details and marking the distance of the wreck is annexed hereto and marked as **Exhibit R6(A)**.

11. Furthermore, it is respectfully submitted that as per SITREP 8 dated 30.05.2025, a multibeam survey of the wreck site was done on 29.05.2025 by the tug 'Ocean Pioneer'. Upon completion of the said survey, the MSC Elsa 3 wreck was positioned at the same location as marked in the DGLL correspondence, at Latitude 09, 18' 50.022N and Longitude 76, 07' 58.967E. The true copy of SITREP 8 dated 30.05.2025 highlighting the position of the wreck site is annexed hereto and marked as **Exhibit R6(B)**.

12. It is respectfully submitted before this Hon'ble Court that with regard to para 13 of the I.A., the contents largely do not concern Respondent No. 6. However, it is placed on record that the cargo manifest disclosed by MSC and made public by the State of Kerala and KSDMA is, to the best knowledge of Respondent No. 6, the official cargo manifest submitted by the Owners at the initial stage.

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13. It is respectfully submitted before this Hon'ble Court that with regard to para 14 and 15 of the I.A., Respondent No. 6 respectfully submits that these averments are not within its domain and hence craves leave to submit that no response is required.

14. It is respectfully submitted before this Hon'ble Court that with regard to para 16 and 17 of the I.A., while the contents are not directly concerning Respondent No. 6, it is submitted that container retrieval operations at sea were initially undertaken by T&T Salvage, whereas onshore recovery and cleanup is ongoing and being carried out by Marine Emergency Response Centre (*hereinafter referred to as* 'MERC'). These activities were publicly documented, and daily updates were provided in the Situation reports (*hereinafter referred to as* 'SITREPs') issued by Respondent No. 6 and uploaded on the Kerala State Disaster Management Authority (*hereinafter referred to as* 'KSDMA') website, as well as in MERC Daily Progress Report (*hereinafter referred to as* 'DPR').

15. It is respectfully submitted that subsequent developments were officially reported through daily Situation Reports (hereinafter referred to as 'SITREP') issued by Respondent No. 6 and published on the Kerala State Disaster Management Authority (hereinafter referred to as 'KSDMA') website and the said SITREPs form part of the public record.

16. It is respectfully submitted that relief measures to coastal communities were in progress and that coordination among the various responding agencies was continuing both in relation to the salvage activities and the protection of the shoreline. It is further respectfully submitted that the local authorities and disaster

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response volunteers had been engaged in cleaning debris along the shoreline and monitoring affected areas for potential risks to coastal communities.

17. It is respectfully submitted that plastic nurdles from damaged containers had, however, been observed along the Kerala coast and parts of the South Tamil Nadu coast. These nurdles were being collected on a daily basis under supervision of MERC by volunteers who were engaged by them. It is submitted that, as of the latest update, approximately 703 metric tonnes of plastic nurdles had been collected through these efforts.

18. It is respectfully submitted that Respondent No 6 duly coordinated between all agencies, and local administration to oversee salvage operations, monitor hazards, and ensure compliance with safety protocols. It is respectfully submitted that MERC, an agency appointed by the owners, had further cleared a number of containers from the site, and all operations were conducted under strict safety monitoring. The SITREP highlighted ongoing efforts to quantify and mitigate environmental impact and to provide timely updates to the public and authorities.

19. It is respectfully submitted that only light oil sheen had been observed on the surface of the water in the vicinity of the wreck site. This had been effectively dispersed both by the standby vessel stationed at site and by the natural phenomenon of wave action.

20. It is respectfully submitted that, owing to the proactive measures undertaken by Respondent No. 6, the Indian Coast Guard (*hereinafter referred to as* 'ICG'), and the Salvors engaged by the vessel owners, the risk of an oil spill from the sunken vessel was

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effectively contained by 15.06.2025, i.e. before the onset of the monsoon. The divers had sealed all fuel tank openings, thereby preventing any large-scale discharge of oil into the marine environment.

21. It is respectfully submitted that due to the change in prevailing weather conditions and the onset of monsoon, the vessel owners thereafter appointed new salvors, SMIT Salvage, to take forward and continue with the salvage operations in the present matter as per the applicable requirements. A true copy of the said email dated 23.06.2025 from the owners is annexed hereto and marked as **Exhibit R6(C)**. The salvors had accordingly commenced the oil extraction operations from the wreck as indicated in SITREP 44 dated 05.08.2025, which is annexed hereto and marked as **Exhibit R6(D)**.

22. It is further humbly submitted that a series of daily coordination meetings since 24.05.2025, were being held, chaired by Respondent No. 6 with participation from the vessel owners (Mediterranean Shipping Company), ICG, Information Fusion Centre - Indian Ocean Region (IFC-IOR), Salvors, Protection and Indemnity Club (*hereinafter referred to as* 'P&I Club'), the International Tanker Owners Pollution Federation (ITOPF), National Disaster Management Authority (NDMA), Kerala and Tamil Nadu Port Authorities, and the state agencies.

23. It is most respectfully submitted that these coordination meetings were held taking into account the environmental threat posed by the casualty, as the uncontrolled release of the cargo and oil from the sunken vessel would result in serious ecological consequences, including but not limited to irreversible damage to marine

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biodiversity, disruption of coastal ecosystems, and adverse impacts on the livelihoods of coastal fishing communities. It is further submitted that while the initially appointed salvors, T&T Salvage, had commenced firefighting measures and planning for towage operations, the subsequently appointed SMIT Salvage undertook and initiated the oil capping operations.

24. Respondent No. 6 respectfully submits that the paramount priority was the removal of oil from the wreck to mitigate the risk of environmental damage. The salvage operations are presently ongoing under the supervision of the competent authorities. All necessary and appropriate directions have already been issued to the salvors to undertake retrieval of the Voyage Data Recorder (*hereinafter referred to as* 'VDR'). It is further submitted that the said VDR has not yet been retrieved as of this date.

25. It is respectfully submitted before this Hon'ble Court that with regard to para 18 of the I.A., the demand that Respondent No. 6 retrieve the VDR, logbook, voyage chart, and salvage contract details from Respondent No. 3 (Owners/MSC), is misconceived. The VDR has not yet been retrieved, as salvage operations remain underway.

26. It is respectfully submitted before this Hon'ble Court that with regard to para 19, 20, 21, and 22 of the I.A., Respondent No. 6 respectfully submits that these averments are not within its domain; and hence, no reply is necessitated.

27. It is respectfully submitted that reference may be invited to the earlier affidavit filed by the answering Respondents, wherein the position relating to salvage operations, removal of oil, and coastal

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clean-up had already been placed on record. The present affidavit is filed to provide updates with respect to the continuing measures undertaken on those aspects, and more importantly, to highlight the failure of the vessel interests to engage with the question of wreck removal in a timely and responsible manner.

28. In respect of the marine incident involving **'MSC-ELSA 3' (IMO No. 9123221)**, I humbly submit the following:-

28.1. It is respectfully submitted that operations for the removal of oil from the wreck had been initiated on 05.08.2025 post the mobilization of DSV SOUTHERN NOVA on site and were concluded on 24.09.2025. Respondent No. 6 had been maintaining close coordination with the Owners of the vessel, the P&I insurers, and the Flag State authorities to ensure that the process of oil removal and subsequent wreck removal shall be undertaken in a systematic and timely manner, consistent with international safety and environmental protocols.

28.2. It is respectfully submitted that, pursuant to the directions of Respondent No. 6 and in continuation of the coordinated efforts undertaken therein, the oil recovery operations from the sunken vessel MSC ELSA 3 were successfully concluded. As per the operational timeline provided by M/s SMIT Salvage, the appointed salvor, offshore recovery commenced following mobilization and preparatory activities in June 2025. The recovery of safely accessible and pumpable pollutants from the vessel's fuel tanks was completed on 24.09.2025, involving the removal of approximately 371.1 Metric Tonnes of oil and associated residues. Subsequently, the process of

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demobilization, site clearance, and equipment retrieval was finalized on 26.09.2025, marking the completion of the oil recovery project.

28.3. The detailed activity schedule evidencing the sequence of operations, including vessel mobilization, subsea survey, pumping operations, and completion certification, is as per the SMIT DPR 96 for 29.09.2025. The said report demonstrates that all oil recovery and associated environmental mitigation measures were carried out in a safe, professional, and environmentally compliant manner under the supervision of the concerned authorities. A true copy of the said SMIT DPR 96 dated 29.09.2025 is annexed hereto and marked as **Exhibit R6(E)**.

28.4. It is respectfully submitted that a total of sixty-six (66) containers had washed ashore following the incident. All such containers were subsequently retrieved by MERC. It is further respectfully submitted that none of the sixty-six (66) containers contained hazardous cargo, and hence no direct hazard or damage was reported on account of them.

28.5. It is respectfully submitted that plastic nurdles from damaged containers had, however, been observed along the Kerala coast and parts of the South Tamil Nadu coast. These nurdles were being collected on a daily basis under supervision of MERC by volunteers who were engaged by them.

28.6. It is further submitted that the recovery of plastic nurdles from the affected coastal stretches has continued under the

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supervision of MERC in coordination with the Kerala State Government and other stakeholders. As per the latest DPR 127 issued by MERC dated 04.10.2025, a total of 7,02,914 kilograms (approximately 703 metric tonnes) of nurdles have been recovered as on 04.10.2025. The report records that out of this quantity, 4,36,137 kilograms have been segregated and transported to the designated warehouse facilities for safe storage and further disposal.

28.7. The district-wise breakup, as reflected in the said DPR, indicates the recovery efforts undertaken in Thiruvananthapuram, Kollam, Kanyakumari, and Rameshwaram, with 560 volunteers and 430 MERC personnel engaged in the operations. The cleanup and segregation process has been conducted on a daily basis under strict environmental monitoring, ensuring that the recovered material is handled in accordance with prescribed pollution-control and waste management norms. A true copy of the MERC DPR dated 04.10.2025 is annexed hereto and marked as **Exhibit R1(F)**.

28.8. It is respectfully submitted that Respondent No. 6 had been continuously monitoring the situation and issuing necessary directions to ensure that the salvage and response actions were properly executed, including the ongoing process of wreck removal in respect of MSC Elsa 3.

28.9. It is respectfully submitted that as per the Salvors, the scope of the salvage operation is limited to the removal of oil from the wreck in order to mitigate immediate pollution risks.

28.10. It is respectfully submitted that Respondent No. 6, in discharge of its statutory duties, had already issued formal notices to the Flag State authorities of the vessel, as well as to the vessel owners and their Protection and Indemnity (P&I) insurers, on 30.05.2025 and 05.08.2025.

28.11. It is respectfully submitted that the communication dated 25.05.2025 addressed to the Maritime Authority of Liberia, in its capacity as the Flag State of the sunken vessel MSC Elsa 3, constituted the initial formal intimation issued by Respondent No. 6. Through this letter, the Flag Administration was specifically requested to direct the vessel owners to undertake pollution prevention measures, to submit a retrieval plan for adrift containers including those containing hazardous materials, and to initiate appropriate arrangements for the removal of the wreck of the sunken vessel. A true copy of the said mail dated 25.05.2025 issued by Respondent No. 6 is produced herewith and marked as **Exhibit R6(G)**.

28.12. It is most respectfully reiterated that Respondent No. 6 had issued a notice under Section 356(J) of the Merchant Shipping Act, 1958 and Article 9 of the Nairobi International Convention on the Removal of Wrecks, 2007 dated 30.05.2025 bearing File No: 25-350117/1/2025-NT - DGS to the Owners, P&I insurer and the flag state administration, Liberia Maritime Authority of MSC Elsa 3. A true copy of the said notice dated 30.05.2025 issued by Respondent No. 6 is produced herewith and marked as **Exhibit R6(H)**.

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28.13. It is most respectfully submitted that Respondent No. 6 had also issued a further notice dated 05.08.2025, bearing File No. 25-350117/1/2025-NT-DGS, to the Flag State Administration, namely the Liberia Maritime Authority, in continuation of its earlier communications. By this notice, Respondent No. 6 reiterated the request for urgent action regarding the removal of the wreck of MSC ELSA 3, drawing reference to Section 356(J) of the Merchant Shipping Act, 1958 and Article 9 of the Nairobi International Convention on the Removal of Wrecks, 2007. The said notice specifically emphasised that the wreck lay within India's Exclusive Economic Zone (EEZ), posed significant concerns relating to navigational safety, environmental hazards, and marine pollution, and accordingly urged the Flag State to issue necessary instructions to the vessel owners/managers for commencing coordination with Indian authorities for wreck removal operations at the earliest. A true copy of the said notice dated 05.08.2025 is produced herewith and marked as **Exhibit R6(I)**.

28.14. By way of these notices, the addressees were specifically called upon to undertake the removal of the wreck in accordance with their international obligations and responsibilities under maritime law. It is submitted that the Owners and the vessels P&I insurers yet to respond in writing to repeated notices issued by Respondent No. 6 regarding wreck removal. Hence, Respondent No. 6 humbly prays before this Hon'ble Court to give appropriate directions to the vessel owners and their P&I insurers to duly take cognizance and respond on the subject-matter.

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28.15. It is respectfully submitted that, given the criticality of the matter and the need to ensure coordinated and expeditious action on issues relating to wreck removal and associated pollution prevention measures, Respondent No. 6 convened an online stakeholder meeting on 17.09.2025. The said meeting was attended by the concerned parties, including representatives of the vessel owners, the P&I insurers, the Flag State Administration, and other relevant stakeholders, wherein the matter of wreck removal of MSC Elsa 3 was deliberated in detail.

28.16. It is further submitted that post the above-mentioned coordination meeting, Respondent No. 6 received a letter dated 18.09.2025 in response regarding the wreck removal of MSC Elsa 3 on behalf of the flag state of the vessel, Liberian Maritime Administration. However, it is respectfully stated that a formal response from the Owners and the vessel's P&I insurer is still awaited. A true copy of the letter dated 18.09.2025 from the Liberian Maritime Administration is produced herewith and marked as **Exhibit R6(J)**.

28.17. It is respectfully submitted that despite the issuance of such communications, no substantive or satisfactory response has been received either from the vessel owners and their insurers. The absence of any affirmative action from their side has resulted in the issue of wreck removal remaining unresolved, notwithstanding the fact that oil removal operation from the sunken wreck have been completed and shoreline

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clean-up have been progressing satisfactorily under the oversight and coordination of the Respondent No. 6.

28.18. It is respectfully submitted that the wreck of MSC Elsa 3 continues to pose risks to navigational safety, the marine environment, and to the livelihoods of coastal communities, and therefore, the inaction of the vessel owners, insurers, and the Flag State cannot be countenanced. The Directorate has, to the extent possible, pursued all available channels to secure their cooperation, but is yet to receive firm response.

28.19. In these circumstances, it is most respectfully prayed that this Hon'ble Court may be pleased to issue suitable directions to the vessel owner to take immediate and effective steps for the removal of the wreck from its present location. Such directions are warranted not only to safeguard the marine environment and coastal communities but also to uphold the rule of law in ensuring that vessel owners and Flag States discharge their obligations under applicable conventions and statutes.

29. In respect of the marine incident involving **'WAN HAI 503' (IMO No. 9294862)**, I submit the following :

29.1. Owing to the concerted and continuous efforts of the 6th respondent-DG Shipping in coordination with all relevant stakeholders, the casualty vessel MV WAN HAI 503 has been successfully towed outside the limits of the EEZ of India. As a result, the vessel no longer poses any imminent threat to the Indian coastline or marine environment.

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29.2. At present, no environmental hazard has been reported, and no subsequent environmental damage has arisen from the incident. It is further respectfully submitted that no oil spill or leakage has been reported subsequent to the initial fire incident.

29.3. Apart from the previously recovered empty tank container and the vessel's lifeboat, no additional containers or cargo debris from the subject vessel have washed ashore along the Indian coastline.

30. It is further respectfully submitted that a consolidated copy of all the subsequent SITREPs, including SITREP 25 dated 17.06.2025 to SITREP 46 dated 08.08.2025 in respect of 'MSC ELSA 3' is produced herewith and marked as **Exhibit R6(K)**. to apprise this Hon'ble Court of ongoing developments and any additional measures taken in respect of the MSC Elsa 3 incident.

31. It is further respectfully submitted that a consolidated copy of all the subsequent SITREPs, including SITREP 09 dated 16.06.2025 to SITREP 35 dated 24.07.2025 in respect of 'WAN HAI 503' is produced herewith and marked as **Exhibit R6(L)**. to apprise this Hon'ble Court of ongoing developments and any additional measures taken in respect of the WAN HAI 503 incident.

32. I respectfully submit that the situation in respect of both the marine incidents is evolving; and therefore, the respondents may be permitted to file further Affidavit(s), as and when found necessary.

What is stated in paragraphs 1 to 32 above is true to my knowledge, and is based on information and belief derived from records and I believe the same to be true.

Dated this the 1st day of December, 2025

DEPONENT

कप्तान. जी.पी. शेनोय
CAPT. G.P. SHENOY
नौटिकल सर्वेयक व उप महानिदेशक (तक.)
Nautical Surveyor-cum-D.D.G. (Tech.)

Solemnly affirmed and signed before me by the Deponent on this the 1st day of December, 2025 at my office at Ernakulam.

ATTESTING OFFICER

सेंथिल कुमार अरुलमन
SENTHIL KUMAR ARULRAMAN
प्रधान अधिकारी - सह - संयुक्त महानिदेशक (तकनीकी)
Principal Officer-cum-Joint Director General (Tech)
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
मर्केंटाइल मैरीन विभाग / Mercantile Marine Department
विलिंगडन द्वीप, कोचि / Willingdon Island, Kochi - 682 009

भारत सरकार
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
दीपस्तंभ और दीपपोत निदेशालय
दीपस्तंभ एम डी मार्ग, वाडाला (पूर्व) मुंबई 400037
दूरभाष : 022 - 25068090 फैक्स : 022 - 25063990
ई-मेल: dlhr-mum@gov.in

Govt of India
Ministry of Ports, Shipping and Waterways
DIRECTORATE OF
LIGHTHOUSES & LIGHTSHIPS
Deputy Director General, Directorate of Lighthouses & Lightships, Mumbai-400037
Tel : 022-25068090, Fax : 022-24150990
E-Mail : dlhr-mum@gov.in

e-mail/ ई मेल

HYDRO
DEHRADUN
FAX : 0135 - 2748373
Email : msis-nho@navy.gov.in

OFFICER-IN-CHARGE,
NAVAL CHART DEPOT,
S.B.S ROAD, MUMBAI
FAX : 022 - 22751049
Email : ncdo-nho-navy@gov.in

VIRTUAL AIS WRECK MARKING (MMSI 994196042) BEING TRANSMITTED TO MARK THE WRECK OF MSC ELSA-3 AT LOCATION 09° 18' 50.022 N, 076° 07' 58.967 E [ ] INFORM MARINERS (.) DEEP SENT[.] COAST SENT[ ]

EM Mum-10026/1/2021-Electrical Date: 30.05.2025

Copy for information through e-mail to :-

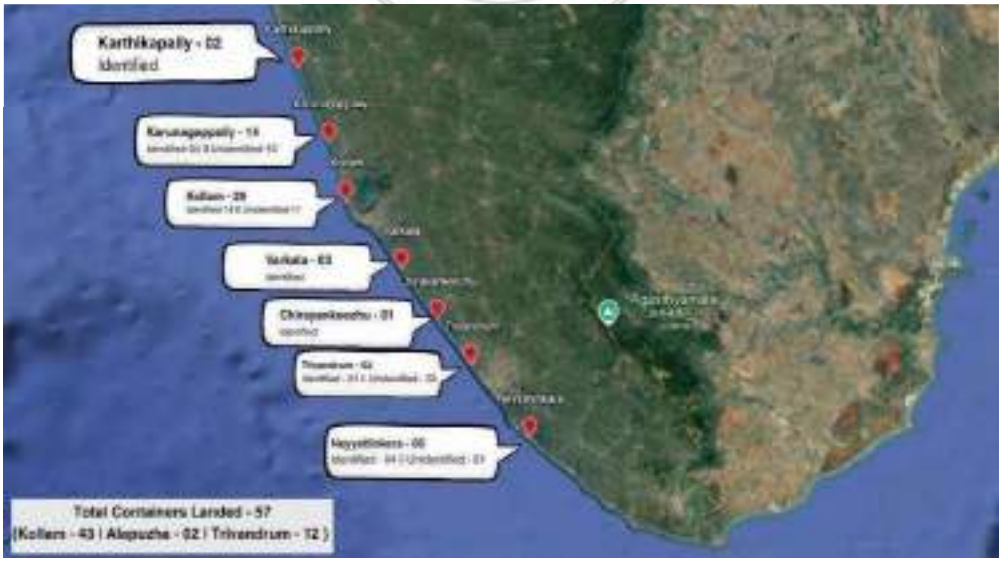
1. The Chief Hydrographer to the Govt. of India, National Hydrographic Office, 107-A, Rajpur Road, Post Box No 75, Dehradun-248 001.
2. The Officer-in-Charge, Naval Chart Depot, Castle Park, SBS Road, Mumbai-23
3. The Director General of Lighthouses & Lightships, Deep Bhavan, Noida
4. The Director General Shipping, i-Think Techno Campus, Kanjurmarg (E), Mumbai
5. The Deputy Director General, Directorate of Lighthouses & Lightships, Mumbai.
6. The Officer-in-charge, MRCC, Mumbai

(के सुधीश /K Sudheesh)
स. का अभियंता (ई) / Asst Executive Engineer (E)
कृते निदेशक /For Director

of Kochi

ons Initiated:

THE HIGH COURT OF KERALA
सत्यमेव जयते



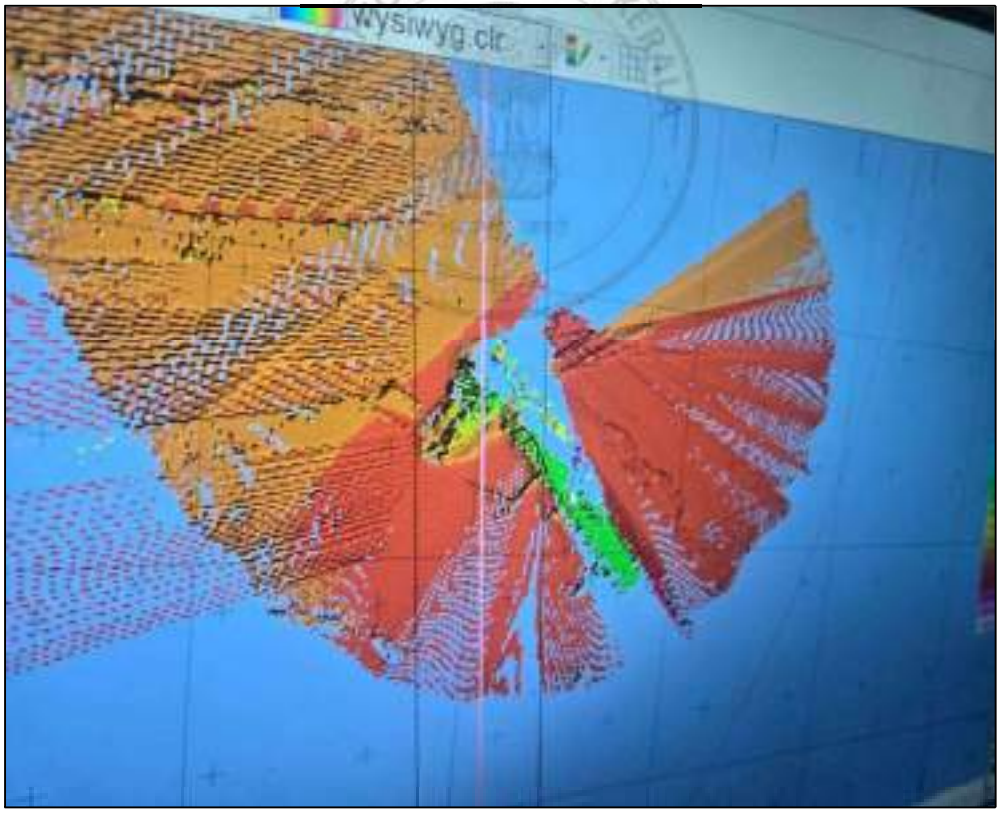
ngara

y via trucks.

ainers at the site, the reefer conta
luled for transportation to Kollam P
arrives on site. The second contain
rted to Kollam Port later today.

ra

the maximum depth being approximately 51m.



s.

ion Control Board (KSPCB) rec
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technical feasibility of laying buoy
er examination and will be confirm

::

ual markers be implemented and c

Thiruvananthapuram.

leakage.

ngaged in discussions on diving c

e result of the multibeam survey.

e to be brought directly to Kochi fro

l by DGS, if necessary at the reque

ent:

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perators

lvors wi be undertaken by 'Offsh

(OPR) in coming 2-3 days.

ks:

0 hrs on 28/05/2024

shipowner.

Annexure 1

Containers List 30-05-2025 , 6.00 pm				
Sl No	District	Taluk	Container Details	No.of containers
1	Kollam	Kollam	Unidentified	11
2	Kollam	Karunagappaly	Unidentified	10
3	Kollam	Kollam	Identified	18
4	Kollam	Karunagappally	Identified	4
5	Alappuzha	Karthikappally	Identified	2
6	Trivandrum	Trivandrum	Identified	1
7	Trivandrum	Varkkala	Identified	3
8	Trivandrum	Neyyattinkara	Identified	4
9	Trivandrum	Trivandrum	Unidentified	2
10	Trivandrum	Chirayinkeezhu	Identified	1
12	Trivandrum	Neyyattinkara	Unidentified	1
Total Containers landed				**57**
Kerala State Disaster Management Authority				

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Thanks and Best Regards.

Capt. Harinder Singh
Nautical Surveyor and Deputy Director General (Tech)
The Directorate General of Shipping, Mumbai
Email: [redacted]
Tel: 022 2575 2063 / 022 25752040 (Ext:216)
Mob: 9819796758

--- On Mon, 23 Jun 2025 18:16:16 +0530 <manish.gupta@msc.com> wrote ---

To:
The Director General of Shipping
Ministry of Ports, Shipping and Waterways
Government of India
Mumbai

Subject: Response to Format Notice dated 11 June 2025 regarding Salvage Operations of MSC Elsa 3 and Environmental Concerns – further update

Dear Sir,

Our consultants, Brand Marine have discussed with SMIT Salvage company on the proposal for the oil removal operations and the remaining operations in relation to the Elsa 3. MSC is now in the process of onboarding SMIT salvage for continuing with the operations.

As soon as the contract with SMIT is finalized, we expect SMIT to submit their final fuel extraction plan for MSC and Brand Marine's review, which we will then share with you accordingly.

Whilst we are awaiting an update on the above, we have been advised that due to safety reasons, the oil removal operations are recommended to be conducted only after the monsoon period is over and therefore no time is being lost towards the onboarding of SMIT and the revision in the oil removal plan.

Please also note that while the oil removal operations are being finalized, MERC has now finalized the caretaking plan and the same has been provided to your office by Capt. Ajay from Brand Marine earlier today. The tug 'Canara Megh' has departed from Mumbai yesterday at 0940 LT and MERC will update the ETA to Kochi in due course.

The Canara Megh will take over duties from Nand Saarthi, upon arrival at Kochi and Nand Saarthi and T&T Salvage will be demobilized from the project.

MERC also continues to undertake the onshore cleanup operations.

We shall keep you updated.

Thanks and Best Regards,

Capt. Manish Ashok Gupta
General Manager - (Safety, Quality & Insurance) / DPA

MSC SHIPMANAGEMENT LIMITED
MSC House, 8 Spyrou Kyprianou Avenue, Limassol, CY-3070, Cyprus.
T: +357 25 844 842 M: +357 9672 3516 W: www.msc.com

[redacted]

Directorate General of Shipping

SITREP – 44, 1800 hrs on 05/08/2025

Sinking of MSC ELSA 3 (IMO no. 9123221, Flag Liberia) South West of Kochi

The contents of this SITREP are based on both written and verbal inputs received from the stakeholders

1. Incident Overview:

Refer to SITREP – 6

2. Response Actions Initiated:

Refer to SITREP – 6

3. Present Status:

The salvage operation for the sunken MSC *Elsa 3* has entered a critical preparatory phase, following the observation of an oil sheen extending approximately 1.5 nautical miles from the wreck site. The Indian Coast Guard has been closely monitoring the situation, and aerial surveillance is underway using a Dornier aircraft. While no major spill has been confirmed, the possibility of a leak due to engine room disturbance has necessitated heightened vigilance.

The *Southern Nova* (DSV), mobilized for the next phase of fuel extraction, is currently stationed offshore and ready to commence operations. However, due to prevailing sea conditions, safe personnel and equipment transfer has not been feasible via the Offshore Monarch. Consequently, a formal request has been made for port clearance at Kollam to allow boarding of personnel and loading of gear from a safer location. The customs and immigration processes are being coordinated with the relevant authorities, and documentation (IGM/EGM, crew lists, etc.) is being compiled by MERC and MSC.

In light of the risk indicators observed, salvors have been clearly advised to keep oil spill containment and recovery gear ready for immediate deployment. This preparedness is critical to ensure swift response in the event of a discharge during operations.

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4. Situation Assessment:

While the sheen remains limited in scope, this development highlights the need for the salvage team to transition swiftly into operational mode.

To facilitate this, it is imperative that the owners and salvors obtain necessary clearances from the Customs authorities expeditiously, allowing the DSV *Southern Nova* to berth at Kollam Port and begin loading of equipment and personnel.

Furthermore, Owners and salvors have been instructed to formally write to the Indian Coast Guard for any assistance in pollution response near the wreck site. The strategic deployment of such a support vessel will significantly enhance the response readiness for oil containment and recovery during fuel extraction and dive operations. It was also conveyed that the propeller wash is being done by Canara Megh to disperse the sheen which is also being further aided by the weather which is aiding natural weathering.

The Directorate General of Shipping has committed to issuing formal communications to support this inter-agency coordination, while Kollam Port continues to provide active facilitation. Ensuring synchronized action across all stakeholders is vital at this juncture to maintain momentum and minimize environmental risks.

5. Environmental Risks:

Refer to SITREP – 6, 1800 hrs on 28/05/2024

6. Coordination Measures

Refer to SITREP – 6 for the overall coordination measures being undertaken

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SALVAGE SMIT / MARC	DAILY PROGRESS REPORT (DPR 96)	Quality Form SSF-001 Revision 2 Page 1 of 6

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PROJECT NAME	: MSC ELSA 3	**DPR NO.**	: 96
PROJECT NO.	: SNL252125	**DATE**	: 29-09-2025
CONTRACT FORM	: Wreckhire 2010		

CONTACT INFORMATION SMIT SALVAGE B.V.	E-mail : salvage@smit.com
Rosmolenweg 20, 3356 LK, Papendrecht, The Netherlands, www.smit.com, Phone: 24/7 +31 (0) 78 615 44 11	

AA) GENERIC

To Client	: BRAND Marine Consultants	**FAO**	Capt. Ajay Prasad
E-mail Client	: ajay.prasad@brand-marine.com		
C.C.	: James.swinburn@brand-marine.com; ketan@vmw.co.in; msc.sa3@smit.com; j.sheilds@smit.com; salvage@smit.com; g.verver@smit.com; l.micoli@smit.com; kyi.chan.wai@smit.com; m.schreurs@smit.com; r.janssen@smit.com; p.vt.hof@smit.com; f.staphorst@smit.com; r.de haan@smit.com; l.peerik@smit.com; Department.Salvage.Operations RTM@smit.com; project3@mercindia.com; Vivian.dsouza@brand-marine.com; Rohit.Hans@brand-marine.com; adeline.goh@brand-marine.com; cj.erasmus@smit.com		
From Salvage Master	Jaco Sluijmers		
Location (coordinates)	Approx. 38 nautical miles from port/city of Cochin 076°07.58'E		

BB1) WEATHER ON LOCATION

Actual weather report	0600 hrs	1200 hrs	1800 hrs	2400 hrs
Wind Direction & Speed (Bft)				
Sea state				
Swell height and direction				
Visibility				
predictions				

BB2) WEATHER FORECASTED

Heavy Weather / Tropical

None expected at this time.

Weather Synopsis

Good day. Currently, weak monsoonal troughing continues to occur over much of the Arabian Sea. Monsoonal troughing is forecast to continue to weaken through the end of the forecast period. Aside from this, equatorial troughing is also forecast to continue to occur between 14N and 10S through the end of the forecast period.

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Monday, 29 Sep, 2025 — Favorable | Approaching Thresholds | Above Thresholds

Forecast Valid	Wind (kts) Dir	10M	50M	100M	Seas (meters) Dir	Sig	Max	Per	Primary Wave Type	Vis (NM)	Sky Conditions / Advisory	SST °F °C	Precip Total (inches/mm)	Air Temp (°F°C) Currents (kts)
Mon 0500_T	W	14o20	15o21	16o22	W	1.5	2.5	8	Sea / Swell	4	Cloudy Isolated Shwrs / Squalls, Reduced Vis	81° 27°	0.04 / 1	NNW @ 0.3
Mon 0600_T	W	13o18	14o19	15o20	W	1.5	2.5	8	Sea / Swell	4	Mostly Cloudy Isolated Shwrs / Squalls, Reduced Vis	81° 27°	0.05 / 1	NNW @ 0.3
Mon 0700_T	W	14o20	15o21	16o22	W	1.5	2.5	8	Sea / Swell	13	Mostly Cloudy Isolated Shwrs / Squalls	81° 27°	0.03 / 1	NNW @ 0.3
Mon 0800_T	W	14o20	15o21	16o22	W	1.5	2.5	8	Sea / Swell	13	Mostly Cloudy Isolated Shwrs / Squalls	81° 27°	Trace	NNW @ 0.3
Mon 0900_T	W	14o20	15o21	16o22	W	1.5	2.5	8	Sea / Swell	13	Mostly Cloudy Isolated Shwrs / Squalls	81° 27°	0.08 / 2	NNW @ 0.3
Mon 1000_T	W	14o18	15o19	16o20	W	1.5	2.5	8	Sea / Swell	8	Partly Cloudy Isolated Shwrs / Squalls	81° 27°	0.1 / 3 Minor Flooding	NNW @ 0.3
Mon 1100_T	W	14o20	15o21	16o22	W	1.5	2.5	8	Sea / Swell	8	Partly Cloudy Isolated Shwrs / Squalls	81° 27°	0.1 / 3 Minor Flooding	NNW @ 0.4
Mon 1200_T	WNW	14o19	15o20	15o20	W	1.5	2.5	8	Sea / Swell	8	Partly Cloudy Isolated Shwrs / Squalls	81° 27°	Trace Minor Flooding	NNW @ 0.4
Mon 1300_T	WNW	14o18	15o19	16o20	W	1.5	2.5	8	Sea / Swell	13	Partly Cloudy Isolated Shwrs / Squalls	81° 27°	Trace	NNW @ 0.5
Mon 1400_T	WNW	14o19	16o21	16o21	W	1.5	2.5	8	Sea / Swell	13	Partly Cloudy Isolated Shwrs / Squalls	81° 27°	0.03 / 1	NNW @ 0.6
Mon 1500_T	WNW	15o19	16o20	17o21	W	1.5	2.5	8	Sea / Swell	13	Cloudy Isolated Shwrs / Squalls	81° 27°	0.03 / 1	NNW @ 0.6
Mon 1600_T	WNW	15o20	16o21	17o22	W	1.5	2.5	8	Sea / Swell	8	Cloudy Isolated Shwrs / Squalls	81° 27°	Trace	NNW @ 0.5
Mon 1700_T	WNW	15o20	16o21	17o22	W	1.5	2.5	8	Sea / Swell	8	Partly Cloudy Isolated Shwrs / Squalls	81° 27°	Trace	NNW @ 0.6
Mon 1800_T	WNW	14o20	15o21	16o22	W	1.5	2.5	8	Sea / Swell	8	Partly Cloudy Isolated Shwrs / Squalls	81° 27°	Trace	NNW @ 0.5
Mon 1900_T	WNW	13o18	14o19	15o20	W	1.5	2.5	8	Sea / Swell	13	Partly Cloudy Isolated Shwrs / Squalls	81° 27°	0.05 / 1	NNW @ 0.5
Mon 2000_T	WNW	13o19	14o20	14o20	W	1.5	2.4	8	Sea / Swell	13	Partly Cloudy Isolated Shwrs / Squalls	81° 27°	0.05 / 1	NNW @ 0.5
Mon 2100_T	WNW	13o18	14o19	15o20	W	1.5	2.4	8	Sea / Swell	13	Partly Cloudy Isolated Shwrs / Squalls	81° 27°	Trace	NNW @ 0.4
Mon 2200_T	WNW	13o19	14o20	14o20	W	1.4	2.4	8	Sea / Swell	13	Partly Cloudy Isolated Shwrs / Squalls	80° 27°	Trace	NNW @ 0.4
Mon 2300_T	WNW	12o17	13o18	13o18	W	1.4	2.3	8	Sea / Swell	13	Partly Cloudy Isolated Shwrs / Squalls	80° 27°	0.08 / 2	NNW @ 0.4

CC) SUMMARY OPERATIONAL ACTIVITIES

From	To	Description activity
0000	2400	DSV SOUTHERN NOVA moored in Kollam port
0000	2400	PSV OFFSHORE MONARCH moored in Kollam Port
0000	2400	Tug CANARA MEGH moored in Kollam Port
1511	1900	Team clear Immigration

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DD) OPERATIONS PLANNED NEXT 24 HOURS

No.	Operations planned
1	Salvage teams and subcontractors traveling home
2	SOUTHERN NOVA heading for Singapore
4	CANARA MEGH heading for Mumbai

EE) CONTRACTUAL MILESTONES

Date	Description Milestone
	hired, mobilization for caretaking activities on
	ntract signed with client MSC, delivery July 1
	Departed from Mumbai heading for Kochi port
27-06-25	Tug CANARA MEGH arrived in Kochi port
	on wreck location and commenced with caret
	/A moored at the SSE yard for construction w
	ARCH loading 8x ISO Tank containers and th
03-08-25	SOUTHERN NOVA on site
	ARCH moored in Kollam Port awaiting salvag
18-08-25	Blow down Saturation divers
24-08-25	Hottap FO T14C P and commence pumping.
25-08-25	
26-09-25	@ 1330 hrs "Completion of project"

FF) CRAFT ON HIRE (@24:00)

Name item	Company	On hire	Off Hire	Location
Tug CANARA MEGH	MERC	17 June 2025		Kollam port

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OSV SOUTHERN NOVA	Shelf Subsea	(16.07 @ 1750 hrs vessel sails to anchorage) 17 July 2025 moored at the SSE yard in Tuas	Kollam port
FSV OFFSHORE MONARCH	MERC	26-07-25 @ 0000 Hrs	Kollam port

GG) EQUIPMENT ON HIRE (@24:00)

Name item	Company	QTY #	On hire	Off Hire	Location
Oil Spill Response Kit	MERC	1	20 June 2025		Canara Megh
SMIT equipment	SMIT Salvage	Various	15 June 2025	-	Southern Nova
Abrasive cutting	DECO	Various	14 June 2025		Southern Nova
Cutting gas (16x) and oxygen (20x) cuads	MERC		24 July 2025		Offshore Monarch
Lashing gear / sea fastening and rigging equipment / 20' Container lifting frame	MERC	-	25 July 2025		Offshore Monarch
Cavi Blaster	Shelf Subsea	1	21 July 2025		Southern Nova
Deployment Shute	Shelf Subsea	1	21 July 2025		Southern Nova
Tooling Lars	Shelf Subsea	1	21 July 2025		Southern Nova
20' ISO Tank containers	MERC	6	22 July 2025		Offshore Monarch
Steam plant	Arpack Remals	1	23 July 2025		Southern Nova
Air compressor DECO	Aker Asa	1	23 July 2025		Southern Nova
Dive gasses	MSC	Various as ordered by Shelf Subsea	26 July 2025		Offshore Monarch
125kva Generator	Local company	1	15 Aug 2025	29 Sept 2025	

HH) PERSONNEL

#	Name	Position	Comp.	On	Off	Location
1	Administrator	Office support/admin	SMIT	30 June 2025		Dutch office
2	Radan Hidayat	SHEQ Engineer	SMIT	17 July 2025		Traveling
3	Erik Abundo	Rigger / Welder	SMIT	17 July 2025		"
4	Michael Jasco	Diving Supervisor	SMIT	17 July 2025		"
5	Butch Tolentino	Rigger	SMIT	17 July 2025		"
6	Hilaing Hymt	Salvage Engineer	SMIT	17 July 2025		"
7	Syac Noor	Rigger	SMIT	17 July 2025		"
8	Elizardo Abundo	Superintendent	SMIT	17 July 2025		"
9	Gary Garema	Rigger / S&T Diver	SMIT	18 July 2025		"
10	Kelan Gaspar	Liaison Officer	MERC	27 July 2025		Remote
11	Vivek Sumra	Port Coordinator	MERC	27 July 2025		Kollam
12	Raju B / Suryakanth S	Logistics Coordinator	MERC	27 July 2025		Kochi
13	Bhargav Parthasarathy	Logistics Executive	MERC	27 July 2025		Kollam

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						,,
24	Rene Schmidt					
		ge Supervisor	SMIT	31 Aug 202		
		r	SMIT	31 Aug 202		
		ician	DECO	31 Aug 202		
		ge Supervisor	SMIT	08 Sep 202		
		Co-ordinator	SMIT	08 Sep 202		
		visor	DECO	14 Sep 202		
		visor	DECO	14 Sep 202		
		ician	DECO	14 Sep 202		
		ician	Airpack	14 Sep 202		
		lvage Master	SMIT	21 Sep 202		TRV
		ge Engineer	SMIT	21 Sep 202		
		iver	SMIT	21 Sep 202		

II) VISITORS

No.	Name	Position	Company	On	Off	Location

JJ) POINTS OF CONSIDERATION (SMIT SALVAGE)

No.	Description

KK) REMARKS (CLIENT REPRESENTATIVE)

No.	Description
1.	

LL) APPROVAL & SIGNATURE

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SMIT REPRESENTATIVE	
Name	**Position**
Jaco Sluijmers	Sr. Salvage Master
Signature	Digital copy

CLIENT REPRESENTATIVE	
Name	
Signature	

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As on 04-Oct-2025

Sl. No.	Location	Segregated (Kg)	Non-Segregated (Kg)	Segregated and Transported to Warehouse (Kg)	Total (Kg)	No. of Volunteers	No. of MERC personnel
1	Thiruvananthapuram	36,925	1,10,143	3,22,239		542	259
2	Kanyakumari	0	25,760	35,440		0	30
3	Rameshwaram	1,325	92,625	43,650		0	105
4	Kollam	0	0	34,808		18	36
		38,250	2,28,528	4,36,137	7,02,914	560	430

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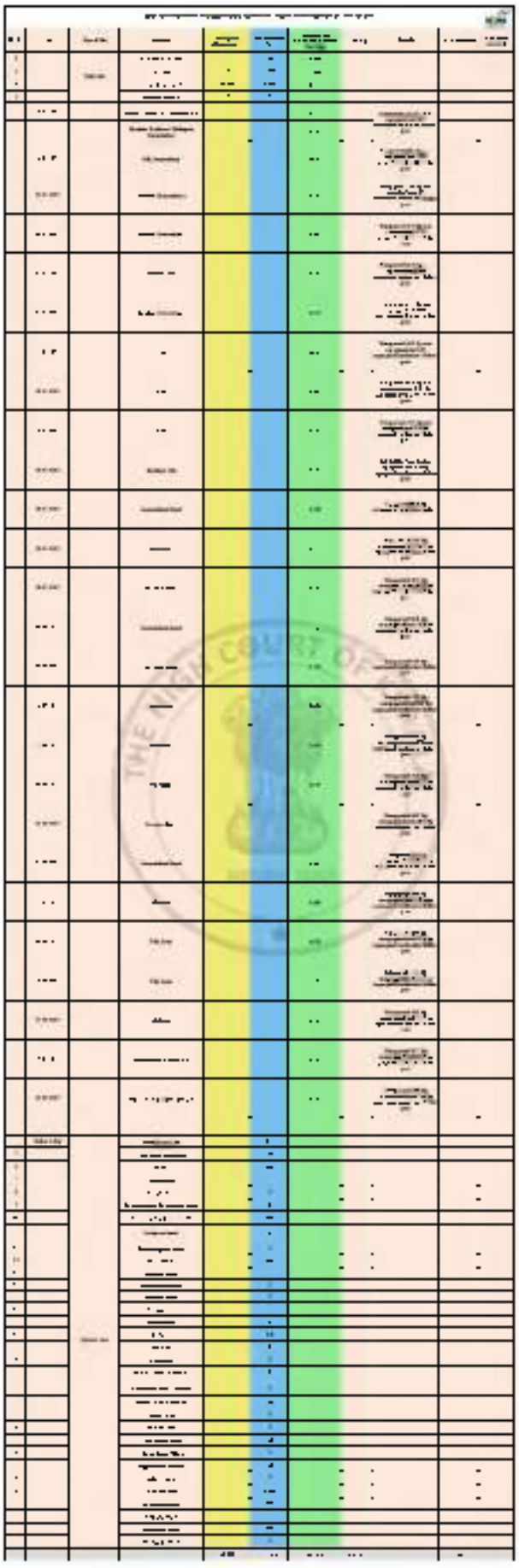

/E SUMMARY: NURDLE WEIGHT RECOVERY- KOLLAM (As on 04-Oct-2025)

Sl.No	Date	Location	Segregated (Kg)	Non-Segregated	Segregated and Transported to Ipillumpoyil (Kg)	Total (Kg)	No. of Volunteers	No. of MERC personnel
1	1	Before 24-06-2025	Thanni	0	0	32,434			
2	2	Before 24-06-2025	Ashramkhal	0	0	675			
3	3	26-07-2025		0	0	92			
4	4	07-07-2025		0	0	157			
5	5	08-07-2025		0	0	100			
6	6	10-07-2025		0	0	72			
7	7	11-07-2025		0	0	117			
8	8	12-07-2025		0	0	0			
9	9	14-07-2025		0	0	63			
10	10	15-07-2025		0	0	0			
11	11	16-07-2025		0	0	0			
12	12	17-07-2025		0	0	0			
13	13	18-07-2025		0	0	0			
14	14	19-07-2025		0	0	0			
15	15	20-07-2025		0	0	0			
16	16	21-07-2025		0	0	0			
17	17	22-07-2025		0	0	0			
18	18	23-07-2025	Thanni	0	0	78			
19	19	24-07-2025		0	0	0			
20	20	25-07-2025		0	0	0			
21	21	26-07-2025	Thanni	0	0	44			
22	22	27-07-2025	Thanni	0	0	0			
23	23	28-07-2025	Thanni	0	0	56			
24	24	29-07-2025	Thanni	0	0	51			
25	25	30-07-2025		0	0	0			
26	26	31-07-2025		0	0	0			
27	27	01-08-2025	Ashramkhal	0	0	139			
28	28	02-08-2025	Ashramkhal	0	0	78			
29	29	03-08-2025	Ashramkhal	0	0	0			
30	30	04-08-2025	Thanni	0	0	18			
31	31	05-08-2025	Kappil	0	0	7			
32	32	06-08-2025	Kappil	0	0	15			
33	33	07-08-2025	Thanni	0	0	18			
34	34	08-08-2025	Thanni	0	0	21			
35	35	09-08-2025	Thanni	0	0	43			
36	36	10-08-2025	Thanni	0	0	9			
37	37	11-08-2025	Thanni	0	0	14			
38	38	12-08-2025	Thanni	0	0	8			
39	39	13-08-2025	Thanni	0	0	20			
40	40	14-08-2025	Thanni	0	0	4			
41	41	15-08-2025	Thanni	0	0	0			
42	42	16-08-2025	Thanni	0	0	7			
43	43	17-08-2025	Thanni	0	0	5			
44	44	18-08-2025	Thanni	0	0	7			
45	45	19-08-2025	Thanni	0	0	14			
46	46	20-08-2025	Thanni	0	0	14			
47	47	21-08-2025	Thanni	0	0	12			
48	48	22-08-2025	Thanni	0	0	20			
49	49	23-08-2025	Kappil	0	0	4			
50	50	24-08-2025	Kappil	0	0	4			
51	51	25-08-2025	Kappil	0	0	9			
52	52	26-08-2025	Kappil	0	0	7			
53	53	27-08-2025	Kottappuram	0	0	21			
54	54	28-08-2025	Kottappuram	0	0	4			
55	55	29-08-2025	Kottappuram	0	0	15			
56	56	30-08-2025	Kottappuram	0	0	11			
57	57	31-08-2025	Kottappuram	0	0	9			
58	58	01-09-2025	Kottappuram	0	0	8			
59	59	02-09-2025	Kottappuram	0	0	7			
60	60	03-09-2025	Kottappuram	0	0	9			
61	61	04-09-2025		0	0	0			
62	62	05-09-2025		0	0	0			
63	63	06-09-2025		0	0	0			
64	64	07-09-2025		0	0	0			
65	65	08-09-2025	Thanni	0	0	6			
66	66	09-09-2025	Thanni	0	0	10			
67	67	10-09-2025	Thanni	0	0	13			
68	68	11-09-2025	Thanni	0	0	9			
69	69	12-09-2025	Thanni	0	0	16			
70	70	13-09-2025	Thiruvanchikkulam	0	0	7			
71	71	14-09-2025	Thiruvanchikkulam	0	0	6			
72	72	15-09-2025	Thiruvanchikkulam	0	0	8			
73	73	16-09-2025	Thiruvanchikkulam	0	0	18			
74	74	17-09-2025	Thiruvanchikkulam	0	0	8			
75	75	18-09-2025	Pookkadavu	0	0	15			
76	76	19-09-2025	Pookkadavu	0	0	15			
77	77	20-09-2025	Kottappuram	0	0	7			
78	78	21-09-2025	Kottappuram	0	0	14			
79	79	22-09-2025	Kottappuram	0	0	11			
80	80	23-09-2025	Thiruvanchikkulam	0	0	17			
81	81	24-09-2025	Kappil	0	0	10			
82	82	25-09-2025	Panmana	0	0	15			
83	83	26-09-2025	Kottappuram	0	0	14			
84	84	27-09-2025	Kottappuram	0	0	12			
85	85	28-09-2025	Kottappuram	0	0	8			
86	86	29-09-2025	Kottappuram	0	0	12			
87	87	30-09-2025	Thanni	0	0	7			
88	88	01-10-2025	Thiruvanchikkulam	0	0	7			
89	89	02-10-2025		0	0	0			
90	90	03-10-2025	Pookkadavu	0	0	15			
91	91	04-10-2025	Panmana	0	0	15			
				0	0	34,888	34,888	18	36

THE HIGH COURT OF KERALA

EXECUTIVE SUMMARY: NURDLE WEIGHT RECOVERY - KANYAKUMARI (As on 04-Oct-2025)

Sl.No	Date	Location	Segregated (Kg)	Non-Segregated (Kg)	Segregated and Transported to Jagjeet Fishing Harbour (Kg)	Total (Kg)	No. of Volunteers	No. of Days Operated	Remarks
1	28-06-2025	Inflow Out, Thengapattinam			20,250				
2	29-06-2025	Jagjeet Harbour							
3	30-06-2025	Jagjeet Harbour							
4	01-07-2025	Jagjeet Harbour		25					
5	02-07-2025	Thengapattinam and Inna Harbour							
6	03-07-2025				2,375				1.27 bags of pure segregate (nurdles (2175 Kg) collected from 22nd June till 10th July were transferred to the authorities.
7	04-07-2025		0		150				
8	05-07-2025		0	400	125				
9	06-07-2025		0	450	70				
10	07-07-2025		0	800	100				
11	08-07-2025		0	300	125				
12	09-07-2025		0	560	70				
13	10-07-2025		0	975	100				
14	11-07-2025		0	600	50				
15	12-07-2025		0	600	75				
16	13-07-2025		0	0	125				
17	14-07-2025		0	600	125				
18	15-07-2025		0	700	100				
19	16-07-2025		0	600	125				
20	17-07-2025		0	500	125				
21	18-07-2025		0	700	100				
22	19-07-2025		0	640	100				
23	20-07-2025		0	600	0				
24	21-07-2025		0	600	100				
25	22-07-2025		0	500					
26	23-07-2025		0	400					
27	24-07-2025		0	420	125				
28	25-07-2025		0	600					
29	26-07-2025		0	370					
30	27-07-2025		0	0	125				
31	28-07-2025		0	400					
32	29-07-2025		0	300					
33	30-07-2025		0	420					
34	31-07-2025		0	420	100				
35	01-08-2025		0	440	100				
36	02-08-2025		0	420					
37	03-08-2025		0	340					
38	04-08-2025		0	200	125				
39	05-08-2025		0	100	0				
40	06-08-2025		0	100	0				
41	07-08-2025		0	400	75				
42	08-08-2025		0	0	0				
43	09-08-2025		0	700	0				
44	10-08-2025		0	400	0				
45	11-08-2025		0	420	0				
46	12-08-2025		0	440	125				
47	13-08-2025		0	740	125				
48	14-08-2025		0	700	75				
49	15-08-2025		0	740	0				
50	16-08-2025		0	700	0				
51	17-08-2025		0	700	0				
52	18-08-2025		0	800	125				Segregation happens at Jagjeet Harbour only. So segregated and non segregated nurdles at Jagjeet Harbour remain there are segregated and are ready to be handed over to the authorities. Whenever they are handed over it will be quoted.
53	19-08-2025		0	700	0				
54	20-08-2025		0	700	0				
55	21-08-2025		0	820	100				
56	22-08-2025		0	600	0				
57	23-08-2025		0	640	0				
58	24-08-2025		0	600	0				
59	25-08-2025		0	620	0				
60	26-08-2025		0	620	0				
61	27-08-2025		0	600	0				
62	28-08-2025		0	140	0				
63	29-08-2025		0	0	0				
64	30-08-2025		0	0	0				
65	31-08-2025		0	0	0				
66	01-09-2025		0	100	0				
67	02-09-2025		0	160	0				
68	03-09-2025		0	160	0				
69	04-09-2025		0	100	75				
70	05-09-2025		0	120	0				
71	06-09-2025		0	100	0				
72	07-09-2025		0	200	0				
73	08-09-2025		0	140	0				
74	09-09-2025		0	160	0				
75	10-09-2025		0	140	0				
76	11-09-2025		0	160	175				
77	12-09-2025		0	200	0				
78	13-09-2025		0	120	0				
79	14-09-2025		0	140	0				
80	15-09-2025		0	200	0				
81	16-09-2025		0	400	0				
82	17-09-2025		0	325	0				
83	18-09-2025		0	200	250				
84	19-09-2025		0	320	0				
85	20-09-2025		0	320	0				
86	21-09-2025		0	300	0				
87	22-09-2025		0	240	0				
88	23-09-2025		0	160	0				
89	24-09-2025		0	220	0				
90	25-09-2025		0	160	250				
91	26-09-2025		0	320	0				
92	04-10-2025		0	160	0				After segregation at Jagjeet Fishing Harbour, the sand fraction is being removed which accounts for the decrease in weight. The weight of segregated nurdles will be
			0	25,765	25,400	51,165	0	30	

HIGH COURT OF KERALA

EXECUTIVE SUMMARY: NURDLE WEIGHT RE I (As on 04 Oct 2025)

		Location	Segregated (Kg)	Non-Segregated (Kg)	Segregated and Transported to Vadakode (Kg)	Total (Kg)	No. of Volunteers	No. of MERC personnel	Remarks
1		Dhanushkodi		0	1,400				
2	16-09-2025	Dhanushkodi			800				
3	17-09-2025	Dhanushkodi			1,350				
4	18-09-2025	Dhanushkodi			2,375				
5	19-09-2025				1,350				
6	21-09-2025				875				
7	22-09-2025			361.4	750				
8	23-09-2025			1488.5	1,200				
9	24-09-2025			1669	1,100				
10	25-09-2025			1894	1,325				
11	26-09-2025			1745.2	1,350				
12	27-09-2025			2164.1	1,350				
13	28-09-2025			2230.05	1,275				
14	29-09-2025			2167.72	1,325				
15	30-09-2025		1,325	1955.4	1,300				
16	01-10-2025			2127.8	1,325				
17	02-10-2025			2230.7	1,325				
18	03-10-2025			2216.4	900				
19	04-10-2025		0	0	0				
20	05-10-2025		0	2279.85	825				
21	06-10-2025		0	2284	2,100				
22	07-10-2025		0	2335					
23	08-10-2025		0	2247					
24	09-10-2025		0	2080					
25	10-10-2025		0	1901					
26	11-10-2025		0	1763					
27	12-10-2025		0	1226					
28	13-10-2025		0	1143	1,050				
29	14-10-2025		0	1011	0				
30	15-10-2025		0	969	0				
31	16-10-2025		0	1015	0				
32	17-10-2025		0	1068	2,125				
33	18-10-2025		0	1039					
34	19-10-2025		0	1074					
35	20-10-2025		0	1070					
36	21-10-2025		0	901	25				
37	22-10-2025		0	1004					
38	23-10-2025		0	1072					
39	24-10-2025			2022	1700				
40	25-10-2025	0	1077		1,050				
41	26-10-2025	0	0		0				
42	27-10-2025	0	1041		0				
43	28-10-2025	0	970		0				
44	29-10-2025	0	917		0				
45	30-10-2025	0	912		0				
46	31-10-2025	0	931		2,175				
47	01-11-2025	0	931		0				
48	02-11-2025	0	973		0				
49	03-11-2025	0	874		400				
50	04-11-2025	0	748		0				
51	05-11-2025	0	791		0				
52	06-11-2025	0	767		0				
53	07-11-2025	0	487		0				
54	08-11-2025	0	519		0				
55	09-11-2025	0	781		1,050				
56	10-11-2025	0	723		100				
57	11-11-2025	0	724		0				
58	12-11-2025	0	914		0				
59	13-11-2025	0	741		0				
60	14-11-2025	0	764		0				
61	15-11-2025	0	710		0				
62	16-11-2025	0	997		0				
63	17-11-2025	0	701		0				
64	18-11-2025	0	816		0				
65	19-11-2025	0	757		0				
66	20-11-2025	0	812		6,000				200 bags collected and cleaned from municipal office
67	21-11-2025	0	830		675				
68	22-11-2025	0	849		0				
69	23-11-2025	0	905		0				
70	24-11-2025	0	904		0				
71	25-11-2025	0	882		0				
72	26-11-2025	0	830		425				
73	27-11-2025	0	863		0				
74	28-11-2025	0	425		0				
75	29-11-2025	0	729		0				
76	30-11-2025	0	923		0				
77	01-12-2025	0	829		675				
78	02-12-2025	0	932		0				
79	03-12-2025	0	783		0				
80	04-12-2025	0	851		425				
81	05-12-2025	0	994		0				
82	06-12-2025	0	470		0				
83	07-12-2025	0	882		0				Transported 2230 Kg of sand back to the beach
84	08-12-2025	0	966		0				
85	09-12-2025	0	849		0				
86	10-12-2025	0	793		0				Transported 4000 Kg of sand back to the beach
87	11-12-2025	0	733		0				
88	12-12-2025	0	830		675				
89	13-12-2025	0	883		0				
90	14-12-2025	0	677		0				
91	15-12-2025	0	716		0				Video recordings of collection, bio-enzyme being delivered back to the beach, which accounts for the decrease in weight. The [illegible] will be updated after bagging is complete
			1,325	92,625	50	1,37,600	0	105	

Cooperation

< dgcommcentre-dgs@nic.in >

Sun, 25 May 2025 12.54.11 +0530

To "investigations"<investigations@liscr.com>

Cc

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| MSC ELSA 3 (IMO No. 912322
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THE HIGH COURT OF KERALA

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14646, +91-22-22610606
513636
49760/+91 9869065444
Email: dgcommcentre-dgs@nic.in, dgcommcentre-ssas@lrit.gov.in

THE HIGH COURT OF KERALA
सत्यमेव जयते

भारत सरकार/ GOVERNMENT OF INDIA
पत्तन,पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

File No: 25-35011/1/2025-NT - DGS **Date**: 30.05.2025

NOTICE UNDER SECTION 356(J) OF MERCHANT SHIPPING ACT, 1958 AND ARTICLE 9 OF THE NAIROBI INTERNATIONAL CONVENTION ON THE REMOVAL OF WRECKS 2007

Subject: Sinking of the vessel *MSC ELSA 3* (IMO no.: 9123221, Flag: Liberia) at position Lat 09, 18' 50.022N, Long 76, 07' 58.967 E – reg.

Whereas, the container vessel *MSC ELSA 3* (IMO no.: 9123221, Flag: Liberia), owned and operated by Mediterranean Shipping Co SA, chemin Rieu, 12-14, 1208, Geneva, Switzerland and managed by MSC Ship management Ltd., Cyprus, developed a severe starboard list while enroute from Vizhinjam to Kochi, about 30 nautical miles southwest of Kochi Port.

Accordingly, a notice under Section 356-J of the Merchant Shipping Act, 1958, dated 24.05.2025, has already been issued by the Mercantile Marine Department (MMD), Kochi to take immediate action to prevent the likely escape of oil from the vessel into the sea due to severe listing.

Whereas, the vessel *MSC ELSA 3*, capsized and sank on 25.05.2025 at approximately 0750 hrs, off the Kerala coast at position Lat 09, 18' 50.022N, Long 76, 07' 58.967 E. And whereas the said vessel has sunk and is currently discharging oil into the marine environment, thereby posing a potential and serious threat of pollution to the Indian Exclusive Economic Zone and its coastline.

It is further noted that the vessel was laden with containerised cargo, including dangerous goods classified under Class 4.3 and Class 9 under the International Maritime Dangerous Goods (IMDG) Code, in addition to other environmentally sensitive cargo such as plastic nurdles, which pose a severe risk to the marine ecosystem.

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Furthermore, it has also come to the attention of this Directorate that multiple containers have detached from the vessel and are now possibly scattered on the seabed, rendering the sea area a navigational hazard. In addition, some containers and their contents have been observed to have drifted away from the sunken vessel and/or reached the coastlines of Kerala and Tamil Nadu.

This situation necessitates immediate and effective remedial action, including salvage operations for removal of the sunken ship, removal of the oil from the ship, recovery of the cargo of containers and contents, and the proper and environmentally compliant disposal, in order to mitigate further risk to marine safety and the coastal environment.

Now, therefore, in exercise of the powers conferred under Section 356-J of the Merchant Shipping (MS) Act, 1958, the Directorate General of Shipping hereby directs the Master, Owner, Agent, Charterer, Managers, and Operators of the said vessel to undertake all necessary and immediate measures to prevent, contain, and mitigate pollution of the Indian waters and coastline resulting from the sinking of *MSC Elsa 3*.

In pursuance of **Section 356-J(2) of the MS Act**, and **Article 9 of the Nairobi International Convention on the Removal of Wrecks 2007** (Nairobi Convention) on the *'measures to facilitate the removal of wrecks'*, the following actions, among others as may be deemed necessary, shall be undertaken without delay, and with due regard to prevailing environmental standards and maritime and other safety protocols:

1. Initiation of action for the removal of the sunken vessel, including all on-deck and under-deck containerised cargo, located at position Lat 09° 18' 50.022" N, Long 76° 07' 58.967" E;
2. Deployment of resources for the removal of oil slicks observed on the sea surface;
3. Execution of appropriate and environmentally safe measures to disperse oil slicks on the surface of the sea;
4. Implementation of containment measures to prevent further escape of oil from the sunken vessel;
5. Safe and effective removal of any remaining oil contained within the vessel;
6. Recovery of containers, including those with IMDG cargo that have become detached and are presently resting on the seabed;
7. Removal of containers and debris, including those with IMDG cargo that are floating or have drifted ashore along the Indian coastline;
8. Collection and disposal of cargo that has been spilled into the marine environment or washed ashore, including hazardous or potentially polluting substances; and
9. Immediate removal of plastic nurdles across stretches of shoreline, with due care taken to prevent further harm to the marine ecosystem.

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The concerned parties are hereby instructed to inform this Directorate of the status of actions undertaken at the earliest and to provide timely and regular updates to all relevant authorities until the completion of all remedial measures.

This notice is issued with the approval of the Competent Authority

Yours faithfully,

(Capt. Anish Joseph)
Dy. Nautical Advisor -cum-
Sr. Dy. Director General (Tech)
Directorate General of Shipping, Mumbai

To,

1. **The Master** of the vessel **MSC Elsa 3** IMO no. 9123221
2. **The Ship Owner & Operator** – Mediterranean Shipping Co SA, chemin Rieu, 12-14, 1208, Geneva, Switzerland.
3. **The Ship Managers** - MSC SHIP MANAGEMENT LIMITED, MSC House, 8 Spyrou Kyprianou Avenue, Limassol, CY-3070, Cyprus, Kind Attn: Capt. Manish Ashok Gupta, General Manager-(Safety, Quality & Instruction)/ DPA.
4. **Protection & Indemnity (P&I) Insurers of the vessel** - NorthStandard, HO, The Quayside, Newcastle upon Tyne, NE1 3DU, United Kingdom, Kind Attn. Gillian Clark
5. **The Flag State Administration** - Deputy Commissioner of Maritime Affairs, Republic of Liberia, 22980 Indian Creek Drive, Suite 200 Dulles, Virginia 20166 USA

Copy to,

1. **Kerala State Government** - Office of the Chief Secretary, Government of Kerala, Secretariat, Thiruvananthapuram - 695001.
2. **Tamil Nadu State Government** - Office of the Chief Secretary, Government of Tamil Nadu, Secretariat, Chennai - 600009.
3. **Kerala State Maritime Board** - Chief Executive Officer, Kerala Maritime Board, HO TC XXII/1666 (4&5), 1st Floor, Mukundettil Building Pipinmoodu, Sasthamangalam Thiruvananthapuram, Kerala – 695010

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4. **Tamil Nadu State Maritime Board** - Chief Executive Officer, Tamil Nadu Maritime Board, No. 171, South Kesavaperumal Puram, Off Greenways Road, Raja Annamalaipuram, Chennai - 600 028.
5. **Kerala State Disaster Management Authority** (KSDMA) - Commissioner, Disaster Management, Vikas Bhavan, PO, Observatory Hills, opposite Kanakakkunnu Palace, Nanthancodu, Thiruvananthapuram, Kerala 695033.
6. **Tamil Nadu State Disaster Management Authority** (TNSDMA) - Commissioner, Disaster Management, Commissionerate of Revenue Administration Exhilagam, Chepauk, Chennai-5.
7. The **Nautical Advisor** to the Govt of India, Directorate General of Shipping, Mumbai.
8. The **Chief Surveyor** with the Govt. of India, Directorate General of Shipping, Mumbai.
9. The **Chief Ship Surveyor** with the Govt. of India, Directorate General of Shipping, Mumbai.
10. **MMD, Kochi -** Principal Officer, Mercantile Marine Department, Willingdon Island, Kochi, Kerala 682009.
11. **Indian Coast Guard** - MRCC, Mumbai, Hqrs Coast Guard Region (West), Worli Sea Face, Post – Worli Colony, Mumbai – 400 030. Kind Attn: The Officer-in-Charge.
12. **Recognised organisation of the vessel -** Bureau Veritas Marine Division (BV) , Reg Off:72, Business Park, 3rd Floor Marol Industrial Area, MIDC Cross Road, Andheri East, Mumbai – 400 093.
13. **Salvors** - T&T SALVAGE ASIA, PTE LTD, No. 29 Tuas Avenue 4, Singapore 639379.
14. The Chairman, **Cochin Port Authority**, Willingdon Island, Kochi, Kerala 682009.

HIGH COURT OF KERALA
सत्यमेव जयते

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भारत सरकार/ GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

File No.: 25-3501 1/1/2025-NT-DGS Dated: 05.08.2025

To,
Margaret C. Ansumana
Deputy Commissioner of Maritime Affairs, R.T.,
Liberian Maritime Authority,
Cargo Tower, Opposite Ministerial Complex,
Liberia

Sub: Request for Response and Action Regarding Wreck Removal of MSC ELSA 3 – reg.

Sir,

I am directed to refer to our earlier communication dated 25.05.2025, addressed to the Maritime Authority of Liberia in its capacity as the Flag State of the sunken vessel *MSC ELSA 3*. The letter had formally requested the Flag Administration to direct the Owners of the vessel to carry out the following:

i. To ensure that all necessary pollution prevention measures are implemented without delay,
ii. To submit a retrieval plan for adrift containers, particularly those containing hazardous materials, and
iii. To initiate appropriate arrangements for the removal of the wreck of the sunken vessel.

2. While we acknowledge the immediate response of the flag state to carry out the investigation and appointment of R.I. Mr. Vinod Vijaykumar as the investigating officer in this regard, however, the formal response or action has yet to be communicated with respect to the initiation of wreck removal operations.

3 Kind reference is also invited to this Directorate's notice dated 30.05.2025 issued under Section 356-I of the Merchant Shipping Act, 1958 and Article 9 of Nairobi International Convention on the Removal of Wrecks, 2007 (Nairobi Convention). The said notice emphasised that the wreck of *MSC ELSA 3* lies off the Kerala coast within India's Exclusive Economic Zone (EEZ), and poses ongoing concerns related to navigational safety, potential environmental hazards, and marine pollution. Given the gravity of the matter and the responsibilities of the Flag Administration under applicable international conventions, including the Nairobi Convention, the urgent attention and reply on this specific issue are respectfully solicited.

4. It is therefore requested that the Liberian Maritime Authority urgently take cognizance of this matter and issue necessary instructions to the owners/managers of *MSC ELSA 3* to commence coordination with Indian authorities for planning and execution of wreck removal operations at the earliest.

5. A prompt response in this regard will be highly appreciated, to ensure continued cooperation and effective action in the interest of maritime safety and environmental protection.

This is issued with the approval of the Competent Authority

Yours faithfully,

05/08/25

(Capt. Anish Joseph)
Deputy Nautical Adviser -cum-
Sr. Dy. Director General (Tech.)

Enclosure: As above.

Copy to.

1. The **Master** of the vessel MSC Elsa 3 (IMO no.: 9123221)
2. The **Ship Owner & Operator** – Mediterranean Shipping Co SA chemin Rieu. 12-14. 1208, Geneva. Switzerland.
3. The **Ship Managers** - MSC SHIP MANAGEMENT LIMITED. MSC House. 3 Spyrou Kyprianou Avenue. Limassol. CY-3070. Cyprus. Kind Attn. Capt. Manish Ashok Gupta. General Manager- (Safety, Quality & Insurance)/ DPA.
4. **Protection & Indemnity (P&I) Insurers** of the vessel - NorthStandard. 100, The Quayside. Newcastle upon Tyne. NE1 3DU. United Kingdom. Kind Attn: Gillian Clark.
5. **MMD, Kochi** - Principal Officer, Mercantile Marine Department, Willingdon Island, Kochi, Kerala 682009.
6. **Recognised Organisation of the vessel** - Bureau Veritas Marine Division (RV). Reg. Off.72. Business Park. 3rd Floor. Marol Industrial Area. MIDC Cross Road, Andheri East. Mumbai - 400093.

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Liberia Maritime Authority
1948 Maritime Drive
Congo Town
1000 Monrovia , 10 Liberia
P.O BOX 10-9042

September 18, 2025

Government of India
Attn: Capt. Anish Joseph, Deputy Nautical Adviser
Ministry of Ports, Shipping and Waterways
Directorate General of Shipping
Mumbai, India

RE: MSC ELSA 3 (IMO No. 9123221)

Dear Capt. Anish Joseph,

The Liberian Maritime Authority ("LiMA") presents its compliments to the Ministry of Ports, Shipping, and Waterways, Directorate General of Shipping, India. LIMA values the spirit of collaboration that underpins our shared responsibilities as Flag and Coastal States.

LiMA acknowledges with appreciation the receipt of your communication concerning the sinking of the Liberian flagged vessel MSC ELSA 3 (IMO No. 9123221) off the Kerala Coast at position Lat 09°18′50.022″N, Long 76°07′58.967″E. LiMA assures you of its full cooperation in the salvage operations, including wreck removal, and in measures aimed at the protection of the marine environment.

Should you require any further assistance, LiMA is fully engaged and remains at your disposal at all times.

LiMA avails itself of this opportunity to renew to the Directorate General of Shipping, India, the assurances of its highest consideration.

Yours faithfully.

Margaret Ansumana
Senior Deputy Commissioner of Maritime Affairs
Republic of Liberia

Directorate General of Shipping

SITREP – 25, 1800 hrs on 17/06/2025

Sinking of MSC ELSA 3 (IMO no. 9123221, Flag Liberia) South West of Kochi

The contents of this SITREP are based on both written and verbal inputs received from the stakeholders

1. Incident Overview:

Refer to SITREP – 6

2. Response Actions Initiated:

Refer to SITREP – 6

3. Present Status:

As of 16 June 2025, the SEAMAC III has been demobilised and is proceeding to Mumbai. Air-diving equipment is being removed, and the vessel has vacated operations after completing the capping and plugging of the identified fuel oil tanks. Preparations are now underway to transition to the next phase involving saturation diving operations. The alternate vessel to Nand Saarthi (NS), *Canara Megh*, currently stationed in Mumbai, is being readied to take over from NS. Once formalities and bunkering are completed, she will sail to Kochi for mobilisation.

At present, *Nand Saarthi* remains at Kochi port due to prevailing adverse sea conditions. Upon improvement in weather, it will sail to the wreck site. Oil recovery equipment onboard *Nand Saarthi* is to be transferred to *Canara Megh* for the next phase. All accessories and gases remain available and are being held for deployment once the new contractor takes over.

Onshore, MERC has continued container recovery activities at Kollam, focusing on submerged containers using divers. Beach cleanup operations continue across Trivandrum with approximately 160 volunteers deployed. However, cleanup work was slower on the previous day due to intermittent rain. At Rameshwaram, a team of 22 members remains engaged at the site. In Kanyakumari, while weather halted active cleaning, the transfer of collected nurdles to centralised storage continues.

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The Indian Coast Guard (ICG) has conducted aerial sorties using Dornier aircraft equipped with Pollution Surveillance Systems (PSS). No oil slick was observed approximately 60 NM from the wreck site. Additional sorties are planned to continue monitoring the situation.

4. Situation Assessment:

The salvage operations have now transitioned into a standby/care-taking phase pending the mobilisation of the new contractor. The timeline for saturation diving operations is currently under revision, considering the peak monsoon conditions and associated operational and environmental risks. The current weather patterns present a narrow and fragmented working window, making it unsuitable for stable and safe oil extraction efforts. Further delay would provide a more reliable window to safely conduct hot tapping and oil recovery.

T&T has confirmed that critical diving systems and consumables, including Helios gases, are being preserved for transfer to the new platform. DG Shipping has instructed finalisation of alternate contractor onboarding and has directed MSC and P&I Club to submit a revised operational plan with updated and weather-adjusted timelines.

The disposal and handling of plastic nurdles remains a concern. Customs authorities have requested treating the recovered nurdles as bonded cargo. Approximately 65–75 tons are now stored shore-side, awaiting a final disposal decision. The DG Shipping has reiterated the need for an SOP that balances environmental safety with regulatory compliance. ITOPF has confirmed that recovered nurdles include varying polymer grades, posing challenges to standardised disposal methods.

ICG continues to maintain regular surveillance. Satellite imagery from ITOPF is awaited to confirm shoreline and offshore oil traces. The air sorties and continuous coastal vigilance, in combination with onshore cleanup efforts, have been instrumental in monitoring post-wreck environmental impacts.

5. Environmental Risks:

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Refer to SITREP – 6, 1800 hrs on 28/05/2024

6. Coordination Measures

Refer to SITREP – 6 for the overall coordination measures being undertaken

Directorate General of Shipping

SITREP – 26, 1800 hrs on 18/06/2025

Sinking of MSC ELSA 3 (IMO no. 9123221, Flag Liberia) South West of Kochi

The contents of this SITREP are based on both written and verbal inputs received from the stakeholders

1. Incident Overview:

Refer to SITREP – 6

2. Response Actions Initiated:

Refer to SITREP – 6

3. Present Status:

The tug *Nand Saarthi* remains in Kochi, monitoring the wreck site. No oil sheen or leakage has been observed in the vicinity. The air-diving operations have concluded, and all fuel oil tanks onboard MSC Elsa 3 have been successfully capped. SEAMEC III is being demobilised and is scheduled to depart Kochi Port for Mumbai on 19 June, following the offloading of equipment and scheduled bunkering.

Canara Megh, the designated replacement tug, remains anchored off Mumbai due to adverse weather. Bunkering and provisioning have been delayed, and efforts are being made to find alternate sheltered locations to expedite operations. The estimated timeline for *Canara Megh*'s arrival in Kochi is 24–26 June, subject to weather improvement and successful fuelling. The tug will be deployed for guarding and response duties during the upcoming saturation diving operations.

Onshore, cleanup activities are ongoing in Trivandrum, Kollam, and Rameshwaram. At Kollam, submerged container recovery is underway, with diving teams mobilised to retrieve four remaining containers. One additional container door was recovered and delivered to port. In Trivandrum and Kollam, volunteers continue shoreline cleaning operations, while in Rameshwaram, senior MERC personnel have been deployed to coordinate efforts. Re-stranding of nurdles continues to be observed, with MERC

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proceeding under the assumption that these are associated with the MSC Elsa 3 incident.

4. Situation Assessment:

The salvage operation has now entered a transition phase. T&T Salvage is demobilising assets, and a new contractor is being onboarded by MSC and the P&I Club to undertake the critical phase of oil extraction. BMC Consultants confirmed that the draft contract with SMIT Salvage has been received and is under final review, along with the caretaker plan for the wreck site. Once finalised, these will be shared with all stakeholders. The transition is expected to be completed within the next week, subject to weather and asset readiness.

Given the onset of peak monsoon conditions and forecasted sea state, stakeholders have advised deferring full-scale saturation diving operations. This decision has been made to minimise risk to divers, prevent secondary pollution during extraction, and ensure the integrity of fuel transfer hoses from depth. Temporary storage of Heliox gases and diving equipment has been arranged in Kochi, with intent to repurpose these for the upcoming operations.

The Directorate General of Shipping continues to lead coordination efforts through daily reviews, inter-agency liaison, and regulatory oversight. Close cooperation is ongoing with the Indian Coast Guard, which confirmed via aerial sorties that no new oil sheens were observed. ITOPF is continuing to support technical assessments and has committed to sharing satellite imagery of the affected coastline for monitoring purposes. The P&I Club remains engaged in supporting the transition logistics and claims management.

A final disposal mechanism for the recovered plastic nurdles is pending confirmation. Discussions between MERC, Customs, and ITOPF are underway to determine whether the material will be treated as cargo to be returned to the owners or processed through authorised recycling channels. A formal SOP is being developed in this regard.

5. Environmental Risks:

Refer to SITREP – 6, 1800 hrs on 28/05/2024

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6. Coordination Measures

Refer to SITREP – 6 for the overall coordination measures being undertaken

Directorate General of Shipping

SITREP – 27, 1800 hrs on 19/06/2025

Sinking of MSC ELSA 3 (IMO no. 9123221, Flag Liberia) South West of Kochi

The contents of this SITREP are based on both written and verbal inputs received from the stakeholders

1. Incident Overview:

Refer to SITREP – 6

2. Response Actions Initiated:

Refer to SITREP – 6

3. Present Status:

Monitoring and surveillance efforts at the wreck site of MSC ELSA 3 continue. Tug *Nand Saarthi* remains deployed at the wreck position and has reported the presence of a light rainbow sheen in the vicinity of the vessel, approximately 50 metres wide and 1 kilometre in length, dissipating naturally thereafter. No recoverable oil has been observed. Based on prior dive inspections, all fuel oil tanks and vents have been capped and sealed. No structural damage or significant deformation was noted on the vessel hull during the earlier operations. The current light sheen is assessed to be the result of residual contamination from mechanical spaces such as the engine room or crane assemblies, and is expected to continue dissipating naturally over time due to flushing by sea action.

The air diving phase has been formally concluded, with *SEAMAC III* departing Kochi Port at 0930 hrs today for Mumbai. The saturation diving system equipment and gases have been safely offloaded and stored. The replacement tug *Canara Megh*, which is to take over guard and response duties at the wreck site, remains anchored off Mumbai due to adverse weather. Following intervention by DGS, Mumbai Port has agreed to allow the vessel to berth for bunkering. Once weather permits and bunkering is complete, the tug is expected to depart for Kochi, with an ETA of 4–5 days.

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Shoreline clean-up operations continue at Trivandrum, Kollam, and Kanyakumari. Submerged container retrieval is ongoing at Kollam under challenging weather conditions. Diving teams have been deployed to attach rigging to submerged broken containers during low tide windows. A total of 61 containers have been recovered to port to date, with 4 submerged containers under active salvage. Trivandrum continues to face a shortage of volunteers, with only 190 presents against a minimum requirement of 250. Efforts are being made to address this shortfall with the local administration.

A formal SOP has been issued, in coordination with Customs, for temporary storage of nurdles. Approximately 450 bags have been deposited in a designated warehouse at Kollam Port. The nurdles are being treated as cargo and will be handled accordingly under customs oversight.

Indian Coast Guard continues aerial surveillance over the wreck site. A sortie undertaken on 18 June at 0930 hrs reported no significant oil sheen. Another surveillance flight was scheduled for 1700 hrs today. No ICG surface assets are currently stationed at the wreck position, but vessels are on standby at Kochi.

MSC and the P&I Club have confirmed that formal arrangements are being finalised for transitioning to a new contractor for saturation diving and fuel extraction. The tentative start date for oil recovery operations will be communicated at the earliest, with detailed plans and a revised timeline to be submitted by MSC/Brand Marine Consultants within 48 hours.

4. Situation Assessment:

The light sheen observed around the MSC ELSA 3 wreck continues to be monitored. It is not associated with any active fuel leakage from sealed tanks, and is likely the result of residual contamination from engine spaces or machinery areas. Natural dissipation is expected, and no immediate intervention is warranted at this stage. Continued surveillance will be maintained by *Nand Saarthi* and periodic aerial sorties by the ICG.

The demobilisation of *SEAMAC III* marks the completion of the initial phase of capping and air diving. Preparations are underway to bring in *Canara Megh* as the new tug under charter from MERC, with fuel extraction operations to commence under a new

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salvage contractor. The situation remains stable, but continued delays in operational mobilisation pose reputational and environmental risks, especially with monsoon intensifying.

Onshore, MERC is progressing with clean-up and recovery under weather constraints. The clean-up operations at affected beaches are continuing, but the shortfall in volunteer mobilisation remains a concern. Deployment of dedicated resources has helped sustain momentum. Temporary storage arrangements for recovered nurdles have been established in consultation with Customs, and formal handovers are being coordinated.

Daily inter-agency coordination led by the Directorate General of Shipping continues, involving all key stakeholders including MSC, P&I, MERC, ICG, ITOPF, and salvage consultants. Efforts remain focused on maintaining on-site surveillance, ensuring smooth contractor transition, and sustaining coordinated response operations both offshore and onshore.

5. Environmental Risks:

Refer to SITREP – 6, 1800 hrs on 28/05/2024

6. Coordination Measures

Refer to SITREP – 6 for the overall coordination measures being undertaken

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Directorate General of Shipping

SITREP – 28, 1800 hrs on 20/06/2025

Sinking of MSC ELSA 3 (IMO no. 9123221, Flag Liberia) South West of Kochi

The contents of this SITREP are based on both written and verbal inputs received from the stakeholders

1. Incident Overview:

Refer to SITREP – 6

2. Response Actions Initiated:

Refer to SITREP – 6

3. Present Status:

Patrol and surveillance operations at the wreck site continue through Tug Nand Saarthi, which has resumed offshore duties after a temporary port call for crew rotation and supplies. The vessel is maintaining observation on-site. Weather remains a significant constraint, and temporary visibility of oil sheen has been attributed to residual pollutants from machinery spaces and structural crevices.

SEAMEC III has departed from Kochi Port on the morning of 20 June 2025 and is en route to Mumbai for demobilisation. All diving-related equipment is being offloaded. The Heliox gas cylinders have been secured and stored by MSC at a designated yard for use in future diving operations by the incoming contractor.

Canara Megh, the identified replacement tug, has completed bunkering as of late evening on 19 June at Mumbai anchorage. Weather permitting, the vessel will depart shortly for Kochi. Upon arrival, it will embark oil spill response equipment and take over patrolling duties from Nand Saarthi.

Onshore, container recovery operations are progressing at Kollam, where MERC has deployed dive teams to extract submerged containers. One container is currently being retrieved. Simultaneously, beach cleanup and nurdle collection efforts are underway across affected districts. At Trivandrum, 190 volunteers have been deployed with assurances from the District Collector to increase this number to 300–350 from

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21 June. Similar operations continue at Kanyakumari and Rameshwaram. Approximately 75 tonnes of nurdles have been collected and are being prepared for relocation to Kollam Port for storage and customs processing. An agreement for temporary warehousing is being finalised to enable smooth logistical handover and further disposal planning.

4. Situation Assessment:

The wreck remains stable on the seabed, with no structural deformations observed that would indicate large-scale fuel breaches (assessment done during air dive operations). The visible oil sheen is considered to be the result of residual machinery oil and other pollutants naturally seeping from onboard equipment and fixtures, not from the fuel tanks, all of which were capped during earlier diving operations. These sheens are light, not recoverable, and expected to dissipate through natural weathering processes. Daily surveillance is being undertaken by Nand Saarthi, and additional aerial sorties are being conducted by the Indian Coast Guard. No major oil slicks have been reported.

The operational transition from T&T Salvage to a new contractor is underway. Brand Marine Consultants, overseeing the transition, have confirmed that contracting with SMIT Salvage is in its final stages. The formal oil removal plan and timelines will be communicated once the contract is signed. Tentatively, commencement of saturation diving operations for oil extraction will be indicated upon signing of contract which again will be subject to weather and readiness of resources.

The Directorate General of Shipping continues to coordinate all activities with Indian Coast Guard, State Authorities, Shipowners, Salvors, MERC, P&I Club and other stakeholders through daily monitoring and inter-agency meetings. All environmental protection and pollution mitigation measures are being prioritised. Updates on recovery efforts and beachside contamination continue to be compiled for tracking and regulatory purposes.

The situation remains under active monitoring, and the readiness for escalation of operational measures continues in parallel with stakeholder engagement. Further updates will follow.

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5. Environmental Risks:

Refer to SITREP – 6, 1800 hrs on 28/05/2024

6. Coordination Measures

Refer to SITREP – 6 for the overall coordination measures being undertaken

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Directorate General of Shipping

SITREP – 29, 1800 hrs on 23/06/2025

Sinking of MSC ELSA 3 (IMO no. 9123221, Flag Liberia) South West of Kochi

The contents of this SITREP are based on both written and verbal inputs received from the stakeholders

1. Incident Overview:

Refer to SITREP – 6

2. Response Actions Initiated:

Refer to SITREP – 6

3. Present Status:

Tug Nand Saarthi remains deployed at the wreck site, carrying out patrols and monitoring operations. The latest reports confirm the presence of a light rainbow sheen around the wreck, covering an approximate area of 1 kilometre by 50 metres. The sheen is observed to dissipate naturally beyond this range, and no significant changes have been reported in the past 48 hours. SEAMAC III departed Kochi port this morning and is currently en route to Mumbai for off-hiring, with arrival expected by 24 June 2025.

The replacement tug, Canara Megh, departed Mumbai this morning following weather-induced delays. The vessel is expected to reach Kochi by 28 June 2025, where MERC personnel will board and the vessel will take over caretaking duties from Nand Saarthi, subject to operational readiness and favourable conditions.

Onshore, agreements have been finalised with relevant authorities for the storage of recovered nurdles at Kollam Port and Vizhinjam Port. Shifting of approximately 190 tonnes of nurdles from Trivandrum beaches to port storage facilities will commence from 24 June 2025 under the supervision of Customs and the Pollution Control Board. Cleanup efforts continue along affected shorelines with increased volunteer mobilisation. Trivandrum District Administration and disaster management agencies

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have facilitated the deployment of 500 volunteers across key locations, including Trivandrum, Kanyakumari, and Rameshwaram.

Indian Coast Guard continues daily aerial surveillance over both the MSC ELSA 3 wreck site and WAN HAI 503 area using Dornier aircraft. Patrols remain in place, and today's sortie was launched at 1000 Hrs, with updates awaited.

4. Situation Assessment:

The consistent light rainbow sheen observed near the wreck site is attributed to residual contaminants from enclosed compartments such as the engine room, machinery spaces, and structural components with trapped oil or lubricants. These residual discharges are minor and dissipate naturally due to sea conditions, with no evidence suggesting active fuel leaks from sealed tanks. Available underwater inspections during the earlier capping operations confirmed the tank openings are secure and no major hull deformation has been detected.

Given the ongoing light sheen, continuous observation is being maintained by Nand Saarthi at the site, complemented by aerial surveillance from the Indian Coast Guard. Experts have assessed that this type of light contamination is expected to persist intermittently until complete natural flushing occurs, which may take several weeks depending on sea conditions.

The offshore response is in a transition phase, with SEAMAC III demobilised and the replacement vessel, Canara Megh, expected to take over patrol and monitoring responsibilities by the end of June. Preparations for oil removal operations are underway, with Brand Marine Consultants and SMIT Salvage working on finalising a comprehensive removal and caretaking plan. However, no formal revised plan for oil extraction or wreck removal has been submitted by MSC as yet. DG Shipping has reiterated the requirement for immediate submission of a firm operational plan.

Onshore, the nurdle recovery and storage operation has been stabilised, with temporary storage solutions at port facilities secured and logistics commencing imminently. Volunteer participation has improved, though continued replenishment of nurdles on beaches requires sustained cleanup and monitoring efforts. Disposal and recycling solutions for the recovered nurdles are under discussion between Customs, the Pollution Control Board, and other relevant authorities.

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Ongoing coordination between DG Shipping, State Authorities, MSC, Salvors, Indian Coast Guard, and other stakeholders continues to ensure environmental risks are mitigated and offshore operations resume promptly.

5. Environmental Risks:

Refer to SITREP – 6, 1800 hrs on 28/05/2024

6. Coordination Measures

Refer to SITREP – 6 for the overall coordination measures being undertaken

Directorate General of Shipping, 9th Floor Beta Building, I-Think Techno Campus, Kanjurmarg (East), Mumbai - 400 042 (India)

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Directorate General of Shipping

SITREP – 30, 1800 hrs on 24/06/2025

Sinking of MSC ELSA 3 (IMO no. 9123221, Flag Liberia) South West of Kochi

The contents of this SITREP are based on both written and verbal inputs received from the stakeholders

1. Incident Overview:

Refer to SITREP – 6

2. Response Actions Initiated:

Refer to SITREP – 6

3. Present Status:

The transportation of nurdles from Trivandrum to Kollam Port commenced today with the arrival of the first truck at Kollam Port at 1800 hrs. The consignment was weighed on arrival, recording a gross weight of 18,550 kg. Unloading of the sacks has begun at Zone 5 of the MERC warehouse within Kollam Port premises, following which the truck will return to Trivandrum for the next batch of nurdles. This activity marks the start of the planned systematic transfer of recovered nurdles, supported by close coordination with District Authorities, Port Administration, Customs, Pollution Control Board, and Disaster Management agencies.

Separately, a floating container suspected to be from MSC ELSA 3 was spotted near Alappuzha. Immediate salvage efforts were initiated with two teams mobilised: one offshore team onboard the hired fishing vessel Ann Mary, and a second land-based response team deployed via Thottappally. The container was confirmed to originate from MSC ELSA 3 and contained polymers of ethylene (nurdles), some of which were found floating near the wreck and collected onboard Nand Saarthi. Nand Saarthi remains on site conducting monitoring operations, while efforts to connect and recover the drifting container are ongoing, complicated by weather conditions and visibility constraints.

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Meanwhile, the daily beach cleanup continues with intensified efforts across all locations. At Trivandrum, a record 560 volunteers were deployed. MERC is closely coordinating with all authorities to increase volunteer strength, particularly in heavily impacted areas. A trial transport activity of nurdles from Kovalam to Kollam Port has been successfully initiated using fully enclosed, pre-weighed and tarpaulin-lined trucks, ensuring contamination-free movement of materials.

4. Situation Assessment:

The recovery and safe storage of nurdles from the coastal belt is progressing in a phased, controlled manner, with significant support from state and district authorities. However, the sighting of the floating container near Alappuzha, later confirmed as part of MSC ELSA 3's lost cargo, highlights persisting offshore risks. The contents of the container have already begun dispersing, posing renewed environmental challenges both at sea and along the coastline. Immediate containment and recovery of this drifting container is crucial to prevent further spread of nurdles into sensitive marine and coastal ecosystems.

At the wreck site, Nand Saarthi remains deployed for continuous monitoring and response, reporting a light, non-recoverable rainbow sheen around the area, likely from residual oils trapped in engine spaces or machinery components. No significant oil leak has been detected from the sealed fuel tanks, indicating that prior containment measures remain intact. That said, natural dissipation of minor sheens will continue over time and is being monitored by both the salvors and the Indian Coast Guard through surface and aerial surveillance.

MERC has also initiated coordinated sea and land-based operations to secure the floating container, working with local fisheries authorities to overcome challenges posed by fishing restrictions and vessel availability. Additionally, ITOPF has commissioned drift trajectory modelling to predict nurdle dispersion, aiding rapid deployment of cleanup teams to potential landfall sites.

The replacement tug Canara Megh is excepted to arrive on site by the 28th, awaiting favourable weather. The transition of oil removal operations to a new contractor is under discussion, with MSC expected to confirm a revised salvage plan and timeline

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shortly. Overall, the situation remains dynamic, with offshore response, environmental containment, and onshore cleanup proceeding under close inter-agency coordination.

5. Environmental Risks:

Refer to SITREP – 6, 1800 hrs on 28/05/2024

6. Coordination Measures

Refer to SITREP – 6 for the overall coordination measures being undertaken

Directorate General of Shipping

SITREP – 31, 1800 hrs on 25/06/2025

Sinking of MSC ELSA 3 (IMO no. 9123221, Flag Liberia) South West of Kochi

The contents of this SITREP are based on both written and verbal inputs received from the stakeholders

1. Incident Overview:

Refer to SITREP – 6

2. Response Actions Initiated:

Refer to SITREP – 6

3. Present Status:

The container salvage operation near Alappuzha continues, with both offshore and shoreline teams mobilized. Despite persistent monitoring throughout the previous night and into the morning, the container itself has not been sighted. However, at approximately 1315 hrs today, the offshore fishing vessel Ann Mary reported floating pellet bags drifting towards the coastline. MERC teams were immediately deployed along the affected shoreline to initiate recovery. As of this report, a total of 64 intact pellet bags have been recovered and safely loaded onto a transport truck by the MERC salvage team. The recovery operation remains active as additional pellet bags continue to wash ashore across multiple locations in the area.

Offshore, Nand Saarthi remains on site near the MSC ELSA 3 wreck, maintaining surveillance under challenging weather conditions. The vessel has reported no significant oil sheen today, though previous light rainbow sheen observed yesterday has naturally dissipated. Canara Megh, chartered by MERC to assume duties from Nand Saarthi, is in transit to Kochi for deployment.

The nurdle transportation operation from Trivandrum to Kollam Port continues in coordination with Customs and Port authorities. The first batch of 18.5 metric tonnes has been successfully transported and secured at the designated MERC warehouse

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within Kollam Port. Further transfers are underway as part of the broader environmental mitigation strategy.

MSC is expected to finalise the contract with the newly appointed salvor by the end of the day today. However, the Name of the salvor and the proposed operational timelines are yet to be communicated to the Indian authorities. It was requested that information be shared at the earliest to enable effective coordination.

4. Situation Assessment:

The floating pellet bags recovered today confirm partial loss of cargo from the container last sighted offshore, which is now presumed submerged or disintegrated due to adverse sea conditions. The situation underscores the potential for continued wash-up of nurdles and packaging materials along the coastline in the coming days. Shoreline teams remain actively engaged to mitigate the impact, with systematic monitoring and recovery operations in place.

At sea, while oil spill risk remains contained, isolated instances of non-recoverable, light sheen persist around the wreck site, likely due to residual contaminants in machinery spaces or structural voids. Continuous observation and aerial monitoring by the Indian Coast Guard are ongoing to detect any escalation.

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Onshore, the steady but limited volunteer turnout at Trivandrum restricts the pace of shoreline cleanup. Enhanced support from district authorities has been requested to augment manpower and sustain response momentum.

Simultaneously, finalization of the revised salvage contract and oil removal plan by MSC remains pending but is expected imminently. This is critical to addressing environmental risks from the sunken vessel, particularly as monsoon conditions intensify. DGS has reiterated the necessity for a firm, executable salvage timeline to be shared at the earliest to ensure operational preparedness and public confidence.

5. Environmental Risks:

Refer to SITREP – 6, 1800 hrs on 28/05/2024

6. Coordination Measures

Refer to SITREP – 6 for the overall coordination measures being undertaken

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Directorate General of Shipping

SITREP – 32, 1800 hrs on 26/06/2025

Sinking of MSC ELSA 3 (IMO no. 9123221, Flag Liberia) South West of Kochi

The contents of this SITREP are based on both written and verbal inputs received from the stakeholders

1. Incident Overview:

Refer to SITREP – 6

2. Response Actions Initiated:

Refer to SITREP – 6

3. Present Status:

The offshore response for MSC Elsa 3 is progressing with the replacement guard vessel, Canara Megh, having departed Mumbai and currently en route to Kochi Port. The vessel is expected to arrive on 27th June 2025, after which essential oil spill response equipment will be loaded in coordination with MERC. Following this, Canara Megh will proceed to the wreck site to relieve Nand Saarthi, which continues to maintain guard duties and monitoring operations at the site. Nand Saarthi remains on standby to respond to any new developments until the vessel handover is complete.

SMIT Salvage has been formally appointed as the new contractor for the extraction of oil and wreck removal. The mobilisation of the Diving Support Vessel from Singapore is underway, with its arrival expected around 1st August 2025, subject to favourable weather conditions. Preparations for saturation diving and fuel extraction are ongoing, with operational planning in advanced stages.

Onshore, recovery efforts continue under the MERC framework. A container floating near Alappuzha triggered a coordinated response with both sea and shore teams deployed. So far, 105 intact pellet bags have been recovered from the coastline in that area, with operations continuing as additional debris is expected to wash ashore.

The transport of cleaned plastic pellets (nurdles) from Trivandrum to Kollam Port remains on schedule. As of today, six truckloads have been completed, amounting to

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45.567 metric tons transferred to the designated MERC warehouse at Kollam Port. Further transportation operations are planned to continue daily.

4. Situation Assessment:

The salvage and pollution response operations remain in a critical preparatory phase, with offshore oil extraction yet to commence**.** The arrival of Canara Megh on 28th June 2025 will restore full guard vessel capability at the wreck site, ensuring continuous monitoring and readiness to respond to any contingencies. Until the new Diving Support Vessel arrives and saturation diving begins, interim monitoring and containment measures will remain in place.

Weather conditions remain a key factor, with July expected to present limited workable windows for offshore diving operations. August has been identified as the most suitable period to commence the complex fuel extraction process, with approximately 70% operational workdays projected based on historical weather data. The fishing ban currently in place will be lifted during this period, necessitating coordination with state authorities to establish exclusion zones around the wreck to avoid interference with the salvage operation.

Recovery for debris and nurdle contamination along the Kerala coastline continues; efforts have been effective, with significant volumes of nurdles already transported to

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secure storage in Kollam Port. Discussions with Customs, Pollution Control Board, and other agencies are ongoing to finalise long-term disposal, segregation, and recycling mechanisms.

The sighting and recovery of floating containers and pellet bags near Alappuzha underscores the need for continued vigilance, both offshore and along the coastline. Comprehensive inter-agency coordination remains in place, led by the Directorate General of Shipping, to manage all aspects of offshore readiness, onshore recovery, and environmental protection.

5. Environmental Risks:

Refer to SITREP – 6, 1800 hrs on 28/05/2024

6. Coordination Measures

Refer to SITREP – 6 for the overall coordination measures being undertaken

Directorate General of Shipping

SITREP – 33, 1800 hrs on 27/06/2025

Sinking of MSC ELSA 3 (IMO no. 9123221, Flag Liberia) South West of Kochi

The contents of this SITREP are based on both written and verbal inputs received from the stakeholders

1. Incident Overview:

Refer to SITREP – 6

2. Response Actions Initiated:

Refer to SITREP – 6

3. Present Status:

Onshore response efforts continue to progress under the supervision of the MERC. The transportation of cleaned plastic pellets (nurdles) from Veli Beach to Kollam Port remains ongoing, with two additional truckloads dispatched today. A total of 790 bags weighing 14.032 metric tons were moved on 27 June 2025, bringing the cumulative transported quantity to approximately 59.6 metric tons since the commencement of operations on 24 June 2025. Further nurdle transportation from both Veli Beach and Perumathura Beach is scheduled for tomorrow.

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Shoreline cleanup efforts have mobilised approximately 490 volunteers across Trivandrum, Rameswaram, and Kanyakumari. Recovery operations also targeted floating pellet bags reported near shore, with 8 to 9 bags retrieved from the coastline within the last 24 hours. Discussions regarding the final disposal plan for recovered nurdles are underway with relevant stakeholders, including MSC.

Offshore, the vessel transition is progressing. The tug Canara Megh arrived at Kochi Port and is currently being loaded with oil spill response equipment and personnel, including two divers equipped for contingency recovery of floating containers. The vessel is expected to sail by the evening of 27 June to relieve Nand Saarthi at the wreck site by the following morning. Nand Saarthi has remained on station, monitoring the site.

4. Situation Assessment:

While onshore recovery and transportation of nurdles have stabilised, the continued surfacing of floating pellet bags near the shoreline remains a concern. Drone and field surveillance efforts are being maintained to monitor for new hotspots. Despite significant quantities of recovered nurdles, a final disposal mechanism has yet to be formally concluded, requiring coordinated engagement with MSC, Customs, and other authorities.

Offshore, the operational readiness of Canara Megh for wreck-site monitoring and potential floating container recovery represents a positive development. However, the timeline for oil extraction and full-scale wreck removal remains contingent on the mobilisation of the new contractor engaged by MSC. The Directorate General of Shipping has reiterated the need for updated master logs on nurdle recovery, precise container status, and formalisation of disposal protocols. Additionally, aerial and sea patrols by the Indian Coast Guard continue to monitor the incident area, with no major changes reported as of today.

5. Environmental Risks:

Refer to SITREP – 6, 1800 hrs on 28/05/2024

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6. Coordination Measures

Refer to SITREP – 6 for the overall coordination measures being undertaken

Directorate General of Shipping

SITREP – 34, 1800 hrs on 30/06/2025

Sinking of MSC ELSA 3 (IMO no. 9123221, Flag Liberia) South West of Kochi

The contents of this SITREP are based on both written and verbal inputs received from the stakeholders

1. Incident Overview:

Refer to SITREP – 6

2. Response Actions Initiated:

Refer to SITREP – 6

3. Present Status:

The transition of salvage operations from T&T Salvage to SMIT Salvage has been formally completed as of 28th June 2025 at 1000 hours. The Canara Megh is presently deployed on-site for caretaking duties, conducting 24-hour monitoring operations with reports being relayed every six hours. VHF safety broadcasts are being transmitted hourly to warn passing traffic to maintain a one nautical mile exclusion zone around the wreck location. Weather conditions at the site are reported as long swells of approximately three metres with moderate wind speeds of 12–15 knots. No visible oil sheen or floating debris has been reported in the latest assessments.

On the shoreline, coordinated clean-up operations continue. The recovered plastic nurdles from impacted beaches in Trivandrum and Kollam districts are being systematically transported to Kollam Port. As of 30th June 2025, a total of approximately 106.823 metric tons of nurdles have been moved to the designated MERC warehouse at Kollam Port. Volunteer mobilisation remains strong, with 456 volunteers engaged in Trivandrum and additional teams supporting operations in Kollam, Rameshwaram, and Kanyakumari.

Container recovery operations are nearing completion, with three sunken containers remaining to be salvaged. These operations are expected to conclude within the week. Pollution Control Board (PCB) officials have conducted preliminary water sampling,

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with reports awaited. Planning is underway to establish a weekly water quality monitoring protocol both along the shoreline and at the wreck site.

4. Situation Assessment:

The handover of salvage responsibilities to SMIT Salvage marks a critical milestone in stabilising the response effort. With the Southern Nova Dive Support Vessel prepared and audited in Singapore, mobilisation for fuel extraction and further technical operations is progressing. Engagement with MSC, MERC, and Brand Marine Consultants ensures alignment on the next operational phase.

The estimated nurdle cargo based on manifests indicates 72 containers with a total net weight of 1,559 metric tons. However, only eight containers with plastic nurdles are confirmed to have been released from the deck, with ongoing shoreline arrivals observed, particularly along Kerala and Tamil Nadu coasts. Recovered nurdles are being secured in bonded storage at Kollam Port, with disposal protocols being finalised in consultation with Customs and relevant agencies. Material collected in Tamil Nadu remains stored at designated sites pending State Government disposal instructions.

Pellet containers on MSC ELSA III			
Location	Number of containers	Total number of packages (pellet bags)	Total net cargo weight (kg)
Above deck	48	47,780.00	1,041,138.00
Below deck	24	23,760.00	518,076.00
Total	72	71,540.00	1,559,214.00
Known pellet containers released from wreck.			
Kerala shoreline	8	7,920.00	172,762.00

Environmental surveillance remains robust. No significant oil sheen or floating containers have been detected by aerial sorties or on-site monitoring in recent days. Continued vigilance around the site is essential, including routine water sampling, particularly in ecologically sensitive regions like the Gulf of Mannar.

Overall, response efforts are stabilised, though the focus must remain on finalising container recovery, enhancing environmental monitoring, accelerating nurdle disposal, and preparing for the next operational phase under SMIT Salvage's direction.

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5. Environmental Risks:

Refer to SITREP – 6, 1800 hrs on 28/05/2024

6. Coordination Measures

Refer to SITREP – 6 for the overall coordination measures being undertaken

Directorate General of Shipping

SITREP – 35, 1800 hrs on 02/07/2025

Sinking of MSC ELSA 3 (IMO no. 9123221, Flag Liberia) South West of Kochi

The contents of this SITREP are based on both written and verbal inputs received from the stakeholders

1. Incident Overview:

Refer to SITREP – 6

2. Response Actions Initiated:

Refer to SITREP – 6

3. Present Status:

The salvage operations and coastal cleanup efforts in response to the MSC ELSA 3 incident are progressing steadily under close inter-agency coordination. MERC has confirmed that the vessel Canara Megh continues to perform 24/7 caretaking duties at the wreck site, with no fresh sightings of oil sheen reported in the vicinity.

Shoreline cleanup operations are ongoing from Trivandrum up to Rameshwaram and Kanyakumari. Recovery of plastic pellets (nurdles) continues, with a total of approximately 350 tonnes collected at Kollam/Trivandrum, 200 tonnes at Rameshwaram, and 50 tonnes at Kanyakumari so far.

Additionally, water quality monitoring is ongoing, with 20 samples taken since May 26th, all of which have returned normal results. Weekly testing continues with the Kerala Pollution Control Board, and arrangements are in place to communicate these results through official channels.

Regarding the wreck site, SMIT Salvage has reported that the Dive Support Vessel (DSV) and support personnel are fully prepared in Singapore. Induction training for approximately 30 staff members has been planned, with mobilisation to site expected shortly. The salvage team has indicated that diving operations will commence within 24 hours of the DSV's arrival at the wreck site. The remaining three containers are expected to be recovered within the week, and arrangements are underway to shift

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collected nurdles from customs control to the designated port warehouse for further processing.

4. Situation Assessment:

The latest assessments indicate that the containment and monitoring measures at the wreck site remain effective, with no significant oil leaks or environmental hazards reported as of date. The continued absence of oil sheen suggests effective sealing of fuel tanks and containment systems.

A critical area of focus remains the verification of hazardous cargo onboard. MSC has confirmed the presence of 13 containers listed under the IMDG Code but has been directed to re-examine the cargo manifest for potential marine pollutants. Additionally, the Directorate has emphasised strict compliance with instructions from MMD Kochi, particularly regarding cargo categorisation and environmental risks.

While the salvage mobilisation is on track, the current phase of operations depends on the timely arrival of the DSV and seamless commencement of oil extraction efforts. The ongoing claims process, initiated by affected stakeholders, is under review by MSC and the P&I Club, with DGS urging expedited responses, especially concerning claims forwarded by the Kerala Government. Inter-agency collaboration remains crucial to ensure environmental safety, effective containment, and timely resolution of outstanding operational and regulatory requirements.

5. Environmental Risks:

Refer to SITREP – 6, 1800 hrs on 28/05/2024

6. Coordination Measures

Refer to SITREP – 6 for the overall coordination measures being undertaken

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Directorate General of Shipping

SITREP – 36, 1800 hrs on 05/07/2025

Sinking of MSC ELSA 3 (IMO no. 9123221, Flag Liberia) South West of Kochi

The contents of this SITREP are based on both written and verbal inputs received from the stakeholders

1. Incident Overview:

Refer to SITREP – 6

2. Response Actions Initiated:

Refer to SITREP – 6

3. Present Status:

The coastal cleanup operations continue to be actively undertaken by MERC teams across Trivandrum, Rameshwaram, and Kanyakumari. Field teams remain deployed along the affected stretches, with additional cleaning planned in backwater regions to target hard-to-access areas. Transportation of recovered nurdles from shoreline locations to the designated warehouse at Kollam Port remains ongoing. An estimated 450 to 500 tonnes of nurdles have been collected so far, with an updated and verified figure expected by 6th July.

Meanwhile, the vessel Canara Megh continues patrolling the wreck site under the caretaking phase. No sightings of floating containers, oil sheen, or marine pollution have been reported during recent surveillance operations.

Salvage operations are progressing with necessary preparations underway. SMIT Salvage has confirmed that mobilisation of salvage equipment remains on schedule, with departure set for 24th July and site arrival by 1st August. Diving operations are planned to commence immediately upon arrival. Divers' visa processing and induction formalities are also ongoing with necessary support sought from the Directorate General of Shipping to expedite clearances.

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Indian Coast Guard assets, including a patrol vessel and Dornier sorties, continue routine surveillance near the wreck site. No oil sheen, floating debris, or fishing vessel damage has been reported in recent aerial and surface patrols.

4. Situation Assessment:

The overall response remains stable, with progress made in shoreline cleanup, nurdle transportation, caretaker operations, and operational readiness for oil removal and wreck salvage. A comprehensive disposal plan for recovered nurdles remains pending, with coordination required between MERC, Clean Kerala, MSC, and statutory authorities to ensure environmental compliance and safe handling. It is noted that some nurdles washing ashore may still be remnants from the initial spill, highlighting the need for sustained shoreline surveillance and recovery efforts.

On the cargo front, MSC has confirmed that 13 containers on board the MSC ELSA 3 are classified under the IMDG Code. A full legal and technical review is underway regarding hazardous cargo allegations and possible misdeclaration concerns. DGS has emphasised the need for immediate verification of shipper documentation, including bills of lading, packaging details, and multimodal transport declarations to identify any discrepancies. Investigations are also being initiated following complaints from fishermen about containers reportedly affecting fishing nets.

SMIT Salvage has undertaken to define a 1 nautical mile restricted navigational zone around the wreck site, for which coordinates are awaited to facilitate issuance of an official advisory by DGS.

While caretaker operations and coastal cleanup efforts remain effective, close inter-agency coordination is essential to resolve pending cargo-related concerns, finalise disposal protocols for recovered materials, and ensure readiness for the upcoming salvage and oil removal operations under challenging monsoon conditions.

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5. Environmental Risks:

Refer to SITREP – 6, 1800 hrs on 28/05/2024

6. Coordination Measures

Refer to SITREP – 6 for the overall coordination measures being undertaken

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EXECUTIVE SUMMARY: NURDLE WEIGHT RECOVERY						
Sl. No.	Date	Location	Segregated (kg)	Non-Segregated (kg)	Segregated and Transported to Warehouse (kg)	Total (Kg)
1		Thiruvananthapuram	21,721	1,63,085	1,43,143	
2		Kanyakumari	450	100	30,080	
3		Rameshwaram	0	64,758	5,725	
4		Kollam	0	0	33,358	
			22,171	2,26,943	2,13,324	4,62,238

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Directorate General of Shipping

SITREP – 38, 1800 hrs on 11/07/2025

Sinking of MSC ELSA 3 (IMO no. 9123221, Flag Liberia) South West of Kochi

The contents of this SITREP are based on both written and verbal inputs received from the stakeholders

1. Incident Overview:

Refer to SITREP – 6

2. Response Actions Initiated:

Refer to SITREP – 6

3. Present Status:

As of 11 July 2025, the MSC ELSA 3 incident response continues to proceed on multiple operational fronts. Salvage preparations by SMIT Salvage remain on track, with mobilisation of the Diving Support Vessel (DSV) from Singapore scheduled to commence around 24 July and arrival at site expected by 1 August. Weather forecasting is actively being monitored through a 21-day window to facilitate operational readiness. In the interim, the tug Canara Megh continues to undertake on-site caretaking duties without disruption, following a routine personnel change.

On the environmental side, the Marine Emergency Response Centre (MERC) has confirmed that a total of approximately 477 metric tons of plastic nurdles have been recovered from affected coastal stretches. Active collection is ongoing with the deployment of floating booms and boat-based retrieval supported by ITOPF guidance. A volunteer workforce of approximately 700–800 persons—of which 514 are currently deployed in Trivandrum—remains consistently engaged in beach cleanup efforts. Final recovery operations for sunken containers (washed ashore) are underway and are expected to be completed within the weekend.

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Figure 1: Nurdle cleanup operations are currently underway in the Swamp at Veli

Legal and regulatory reviews concerning hazardous cargo onboard MSC ELSA 3 are also advancing. MSC has reported that documentation reviews for the 244 containers under scrutiny for IMDG Code compliance are still in progress, with updates anticipated by mid-next week. Coordination between MSC, the P&I Club, and legal counsel is ongoing to finalise submissions in response to the PIL and related inquiries.

4. Situation Assessment:

The overall operational landscape remains stable but requires continued coordination across salvage, environmental recovery, and legal compliance domains. Salvage preparations are moving forward as scheduled, but the commencement of extraction operations remains contingent on favourable weather and completion of mobilisation logistics. The interim caretaking operation by Canara Megh has ensured that the wreck site remains monitored and secure.

From an environmental standpoint, the nurdle recovery efforts have been notably extensive, with approximately 477 metric tons collected to date. However, continued stranding of pellets and the need for consistent manpower indicate that the situation

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still demands sustained daily intervention. The deployment of containment booms and expansion of sea-based retrieval efforts marks an adaptive shift in strategy to limit further dispersal.

Figure 2: Deployment of booms

The review of container contents, particularly those flagged for hazardous materials, remains a critical compliance issue. Delays in finalising this review, coupled with the impending requirement to respond to the PIL, underline the importance of prompt and accurate documentation by MSC and its appointed consultants. Finalisation of disposal plans for the recovered nurdles in Kerala and Tamil Nadu also remains pending, adding a regulatory dimension to the ongoing environmental response.

In summary, while the operational tempo has been maintained and coordinated well. There are several sensitive transition points that will need resolution in the coming week to maintain momentum and mitigate environmental and legal risks.

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5. Environmental Risks:

Refer to SITREP – 6, 1800 hrs on 28/05/2024

6. Coordination Measures

Refer to SITREP – 6 for the overall coordination measures being undertaken

Directorate General of Shipping

SITREP – 39, 1800 hrs on 14/07/2025

Sinking of MSC ELSA 3 (IMO no. 9123221, Flag Liberia) South West of Kochi

The contents of this SITREP are based on both written and verbal inputs received from the stakeholders

1. Incident Overview:

Refer to SITREP – 6

2. Response Actions Initiated:

Refer to SITREP – 6

3. Present Status:

The MERC remains actively engaged in both shoreline monitoring and nurdle recovery efforts. On 14 July 2025, a floating object was reported off Fort Kochi Beach. MERC personnel were immediately mobilised and successfully secured the item. Upon inspection, it was assessed that the object is not associated with MSC ELSA 3. The structure appears to resemble a floating platform component and no identifying container number or vessel markings were found. MERC has confirmed that the item does not belong to the MSC ELSA 3 wreck.

Onshore cleanup and transportation of nurdles continue with momentum. On 14 July, truck was dispatched from Perumathura and Kovalam beaches to Kollam Port, carrying a total of 365 bags, weighing 8,400 kilograms. The subsequent disposal or recycling of nurdles in accordance with the guidelines are being finalised with Customs and the Pollution Control Board. The cumulative volume of plastic pellets recovered and transported from affected beaches between until 14 July 2025 now stands at 169.459 metric tons. MERC and the District Administration have ensured a steady operational tempo despite occasional weather-related constraints, with volunteers continuing to play an instrumental role in the daily cleanup efforts.

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Sl. No.	Date	Location	Segregated (Kg)	Non-Segregated (Kg)	Segregated and Transported to Warehouse (Kg)	Total (Kg)	No. of Volunteers	No. of MERC personnel
1								
2								
3								
4								

Figure 1: Detailed volunteer deployment and nurdles recovery as on 13.07.2025

4. Situation Assessment:

The shoreline response operations continue to show effective coordination between district authorities and MERC, with swift mobilisation and clearance of reported items along the coastline.

The progressive increase in nurdle recovery and the smooth transport logistics underline a well-executed plan led by the Trivandrum District authorities and MERC, supported by volunteers.

The offshore mobilisation for oil removal operations remains on track, with the Diving Support Vessel (DSV) scheduled to berth in Singapore for equipment loading on 17 July and depart for Kochi by 24 July. The offshore team is expected to be mobilised from Kochi with operations beginning by 1 August 2025. Preparatory arrangements for crew visas and offshore deployment is being coordinated by the salvors and the owners and no bottlenecks have been reported.

MERC has confirmed that the vessel Canara Megh continues to perform 24/7 caretaking duties at the wreck site, with no fresh sightings of oil sheen reported in the vicinity.

5. Environmental Risks:

Refer to SITREP – 6, 1800 hrs on 28/05/2024

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6. Coordination Measures

Refer to SITREP – 6 for the overall coordination measures being undertaken

Directorate General of Shipping

SITREP – 40, 1800 hrs on 1/07/2025

Sinking of MSC ELSA 3 (IMO no. 9123221, Flag Liberia) South West of Kochi

The contents of this SITREP are based on both written and verbal inputs received from the stakeholders

1. Incident Overview:

Refer to SITREP – 6

2. Response Actions Initiated:

Refer to SITREP – 6

3. Present Status:

As of 16 July 2025, with active coordination of the Directorate General of Shipping and MERC the activities continue to progress. A significant development pertains to the mobilisation of the Diving Support Vessel (DSV), a DP2-class vessel equipped with a full saturation diving system. The vessel is scheduled to depart Singapore on 24 July 2025 and proceed directly to the MSC ELSA 3 wreck site, approximately 14 nautical miles off the Kerala coast, without making a port call in India. Onboard operations, including hot tapping and oil recovery from the sunken vessel, are expected to commence immediately upon arrival at the site.

An official communication has been received from the salvage team confirming the mobilisation plan and requesting assistance in informing the concerned state authorities. DG Shipping has taken note and is facilitating coordination to ensure the SMIT/MERC/BMC team receives the necessary support from local agencies to enable seamless operations during this critical next phase.

Onshore, the nurdle recovery and transportation effort continues to yield significant results. The cumulative weight of nurdles recovered across Thiruvananthapuram, Kanyakumari, Rameshwaram, and Kollam districts now stands at approximately 540.248 metric tons. Of this, 250.129 metric tons have been segregated and moved to designated warehouses. This effort has been made possible through the combined

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manpower of 475 volunteers and 578 MERC personnel, with major contributions from the Trivandrum site, where volunteer mobilisation remains active.

EXECUTIVE SUMMARY: NURDLE WEIGHT RECOVERY FOR DG SHIPPING

Sl. No.	Date	Location	Segregated (Kg)	Non-Segregated (Kg)	Segregated and Transported to Warehouse (Kg)	Total (Kg)	No. of Volunteers	No. of MERC personnel
1		Thiruvananthapuram	26,259	1,00,840	1,78,219		475	528
2		Kanyakumari	670	1,940	31,425		0	77
3		Kanneekavaram	0	73,274	6,975		0	113
4		Kollam	0	0	33,719		0	60
			26,869	2,65,254	2,50,329	5,40,548	475	578

Figure 1: Detailed volunteer deployment and nurdles recovery as on 16.07.2025

Figure 2: Cleanup Operations in Kerala

4. Situation Assessment:

The mobilisation of DSV marks a transition into the offshore oil recovery phase of the MSC ELSA 3 incident response. As the wreck lies beyond the territorial waters of Kerala, no port entry is planned, and the vessel is expected to operate entirely

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offshore. Relevant state and port authorities are being informed to ensure that the salvage team can proceed without procedural delays or hindrances. Close coordination with customs and immigration authorities has been initiated in anticipation of any remote clearance requirements for equipment or personnel.

Onshore operations remain stable but resource-intensive. Nurdle recovery has now crossed the approximate 540-ton mark. The MERC-led logistics chain for sorting, bagging, and transporting pellets to the Kollam warehouse is functioning efficiently. However, volunteer mobilisation in districts such as Kanyakumari and Rameshwaram remains low, highlighting the need for continued support from local administrations. Trivandrum continues to be the focal point of activity, both in terms of recovery volume and personnel engagement.

With the arrival of DSV and commencement of saturation diving operations imminent, inter-agency readiness and operational synchronisation remain critical. The overall response system remains on high alert, with DG Shipping overseeing the transition into full-scale offshore salvage and oil removal.

5. Environmental Risks:

Refer to SITREP – 6, 1800 hrs on 28/05/2024

6. Coordination Measures

Refer to SITREP – 6 for the overall coordination measures being undertaken

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Sl. No.	Location	Segregated (Kg)	Non-Segregated (Kg)	Segregated and Transported to Warehouse (Kg)	Total (Kg)	No. of Volunteers	No. of MSRC personnel
1	Thiruvananthapuram	31,869	1,81,876	1,86,389		486	329
2	Kanyakumari	740	5,873	31,425		8	75
3	Rameshwaram	0	77,385	6,875		8	117
4	Kollam	0	0	33,710		0	60
		32,609	2,61,134	2,58,299	5,47,242	486	581

Figure 1: Nurdles recovery data along with Volunteers deployed as on 18 July 2025

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Directorate General of Shipping

SITREP – 42, 1800 hrs on 21/07/2025

Sinking of MSC ELSA 3 (IMO no. 9123221, Flag Liberia) South West of Kochi

The contents of this SITREP are based on both written and verbal inputs received from the stakeholders

1. Incident Overview:

Refer to SITREP – 6

2. Response Actions Initiated:

Refer to SITREP – 6

3. Present Status:

Preparations for the next phase of salvage operations on the sunken MSC ELSA 3 have intensified with final mobilisation activities underway in Singapore. The DP2 Diving Support Vessel (DSV), equipped with a saturation diving system, is scheduled to depart on 24 July 2025 and will proceed directly to the wreck site. The project team intends to operate the vessel entirely offshore, without entering port, and will begin diving operations immediately upon arrival.

In the meantime, Canara Megh continues caretaking duties at the wreck site but had returned to Kollam over the weekend due to rough weather offshore. Redeployment is contingent on weather improvement. Kollam Port has emerged as the preferred logistical hub for the upcoming diving operation owing to its proximity, adequate draft (7 meters), and historical support to the salvage team. Immigration clearance is being arranged through the FRRO at Trivandrum, with full backing from the port and state maritime authorities.

Onshore, MERC continues daily cleanup and logistics operations. As of 18 July, 557 metric tons of nurdles have been collected from the affected shoreline areas, of which 266 MT have been transferred to the Kollam warehouse. Segregation of the remaining quantity is ongoing.

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4. Situation Assessment:

The mobilisation of *Southern Nova* signals a critical transition into deep-sea fuel extraction and high-risk underwater operations requiring uninterrupted logistical and regulatory coordination. The strategy to operate directly offshore has been planned for this phase. However, immigration protocols and project crew access require clearances that are being actively pursued with the FRRO in Trivandrum and support from DG Shipping. A formal request has been raised for DG Shipping to issue a letter facilitating immigration and port pass arrangements through Kollam.

Kollam has been reaffirmed as the optimal base for project coordination, offering efficient turnaround times (approximately 4.5 hours to the site) and administrative ease compared to Kochi. Previous similar operations from Kollam reinforce its suitability, especially with robust institutional support from Kerala Maritime Board and Kollam Port Authority. The involvement of Pollution Control Boards and district administrations in Kanyakumari and Kollam continues to ensure regular oversight.

Additionally, MERC has reiterated the need for updated guidance from Tamil Nadu authorities concerning the disposal of stored nurdles in Kanyakumari, as no final directive has yet been received.

As the response transitions into technically intensive salvage and waste management phases, institutional coordination, regulatory facilitation, and state-level cooperation will be crucial in maintaining momentum and achieving operational closure.

5. Environmental Risks:

Refer to SITREP – 6, 1800 hrs on 28/05/2024

6. Coordination Measures

Refer to SITREP – 6 for the overall coordination measures being undertaken

Directorate General of Shipping

SITREP – 43, 1800 hrs on 04/08/2025

Sinking of MSC ELSA 3 (IMO no. 9123221, Flag Liberia) South West of Kochi

The contents of this SITREP are based on both written and verbal inputs received from the stakeholders

1. Incident Overview:

Refer to SITREP – 6

2. Response Actions Initiated:

Refer to SITREP – 6

3. Present Status:

The DSV Southern Nova, a DP2 vessel, with a saturation diving system, has arrived at the wreck site of MSC El SA 3 and is currently positioned approximately 14 nautical miles off the coast of Kerala. Preparatory work for the underwater fuel extraction phase is underway. Personnel transfer to the Southern Nova began on 03 August using PSV Offshore Monarch, after initial difficulties with Canara Megh due to persistent swell conditions. The transfer operations are being planned for execution in controlled batches during daylight hours, ensuring compliance with safety and immigration protocols. Coordination with FRRO, Trivandrum and port authorities has facilitated smooth documentation and logistical support.

Further, pollution prevention and control measures remain in place with booms placed onboard support vessels and pollution response teams on standby. Dive operations are expected to commence once final on-site safety checks are completed and sea conditions allow for stable deployment of divers and recovery systems. The Canara Megh, having provided offshore standby support, has returned to Kollam Port due to adverse weather and will be redeployed based on operational requirements.

Onshore, the marine environmental response continues with focused efforts on cleanup and transport of spilled nurdles. As of 04 August 2025, a total of approximately 625 metric tons of nurdles have been collected and transported to the Kollam

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warehouse from affected coastal areas in Kerala and Tamil Nadu. Collection and segregation activities remain ongoing, supported by over 900 deployed personnel, including volunteers and MERC teams. However, formal responses from the Tamil Nadu State Government regarding disposal arrangements remain pending.

4. Situation Assessment:

With the arrival of the DSV *Southern Nova*, the operation has moved into a critical phase focused on submerged fuel extraction from the wreck. The requirement for close coordination between the Salvage Master and vessel Master remains essential for safe initiation of saturation diving. Weather remains a limiting factor, especially with rough sea conditions affecting crew mobility and limiting equipment deployment particularly the placement of marker buoys at the site.

Given the continued observation of nurdle recharges along the coastline and the confirmed number of 65 containers carrying plastic pellets, it is anticipated that shoreline wash-ups will persist intermittently. The current deployment model for volunteers is being adjusted based on localised recharge patterns. Furthermore, oil spill contingency preparedness has become more crucial with the onset of underwater works, prompting the need for meticulous coordination with the Indian Coast Guard.

5. Environmental Risks:

Refer to SITREP – 6, 1800 hrs on 28/05/2024

6. Coordination Measures

Refer to SITREP – 6 for the overall coordination measures being undertaken

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Directorate General of Shipping

SITREP – 44, 1800 hrs on 05/08/2025

Sinking of MSC ELSA 3 (IMO no. 9123221, Flag Liberia) South West of Kochi

The contents of this SITREP are based on both written and verbal inputs received from the stakeholders

1. Incident Overview:

Refer to SITREP – 6

2. Response Actions Initiated:

Refer to SITREP – 6

3. Present Status:

The salvage operation for the sunken MSC *Elsa 3* has entered a critical preparatory phase, following the observation of an oil sheen extending approximately 1.5 nautical miles from the wreck site. The Indian Coast Guard has been closely monitoring the situation, and aerial surveillance is underway using a Dornier aircraft. While no major spill has been confirmed, the possibility of a leak due to engine room disturbance has necessitated heightened vigilance.

The *Southern Nova* (DSV), mobilized for the next phase of fuel extraction, is currently stationed offshore and ready to commence operations. However, due to prevailing sea conditions, safe personnel and equipment transfer has not been feasible via the Offshore Monarch. Consequently, a formal request has been made for port clearance at Kollam to allow boarding of personnel and loading of gear from a safer location. The customs and immigration processes are being coordinated with the relevant authorities, and documentation (IGM/EGM, crew lists, etc.) is being compiled by MERC and MSC.

In light of the risk indicators observed, salvors have been clearly advised to keep oil spill containment and recovery gear ready for immediate deployment. This preparedness is critical to ensure swift response in the event of a discharge during operations.

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4. Situation Assessment:

While the sheen remains limited in scope, this development highlights the need for the salvage team to transition swiftly into operational mode.

To facilitate this, it is imperative that the owners and salvors obtain necessary clearances from the Customs authorities expeditiously, allowing the DSV *Southern Nova* to berth at Kollam Port and begin loading of equipment and personnel.

Furthermore, Owners and salvors have been instructed to formally write to the Indian Coast Guard for any assistance in pollution response near the wreck site. The strategic deployment of such a support vessel will significantly enhance the response readiness for oil containment and recovery during fuel extraction and dive operations. It was also conveyed that the propeller wash is being done by Canara Megh to disperse the sheen which is also being further aided by the weather which is aiding natural weathering.

The Directorate General of Shipping has committed to issuing formal communications to support this inter-agency coordination, while Kollam Port continues to provide active facilitation. Ensuring synchronized action across all stakeholders is vital at this juncture to maintain momentum and minimize environmental risks.

5. Environmental Risks:

Refer to SITREP – 6, 1800 hrs on 28/05/2024

6. Coordination Measures

Refer to SITREP – 6 for the overall coordination measures being undertaken

Directorate General of Shipping

SITREP – 45, 1800 hrs on 06/08/2025

Sinking of MSC ELSA 3 (IMO no. 9123221, Flag Liberia) South West of Kochi

The contents of this SITREP are based on both written and verbal inputs received from the stakeholders

1. Incident Overview:

Refer to SITREP – 6

2. Response Actions Initiated:

Refer to SITREP – 6

3. Present Status:

The DSV *Southern Nova*, a DP2-classed dive support vessel, successfully berthed at Kollam Port at 0930 hrs on 06 August 2025. Following coordination with relevant port and government authorities, including FRRO (Immigration), Customs, and the Port Authority of Kollam, a team of 60 salvage experts completed the required immigration and health formalities. The onboarding process was completed by 1425 hrs.

All bunkering and provisioning requirements have been met, with the vessel now equipped to sustain continuous operations offshore for more than 45 days. Seven trucks carrying oxygen cylinders (for divers) arrived from Cochin and were safely transferred onboard, in addition to essential salvage personnel and equipment arriving via *Offshore Monarch*. *Southern Nova* is now in a state of full operational readiness.

Visual documentation of the vessel's deck layout, onboard systems, and diving and tank-cleaning equipment is to be prepared and submitted. Meanwhile, the shore clean-up and back-end waste management efforts remain ongoing. As of now, a cumulative total of 629 metric tons of plastic nurdles have been transported and stored in the Kollam warehouse. However, document verification for recent transfers is still pending due to the diversion of field teams to support offshore mobilization.

FSO VERIFIED - 47

4. Situation Assessment:

With the onboarding phase complete and equipment mobilized, *Southern Nova* is prepared to commence offshore operations at the earliest, weather-permitting. The

advisors, is expected to make the departure call within the next 24 to 48 hours, based on updated weather models and on-site reconnaissance inputs.

The Indian Coast Guard (ICG) has been engaged in aerial surveillance of the wreck site. Video footage from these sorties is crucial in validating sea and wreck conditions prior to the vessel's offshore deployment. DGS has specifically advised the salvors to keep oil spill response equipment on immediate standby for deployment, given the risk of fuel leakage during extraction activities. The DSV is expected to be deployed on 09th August at the wreck site.

Further, the Directorate has reiterated the urgency for expeditious clearance from the Customs Department, particularly for specialized equipment and support materials being shipped into the country for this phase. The salvors have also been advised to formally approach the Indian Coast Guard for the possible deployment of a ICG asset should there arise a requirement of assistance in pollution response. This will ensure rapid response capability in case of any marine pollution incident during underwater tank extraction and transfer.

With all preparatory elements in place and institutional support extended, the salvage operation is expected to transition into active fieldwork imminently. Coordination among all stakeholders will continue to be critical to the success and safety of the ongoing intervention.

5. Environmental Risks:

Refer to SITREP – 6, 1800 hrs on 28/05/2024

6. Coordination Measures

Refer to SITREP – 6 for the overall coordination measures being undertaken

FSO VERIFIED - 47

Directorate General of Shipping

SITREP – 46, 1800 hrs on 08/08/2025

Sinking of MSC ELSA 3 (IMO no. 9123221, Flag Liberia) South West of Kochi

The contents of this SITREP are based on both written and verbal inputs received from the stakeholders

1. Incident Overview:

Refer to SITREP – 6

2. Response Actions Initiated:

Refer to SITREP – 6

3. Present Status:

The DP2 DSV *Southern Nova*, carrying salvage equipment and personnel, is scheduled to sail out from Kollam Port on the morning of 9 August 2025 at 1000 hrs. On-board preparations, including deck rearrangement and ballasting using 40 tonnes of fresh water, are being undertaken to optimize vessel stability and readiness for immediate offshore deployment. Upon reaching the wreck site, ROV calibration and wet testing will be initiated, followed by diver saturation and subsea surveys. Six tanks are confirmed to be loaded onto *Southern Nova*, with two remaining on *Offshore Monarch*, which will continue to operate as a supporting PSV throughout the salvage operations.

A container recently recovered from the sea was secured by *Canara Megha* and brought to Kollam Port. Initial inspection confirmed it to be empty. The container has been temporarily stored at port premises, with rigging work in progress for its formal unloading and assessment. *Canara Megha* will resume her offshore caretaking duties following this task. Customs and immigration formalities for all 65 onboard salvage personnel have been completed smoothly with full cooperation from authorities, enabling operational timelines to be maintained.

FSO VERIFIED - 47

4. Situation Assessment:

The salvage operations are advancing into a critical phase involving saturation diving and subsea inspection, including assessment of potential obstacles around the wreck. This is expected to commence within the next 48 hours following ROV validations. Divers will also begin work on checking and securing all fuel vents to prevent leaks and initiate recovery operations. Continuous deployment of the *Offshore Monarch* alongside *Southern Nova* ensures operational flexibility and standby support at the site.

From the shoreline, clean-up efforts remain active, with 600 volunteers currently engaged. However, the daily collection of nurdles has plateaued, with the cumulative recovery estimated to be in the range of 629–639 metric tons. Coastal monitoring continues due to intermittent reports of nurdle washups, which are being responded to promptly. The OSR equipment has been confirmed to be on board *Canara Megha*, ensuring preparedness for any eventualities offshore. The coordinated engagement between MERC, SMIT, and all involved agencies has ensured the operation remains on schedule and in compliance with all regulatory protocols.

5. Environmental Risks:

Refer to SITREP – 6, 1800 hrs on 28/05/2024

6. Coordination Measures

Refer to SITREP – 6 for the overall coordination measures being undertaken

FSO VERIFIED - 47

Directorate General of Shipping

25, *WAN HAI 503* remains unde controlled tow a positio
approximately 58 nautical miles vest of Azhikod hoisting a
ed speed of 0.3 to 0.6 knots.

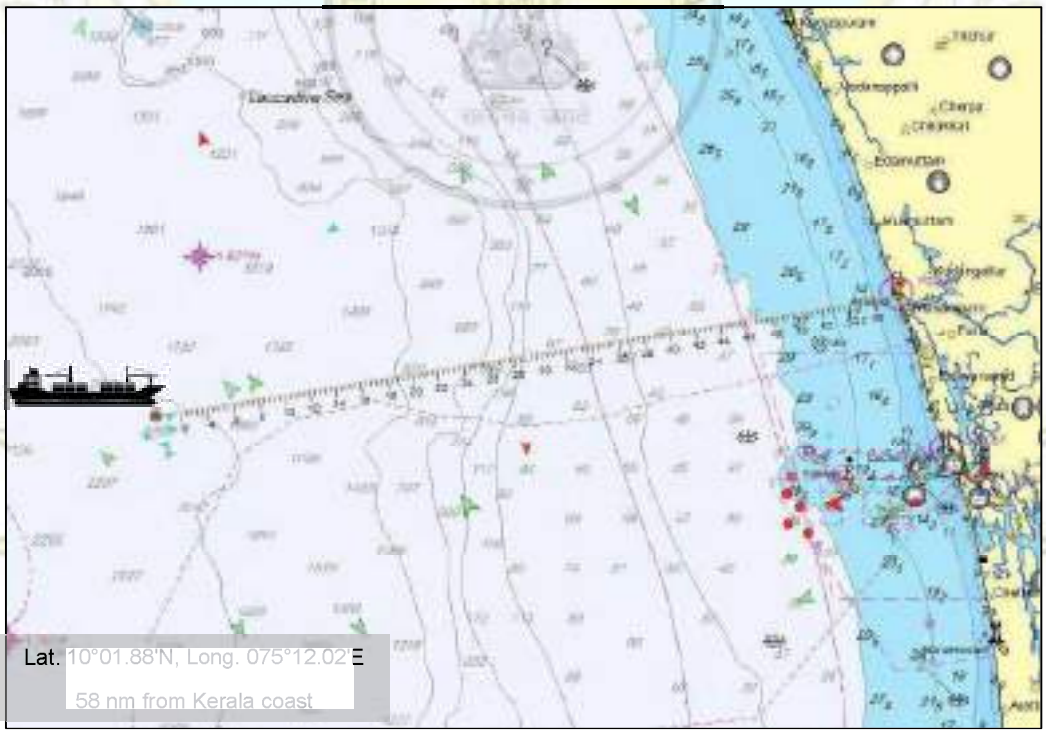

Figure 2: Position of WAN HAI 503 as on 16.06.2025 1200 hrs

The towline remains connected via

4.

ained continuous multi-agency
ations. Seven tugs — *Offshore*
aksham, *Garnet*, and *ETV Wa*
cooling in rotation, targeting
uctural temperature balance.

Figure 2: Tugs conducting fire operation

supplies are existing foam
Pyrocool firefighting agent is being mobilised from the US an
for deployment. Additional firefighting teams continue to arrive, w
personnel already deployed on-site, twelve more on standby in Kochi, and t
reinforcements en route from Europe and the US pending visa clearances. In
Coast Guard remains actively engaged with one vessel onsite, continuing aer
surveillance and providing mid- support for *Offshore Warrior*
controlled tow speeds of 1.5 ly remains engaged, though
operational arrangements are underway for the eventuar e ase of *Triton Liberty* once
personnel transfer can b safely executed via alternate t s as three sa ge tea
personnel are onboard T on Liberty. The Navy has also fered helicopte winching
support, subject to impro ving weather windows, for per onnel transfe or towlin
operations if required.

tionally, salvage team s have successfully removed a washed-up container
ot from coastal areas; these remain under customs control pending tran
acilities. TOI continues to provide shoreline monitoring, envi
and contingen ering support in coord with

Figure 3: Lifeboat and container washed ashore at two separate locations on 15 Jun

operations.

ent of any rapid drift shift toward

ne readiness, even as the vess

t for any container drift or unfo

scenarios.

continue for the injured crew members, with five of

ncluding three in Intensive Care Unit (ICU). Ongoing

tated by the owners and autho

r the operational leadership of

om the highest levels of govern

Directorate General of Shipping, 9th Floor Beta Building, I-Think Techno Campus, Kanjurmarg (East), Mumbai - 400 042 (India)

Directorate General of Shipping

ıe 2025, *MV WAN HAI 503* is
y 68.5 nautical miles off the K
n course 250° at 1.0 knots.

Figure 1: Position of MV WAN HAI 503 as on 17.06.2025 1800 hrs

cooling efforts continue in rotati on with the support of fou
ka Winger, *Garnet*, *Saksham*, and *ETV Water Lily*, each
nes across the vessel, with emp hasis on the midship
ional plan involves continuatio of this rotation, ens
ontainment.

Figure 2: Tug 'Boka Winger' conducting fire operations

Figure 3. Towline connected to Offshore Warrior

te

rgeted hull strength evaluations
orward sections, remain a priori

or a Port of Refuge continue, w
omplete fire suppression, struct
s. Alternatives in Bahrain, Sri L
ntification of a body reportedl
der verification, with support fr

Refer to SITREP – 3, 2200 hrs on 10/06/2025

Directora **ık Techno**

Directorate General of Shipping

ıe 2025, MV WAN HAI 503 is

y 75 nautical miles off the Keral

eed of 1.0 knot.

Figure 1: Position of MV WAN HAI 503 as on 17.06.2025 0600 hrs

anded its operations with firefigh
ghters will be deployed from Ga
ation aboard Saroja Blessing, w
aster. Efforts are underway to
e. Triton Liberty, which was pr
interim support if deployment d

Figure 2: Tug conducting fire operations

Figure 3: Ongoing Rescue and Salvage operations

oal, with plans to undertake the
deployed or an alternate asse
slightly, with swells around 3–
s. The salvage master continues
ng.

Port of Refuge are ongoing. Jeb
, though monsoon-related risks

Directora [illegible] Techno

Directorate General of Shipping

ıe 2025, *MV WAN HAI 503* is

ly 72 nautical miles off the K

50° at a speed of 1.6 knots.

Figure 1: Position of MV WAN HAI 503 as on 19.06.2025 0600 hrs

Figure 2: Aerial assessment indicates only white smoke, no flames sighted

been redeployed and is en route to re-join the site operations. The vessel is being specifically tasked with supporting the connection of the second towline. *Garnet* has been temporarily released to Kochi and may return for drone-based thermal imaging and logistics support. Simultaneously, a 13-member firefighting team has boarded *Offshore Warrior* and is scheduled to attempt stern boarding of the casualty once the vessel returns to station. The plan is to utilise non-helicopter means for boarding where possible, though ICG support remains on standby for winching operations if required.

Figure 1: Condition of the MSC MAYA on 19 Jun

Efforts are underway to install two 125kVA generators aboard the casualty using tug-based transfer, to restore onboard emergency power for firefighting equipment and internal access systems. Onshore, the Directorate has coordinated with port and customs authorities to expedite vessel clearances and facilitate immigration procedures for incoming international salvage personnel. Discussions are also being held with local agencies to enable flexible vessel use for returning salvage crew, minimising procedural delays.

5. Situation Assessment:

Fire containment continues to progress steadily, with a marked reduction in heat signatures as recorded by thermal imaging. Temperatures within affected zones have dropped below 175°C, and visible fire activity remains isolated to smoke emissions, suggesting successful boundary cooling. Nonetheless, the structural integrity of the fire-impacted areas, particularly around the midship and forward compartments,

w to

ngness expressed by the port

n authorities remains pending.

rnative options. Criteria bein

tural inspection infrastructure, s

facilities. Additionally, geopolitic

e Strait of Hormuz and monso

ans for the four missing crew m

Directorate General of Shipping

2025, *MV WAN HAI 503* is loc ed at position 09°54.7'N 072°58.4'E, approximate 72 nautical miles from the In ian coast, maintaining a north-westward drift at a c urse of 320° and speed of 0.7 knots.

Figure 1: Position of WAN HAI 503 as on 20.06.2025 0600 hrs

Figure 2: Aerial assessment revealed only white smoke, no flames visible

confirmed.

Figure 2: Condition of the vessel on 20 June 25

Guard vessel, thereby maintain operational readiness while enable a phased

nt of two high-strength synthet
substantially enhancing control
ul towing. Plans are underway t
wire towline as a long-term cor
he vessel's current distance fr
onally safe buffer zone, and tov
e Indian coastline.

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ed

Navigational Hazards:

Refer to SITREP – 3, 2200 hrs on 10/06/2025

Coordination Measures:

Refer to SITREP – 3, 2200 hrs on 10/06/2025

Cargo Assessment:

Refer to SITREP – 3, 2200 hrs on 10/06/2025

Directora **k Techno**

Directorate General of Shipping

ine 2025, MV WAN HAI 503 / 91 nautical miles from the Kera se.

Figure 1: Position of MV WAN HAI 503 as on 21.06.2025 1800 hrs

Indian coast.

Figure 2: Aerial assessment indicates only white smoke, no flames visible

conditions onboard have improved, though localised smoke emissions re
rise from cargo hold areas betw
smoke continues to
is noted at Bay 28 and near Bay 37–39. Fresh smoke from
Bays 33–35. No flames are currently
indicates a general
were recorded around
temperatures
ay 35 at 48°C, while areas such a
ambient heat levels (32–36
has been largely suppres

Firefighting, boundary cooling, and fire watch are being carried out in rotation by
Water Lily, *Saroja Blessing*, and *Boka Winger*. At 1406 hrs, th

Figure 3: Personnel onboard assessing the vessel condition

4. Additional Support

The second tow rope—measuring 96 mm—was successfully connected to the casualty on 20 June, and the previously chafed rope from Boka Wrigley has been replaced. Current towing is being managed by Offshore Warrior, while Boka Wrigley remains available for additional FiFi (firefighting) support. Salvage personnel onboard continue to expand access inside the vessel, supported by equipment and

via support [illegible] Temperature gauging and [illegible]ns are being

Figure 4: Vessel being towed by Offshore Warrior while Boka Wrigley remains available for additional firefighting support

nues under MERC and ITOPF.

ted along the Kerala coast. One

NA analysis in coordination with

for salvage crew changes and

rect liaison between DGS and regional authorities.

nt:

in the midsection, likely caused by temperatures reaching 800–900°C during peak fire exposure. Collaboration with DNV's Emergency Response Service (ERS) is ongoing to assess structural strength and vessel stability for long-haul towing to a Port of Refuge.

Figure 5: Onboard assessment of the vessel

Hambantota, Sri Lanka, remains the preferred Port of Refuge. A site visit by the salvage team is scheduled early next week to coordinate with port authorities on the vessel's condition, draft, berthing requirements, and onboard hazards. Dubai and Far East ports such as Singapore and Malaysia remain backup options. Route planning (via east or west of Sri Lanka) will be finalised post-site assessment, based on prevailing sea and monsoon conditions.

The Directorate General of Shipping continues to provide unified command and daily oversight of salvage, firefighting, port clearance, and inter-agency coordination. Regular SITREPs are being shared with MoPSW, and coordination with MPA Singapore, vessel owners, salvage contractors, and Indian authorities remains uninterrupted to ensure the safe resolution of the incident.

6. **Navigational Hazards:**

Refer to SITREP – 3, 2200 hrs on 10/06/2025

14/4/23

Assessment

ITREF – 3 2200 hrs on 10/06/2025

Directora **ık Techno**

Directorate General of Shipping

ıe 2025, *MV WAN HAI 503* is

y 70 nautical miles off the Indian

knots.

Figure 1: Position of MV WAN HAI 503 as on 22.06.2025 1800 hrs

Weather at the site remains challenging with moderate to rough seas, squalls, and westerly winds ranging from 14 to 16 knots. The vessel remains under dual towlines, with *Offshore Warrior* maintaining towing control

Figure 2: Vessels at location on 11.05.2025, 1330 hrs

Fire activity onboard remains active but localised. Bay 14 has witnessed a reignition with visible black smoke, while light grey smoke continues to be emitted from Bays 4–9 and 37–39. Firefighting efforts are ongoing with rotation between *Boka Winger*, *Saksham*, *Saroja Blessing*, and *Water Lily* as required. Boundary cooling has resumed and thermal imaging has been deployed to monitor evolving hotspots. The engine room continues to show signs of water ingress with the aft draft having increased by approximately 30 cm. Draft readings currently stand at 11.0 m (Forward Port), 10.6 m (Forward Starboard), and 12.6 m at midship, indicating hydrostatic balance at midsection but growing concern at the aft.

4. Additional Support

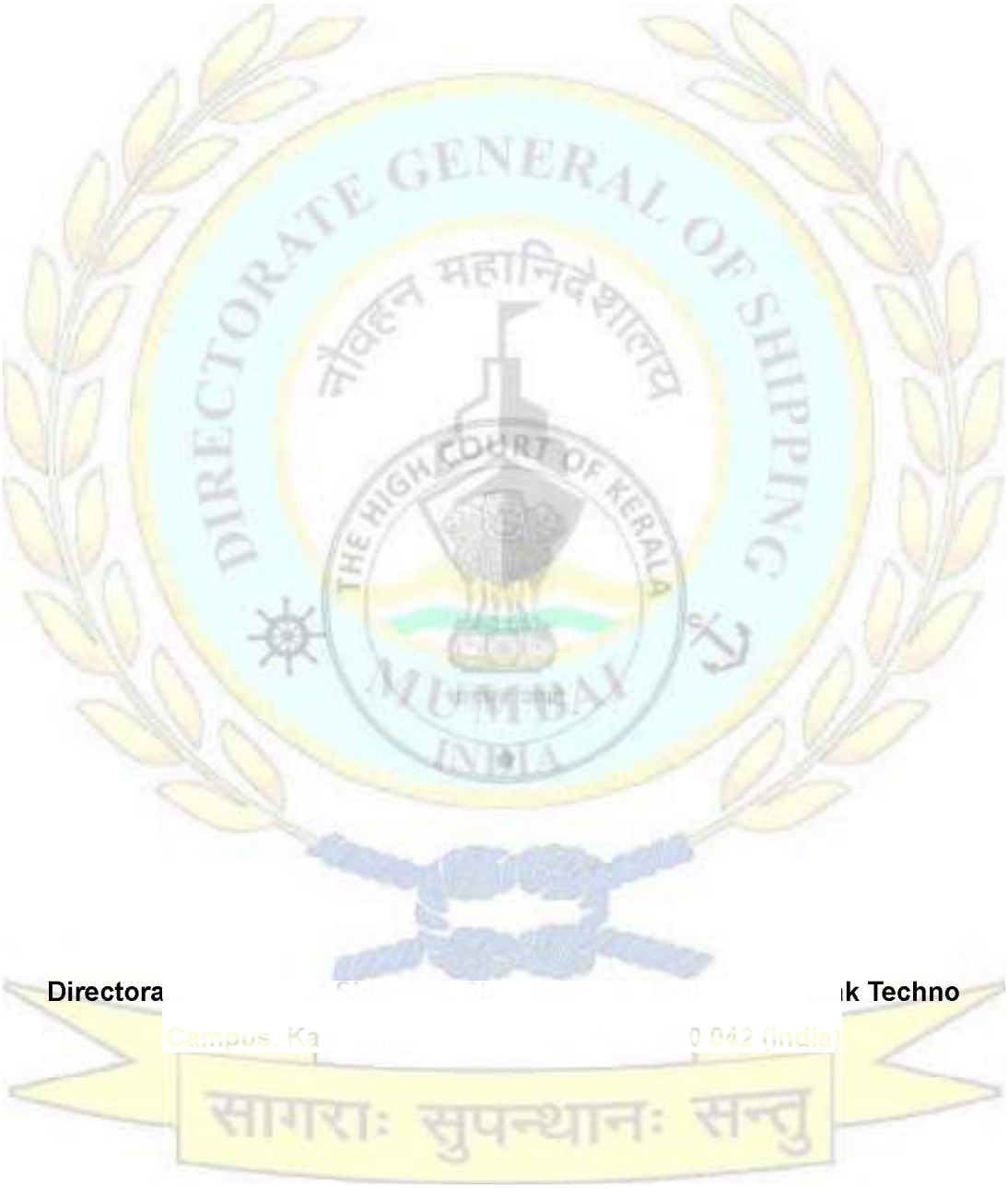
Operational support on site continues to be maintained by four principal vessels: *Saroja Blessing* (thermal imaging), *Boka Winger* (firefighting), *Water Lily* and *Saksham* (fire watch and draft monitoring). Thermal imaging and structural assessments are guiding real-time firefighting decisions. Seven personnel including

HIGH COURT OF KERALA

requested to ensure legal witness presence. All related customs and logistics

and environmental safety proto
e route options, taking into a
ctural integrity. Should the casua
tion will be executed without del

f Shipping continues to overse
e safe management of the incide
coastline.



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Campus, Ka 0 042 (india)

Directorate General of Shipping

This SITREP is [illegible] from the stakeholders.

Incident Overview:

Reference to SITREP – 2, 2200 hrs on 09/06/2025

Response Actions Initiated:

Reference to SITREP – 3, 2200 hrs on [illegible]

Present Status:

As of 1[illegible]0 hrs on 23.0[illegible]2025, MV WAN HAI 503 rema[illegible]s under tow at position 10°03.17'N, 074°58.16'E approximately 72 nautical miles from the Indian coastline, making a course of 350° at 1.5 knots.

Figure 1: Position of WAN HAI 503 as on 23.06.2025 1200 hrs

Figure 2: Condition of the vessel on 12.06.2024, 1320 hrs

HIGH COURT OF KERALA
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nt:

ains stable with a slight list of a

ection. Intermittent flare-ups w

ning of stored commodities as

he primary firefighting strategy t

during the monsoon period.

14/4/2023

Refer to SITREP – 3, 2200 hrs on 10/06/2025

7. Coordination Measures:

Refer to SITREP – 3, 2200 hrs on 10/06/2025

Refer to SITREP – 3, 2200 hrs on 10/06/2025

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Directorate General of Shipping

2025, MV WAN HAI 503 rema is under tow at position approximately 71 nautical mil e from the Indian coast, drift at 0.5 knots on a course c 289°.

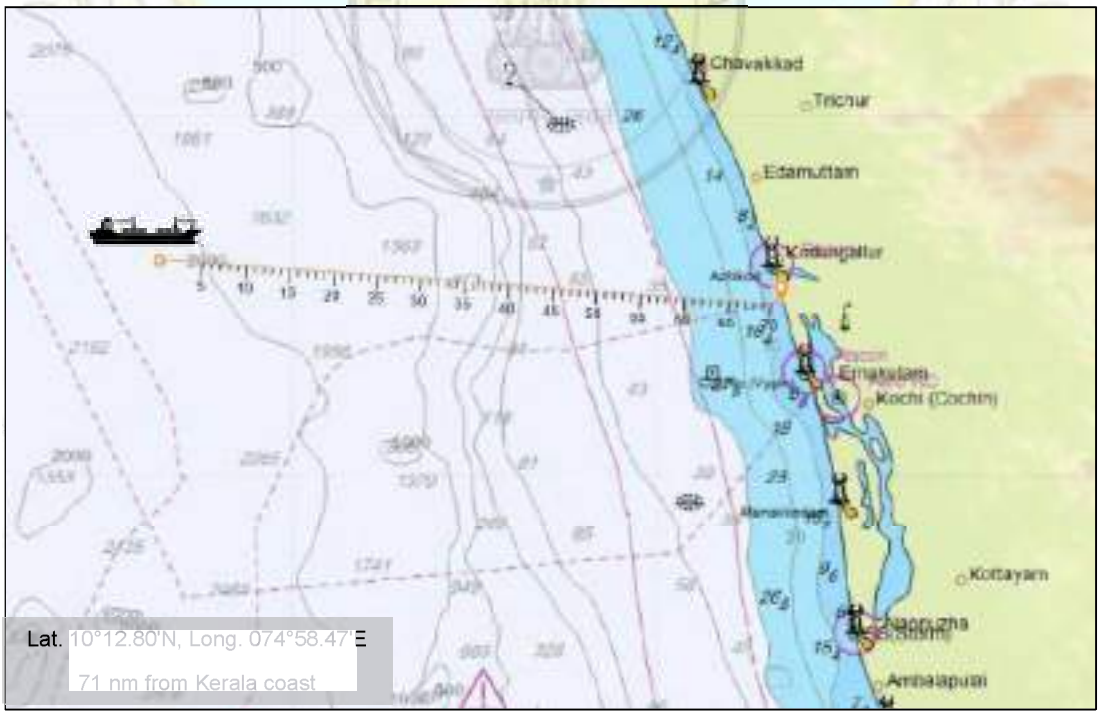

Figure 1: Position of WAN HAI 503 as on 23.06.2025 1200 hrs

Figure 2: Draft & list of the vessel

ontinued vigilance. The salvage
forecastle and underdeck pass
unsafe due to high gas concen
rity, with equipment deploymer
lans for reinforcing the towline s
being prepared on site.

d that the casualty be progressi

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Lat. 09°58.47'N, Long. 075°00.09'E

70 nm from Kochi coast

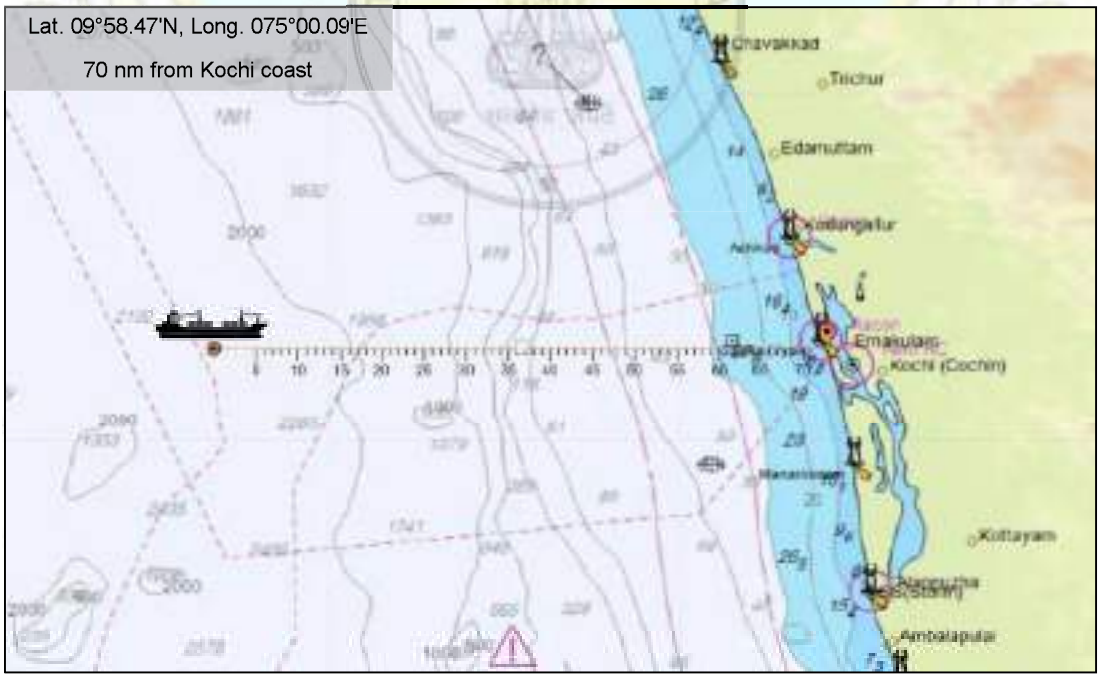

Figure 1: Position of WAN HAI 503 as on 25.06.2025 1800 hrs

The towage operation, being undertaken by Offshore Warrior, is directed t

with permanent wire ropes, th

ather conditions. Salvors have b

of permanent tow lines at the

ssistance has been arranged for

nptoms of illness upon returning

nt:

d towage away from the Indian

Directora **ık Techno**

Directorate General of Shipping

25, MV WAN HAI 503 remains u
n coastline, positioned at Lat. 09
est at speeds between 1.2 to 3 k
ough sea conditions.

Figure 1: Position of WAN HAI 503 as on 25.06.2025 1800 hrs

Approximately 90 miles have been covered so far, with the vessel expected to exit the Indian EEZ by late 27th or early 28th June, weather permitting

Figure 3: Estimated projection for vessel movement

The fire situation in cargo hold no. 4 remains critical. Structural failures, including a partial hatch collapse and container stack collapse in the forward section, have increased ventilation, allowing strong winds to exacerbate the smouldering fire, particularly in containers storing plastic resin. Thermal imaging indicates hotspots at frames 83, 93, and 103 with temperatures peaking at 228°C. Dense black smoke continues to emit from hold no. 4, with boundary cooling being conducted continuously by tugs Saksham and Water Lily from both port and starboard sides.

Despite multiple boarding attempts, salvage teams have been unable to safely access the vessel due to deteriorating weather and safety risks, including unknown contaminants in the flooded engine room. Searches for the missing crew member

Figure 3: Vessel onscreen on 26 Jun. 25

1604/23

Situation Assessment:

The vessel remains exposed to compounded risks from ongoing fires, uncertain hazardous cargo, and rough weather conditions hampering onboard operations. Presence of over 280 containers with incomplete manifest data continues to pose significant hazard to firefighting teams, though updated information has now been received and is under ITOPF review for hazard

challenges due to

smouldering fires despite

inaccessible

options.

have confirmed that

remains constrained to

worsening the engine room flooding, which currently contributes to compromised

operation.

safe tow beyond Indian jurisdiction.

holders continues, with clear dir- ctives issued for WAN HAI
nsive container manifest data ar d assist with expediting
e access. T&T Salvage has beer instructed to finalise plans
te hard wire towline installation when feasible, and prep
all salvage operations.

that environmental protection rew safety, a
in the shortest possible timeframe.

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Directorate General of Shipping

June 2025, MV Wan Hai 503 is
ly 120 nautical miles from the In
knots under moderate sea con

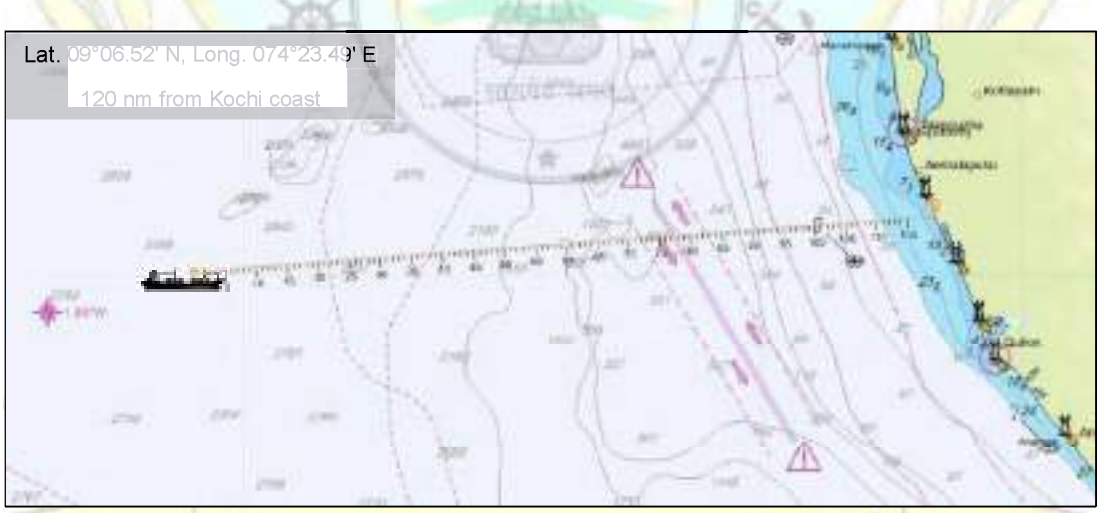

Figure 1:

the casualty vessel facilitating s
engaged in the transfer of pers
s now been shifted to Water Lily
towing operations aimed at m
ic Zone (EEZ), with approxi
sdiction.

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safety.

Figure 2: Condition of the vessel on 27 Jun 2025

olders.

s:

hrs on 10/06/2025

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k Techno

Directorate General of Shipping

continues its towage operation

(EEZ). As of 1200 hrs on 28 J

36'N, 074° 22.43'E, approximat

eding on a southerly course at a

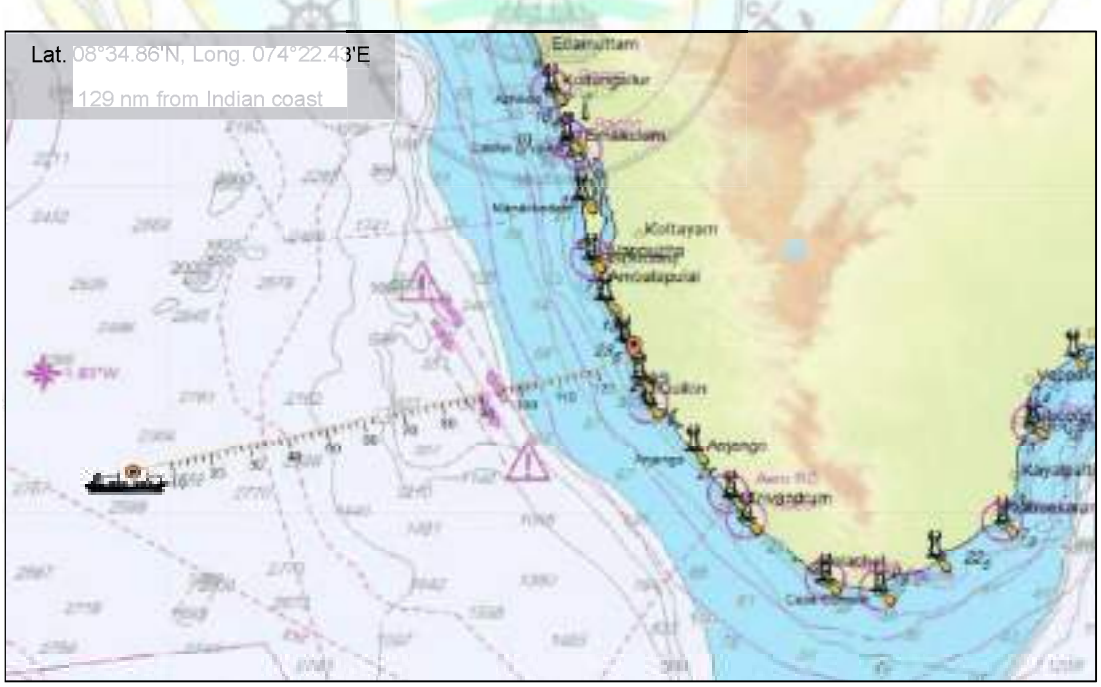

Figure 1:

during squalls.

salvage team has confirmed tha
ve been pumped out of the fl
er dewatering is subject to im

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cement by wire towlines pending a

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1604/2025

Figure 2: Condition of the vessel on 28June 2025

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Navigational Hazards:

Refer to SITREP – 3, 2200 hrs on 10/06/2025

Coordination Measures:

Refer to SITREP – 3, 2200 hrs on 10/06/2025

Cargo Assessment:

Refer to SITREP – 3, 2200 hrs on 10/06/2025

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2025, MV WAN HAI 503 remain
a steady course of 290° wit
miles off the Indian coastline, c

Figure 1: Position of vessel WAN HAI 503 as on 30.06.2025 1800 hrs

been reported.

e continues with effective res aged in personnel and mate nt from '**Saroja Blessing**' earlie t, and '**Saroja Blessing**' is on s. Salvage teams on board d pump operation, with five ter. '**Offshore Warrior**' is main

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ward sections of the vessel for

be undertaken once dewateri

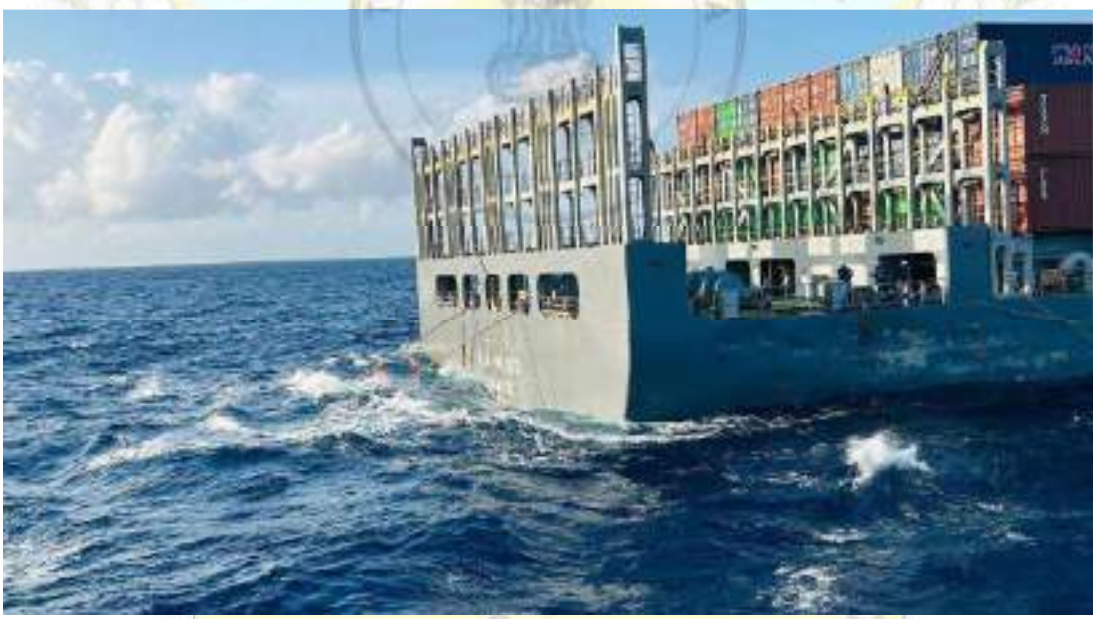

Figure 2: Condition of the vessel

nal hazards.

s:

hrs on 10/06/2025

ires:

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Directorate General of Shipping

n MV Wan Hai 503 continue a
t update, the vessel remains a
e, positioned near the limits of tl
ith over 5,000 cubic meters of
room, reducing water levels by
indications of limited water ing
sessment.

Navigational Hazards:

Refer to SITREP – 3 2200 hrs on 10/06/2025

6. Coordination Measures:

Refer to ITREP – 3 2200 hrs on 10/06/2025

7. Cargo Assessment:

Refer to SITREP – 3 2200 hrs on 10/06/2025

Directora **Shipping, 9th Floor Beta** **k Techno**
Building (East), Mumbai -

Directorate General of Shipping

oned safely outside the Indian

ow by Offshore Warrior. Salva

l dewatering and firefighting me

Figure 1: Condition of the vessel

areas of

ely 9000 litres of Pyrocool fir
cing hotspot temperatures, part
temperatures have now fallen to

.

the primary towing platform,

Figure 2: Pyrocool Application

Preparations are ongoing to rig a Dyneema towline on the bow as an alternative towing arrangement, providing flexibility should existing tow connections be compromised. Furthermore, replacing the current soft towlines with steel or Dyneema ropes remains a high priority, subject to operational windows and prevailing sea conditions. SCI Panna continues to provide coastal support within India's jurisdictional limits.

5. Situation Assessment

Cargo hold no. 4 continues to have elevated temperatures (approx. 64°C port side, 68°C starboard side) and ongoing smouldering of cargo, including plastic resin containers. Hold no. 5 starboard side shows localized high temperatures but remains contained following CO_2 release. The engine room remains partially flooded with water ingress suspected from cargo holds. Pumping efforts are steadily reducing water levels, and full dewatering is a prioritised, weather permitting. The missing crew search remains ongoing in accessible areas.

High winds and swells are intermittently limiting operations; however, salvage crews have maximized available weather windows for critical tasks. A detailed Port of Refuge proposal is under preparation for submission. Vessel stability assessments, bunker

Navigational Hazards:

Refer to SITREP – 3, 2200 hrs on 10/06/2025

7. Coordination Measures:

Refer to SITREP – 3, 2200 hrs on 10/06/2025

8. Cargo Assessment:

Refer to SITREP – 3, 2200 hrs on 10/06/2025

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Directorate General of Shipping

e held in position outside the I
g operations conducted by Offsl
07° 25.15'N and longitude 074
d of 2.3 knots. The weather on s
pproximately 12 to 14 knots fr

Figure 1. Position of the vessel on 02.07.2025 1500 hrs

The vessel is emitting light grey smoke from the cargo hold area between Bay 35 and Bay 45 as of 03rd July 0001 hrs. Dewatering operations have been progressing steadily, with around 4.5 meters of water successfully pumped out from the engine room space. The salvage team has maintained continuous monitoring of hull and hold temperatures in accessible areas to assess the fire and structural situation onboard

Figure 2: Condition of the vessel

Engine room dewatering has lowered water levels to approximately 3.5–3.7 meters, enabling soundings and inspections. Salvage teams onboard are conducting continuous dewatering operations, with the primary focus on tracing the source of ingress likely from cargo hold no. 3.

Hull temperature surveys on both port and starboard sides show elevated readings particularly on the starboard side, which remains the main fire-affected zone. Hold no. 1 recorded temperatures of 82°C, with holds 4 and 5 still retaining heat, though no active flames are visible. Residual combustion remains localised and contained, with temperatures gradually trending downward.

4. Additional Support:

As part of the salvage operations, multiple assets are deployed at the site. Saksham and SCI Panna are engaged in fire watch activities, while Water Lily remains

nt

emains stable, with no active fla

perature trends show gradual i

onitored areas.

e engine room is critical to tra

ver, due to the heat retained with

nitoring and readiness for fire

holds is not viable until saf

Hazards:

Refer to SITREP – 3, 2200 hrs on 10/06/2025

Coordination Measures:

Refer to SITREP – 3, 2200 hrs on 10/06/2025

Cargo Assessment:

Refer to SITREP – 3, 22 hrs on 10/06/2025

Directora **ık Techno**

Directorate General of Shipping

e held in position outside the I operations conducted by Offsh 33'N and longitude 074° 50.98' and an average speed of 1.0 kn

Figure 1: Position of the vessel on 04.07.2025 0600 hrs

The condition of the vessel remains under continuous monitoring. Visible light grey smoke persists from Bay 29 to 35, indicating ongoing smouldering in cargo hold no. 4 which remains the primary zone of concern. Wind conditions have been fluctuating with increased gusts observed during the day, exacerbating the smouldering fire and complicating localized firefighting efforts. Despite attempts, Pyrocool application was aborted due to high winds and unstable deck conditions, making precise deployment unsafe and ineffective at sea.

Figure 7: Condition of the vessel dated on 01.07.2025

Dewatering operations in the engine room were temporarily halted due to malfunction of the power pack essential for pump operations. Repairs are underway to restore continuous dewatering. Notably, the stern draft has increased, suggesting successful prior dewatering, though updated soundings are awaited. Recent temperature surveys indicate elevated readings in cargo hold no. 4, peaking at approximately 92 °C, while temperatures in hold no. 5 have shown slight reduction, though residual heat persists due to the compartment being sealed with CO_2.

The vessel remains under tow by Offshore Warrior, holding position outside the Indian EEZ with a controlled speed. Salvage teams have boarded as weather permitted, performing structural assessments, temperature checks, and continuous search for the missing crew member in accessible areas. No signs have been found to date.

4.

provide fire watch and bound
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and access to sheltered wat
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repairs are completed
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Directora ık Techno

Directorate General of Shipping

ily 2025, MV Wan Hai 503 rema ins under tow by Offshore Warrior maintaining its p sition outside the Indian EEZ. Th vessel's coordinates are 07° 34.26' N, 074° 29.80' E, with a course of 260° and s peed of approximately 1.2 knots. Weather conditions remain moderate, with winds fro m 262° at 16 knots, and no significant operational impact reported from sea state.

Figure 1: Position of the vessel as on 09.06.2025 0600 hrs

Visible black smoke continues to emit from the casualty, though onboard temperature readings reflect gradual improvement in affected areas, but residual heat within cargo holds persists, particularly in Hold No. 4. Isolated flare-ups and intermittent smoke are anticipated to recur, attributed to the nature of the residual cargo smouldering within enclosed spaces.

Figure 2: Condition of the vessel on 05 July 2025

The salvage team currently consists of five firefighters and five salvors. Dewatering efforts have successfully reduced engine room water levels to approximately two meters, though additional pumping is ongoing to identify and control the ingress source, which is suspected to be linked to previous firefighting water runoff.

The hydraulic Power Pack, which encountered debris-related malfunctioning, has been restored, with one hydraulic pump and one electric pump operational for dewatering. The vessel's name and flag markings remain visible, and the general structural condition is reported stable at this stage.

4. **Additional Support:**

Firefighting and boundary cooling operations are being undertaken by SCI Panna and Advantis Virgo. The teams onboard these vessels are maintaining fire suppression

efforts as required, with an emphasis on controlling temperature escalation and

ions allow its application. Saksh
es and crew change and is exp
s processes.

reparing for increased Pyrocoo
litres of additional supply from

nt

executed.

6. Navigational Hazards:

Refer to SITREP – 3, 2200 hrs on 10/06/2025

7. Coordination Measures:

Refer to SITREP – 3, 2200 hrs on 10/06/2025

8. Cargo Assessment:

Refer to SITREP – 3, 2200 hrs on 10/06/2025

Directorate General of Shipping, 9th Floor Beta Building, I-Think Techno

Directorate General of Shipping

ly 2025, MV WAN HAI 503 rem positioned beyond the
: Zone (EEZ) at coordinates 07 47.28' N, 074 32.31' E.
westerly course of 280° with a speed of approximately 0.7
e Warrior.

Figure 1: Position of the vessel on 02.07.2025 1200 hrs

Weather conditions at the site are moderate, with prevailing westerly winds o

:he vessel. Tug Advantis Virgo
to engage in firefighting, bound
both vessels are equipped for ir
rate.

Figure 2: vessel condition

conditions.

Situation Assessment

The situation onboard MV [illegible] 503 [illegible] under control but with close operational monitoring. [illegible]e residual smoke in the mid[illegible]ip section indicates the presence of isolated smo[illegible]ldering zones, though active fla[illegible]e presence has not been observed. Boundary cool[illegible]ng operations have been kept on standby, with Advantis Virgo and SCI Panna prep[illegible]ared to initiate firefighting or con[illegible]ainment measures if there is any change in fire intens[illegible]ity.

The vessel's posi[illegible]le the EEZ continues to be mana[illegible]ged effectively by Chief [illegible] for maintaining a safe [illegible] distance from Indian coastal wa[illegible]ters.

[illegible] remains engag[illegible] routine transfer activities, ensuring [illegible] are moved efficiently to suppo[illegible]rt [illegible] ion systems onboard.

[illegible] immediate operational focus will rem[illegible] during operations to maintain safe [illegible] readiness of firefighting and boundary cooling teams onboard support vessels, and sustaining logistical links for personnel rotation and material transfer. Salvage teams will continue to monitor hull [illegible] and onboard conditions, with further assessments planned as permits.

feasible.

Directora **ık Techno**

Directorate General of Shipping

ly 2025, MV *Wan Hai 503* rema rolled heading of 319° at a spee 79'N, 074° 43.51'E, situated be of winds from 305° at 20–22 kn wells affecting operations.

Figure 1: Position of the vessel on 10.07.2025 0600 hrs

visibility.

ntinue to be supported by a co dinated fleet of response
s stationed on site and contin es to conduct fire watch
ly engaged in personnel and material transfers between
asualty vessel. Despite swell-re ated boarding challenges
aintained to sustain onboard salvage efforts.

Figure 2: Condition of the vessel

ddress flooding. While no nev
and thermal surveys confirm ele
cargo holds 4 and 5. Temperatu
ut have shown a declining trend

limited and tunnel access areas
ardous gases. Salvors are exer
ed space entries only after for

complete.

coastline.

s:

hrs on 10/06/2025

ures:

hrs on 10/06/2025

hrs on 10/06/2025

Directora e General of Shipping, 9th Floor Beta Building, I-Think Techno

Directorate General of Shipping

025, the container vessel *MV W* *Warrior*, maintaining position ou rently located at 07° 41.02'N, 07

Figure 1: Position of the vessel on 11.07.2025 1200 hrs

ntinue to be supported by a co rdinated fleet of response
is engaged in towing operations and continues to hold the
eas. The tow remains secure and effective despite swell
conditions.

Figure 2. Condition of the vessel on 11th July 2025

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s scheduled to reach Kochi on
y 14 July evening. This transitio
eployment during the ongoing sc
e urgently required elsewhere.

nt

ering strategy is yielding gradu

ion continues. A formal docu
eview. The Directorate has rei
itive operational conclusion, eitl
sitioning into a more sheltered ai
EEZ.

s:

hrs on 10/06/2025

on 10/06/2025

Directora ık Techno

Directorate General of Shipping

ly 2025, the casualty vessel *Wa* *Har 503* remained under
nd maintained her position ou
07°39.84'N, 074°50.57'E, headi
knots.

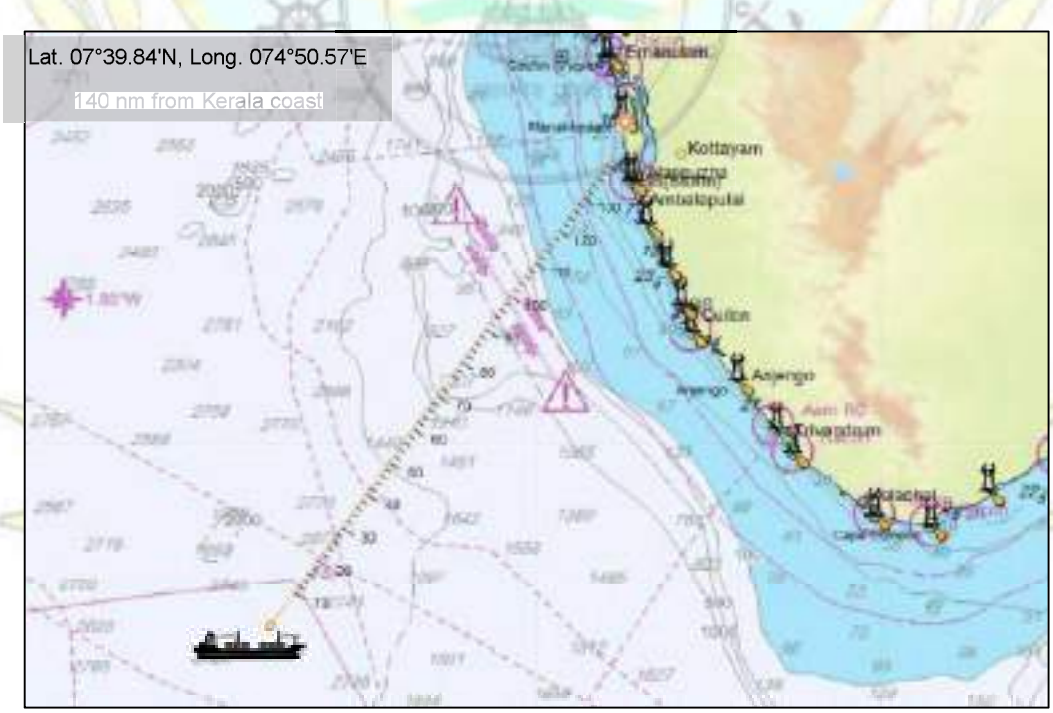

Figure 1: Position of the vessel on 14.07.2025 1800 hrs

g the inherent risks of personne

site at 1236 hrs to support

fer to Offshore Warrior and Adva

ve requested continued deploy

sea state.

2022:223

THE HIGH COURT OF KERALA

Current Assessment

The condition onboard *Wan Hai 503* is stable but continues to require support. Hold No. 5 is reportedly being dewatered, and preparations are ongoing to control and monitor other affected holds. The ingress of water into cargo holds is a result of boundary cooling operations in deck hatch gaskets, as observed in other similar incidents. Due to water in the [illegible] dewatering must be carried out with portable pumps on a hold-by-h[illegible]

Figure 2: Condition of the vessel

The salvage team emphasized that firefighting is currently limited to containment rather than full extinguishment, and complete suppression will likely require the vessel to be in a Port of Refuge. A comprehensive Port of Refuge

considered if

ary, the response has transitioned into a controlled salvage operat
n risk mitigation. The safety of onboard personnel, environmental protec
el stabilization remain top priorities. Active firefighting readiness is in place
rgo and Seerthi, and continued presence of *Water Lily* has been requested to ensu
afe personnel transfer capability u ditions improve.

s: Navigational Hazard

Refer to SITREP – 3 2200 hrs on 10/06/2025

Coordination Measures:

SITREP – 3 2200 hrs on 10/06/2025

Assessmen

hrs on 10/06/2025

Directora **ık Techno**

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Directorate General of Shipping

Figure 1: Container of the vessel

aft

Figure 2: Cargo Hold No. 2/7

4.

harge and disposal, is nearing

lertaken with port authorities, a

cussions to facilitate safe acces

essments are underway with DN

l and tank soundings, as well as

n vessel condition, the salva

adiness, which would deem the

emediation and cargo operations

s:

hrs on 10/06/2025

res:

hrs on 10/06/2025

hrs on 10/06/2025

Directora k Techno

Directorate General of Shipping

Explosion on WAN HAI 503 (IMO no – 9294862, Flag Singapore) West of Kerala

3. Present Status:

As of 18th July 2025, MV WAN HAI 503 continues to remain under tow and under close operational surveillance. The vessel is drifting slowly in a southeasterly direction, amid persistent rough sea conditions with wind gusts reaching up to 40 knots. There are no visible naked flames aboard, and the fire appears to be under control. However, residual heat remains in Bay Nos. 33 to 37 of Cargo Hold No. 4. The temperature monitoring had to be temporarily deprioritized due to reallocation of resources to fire-fighting operations, which continue to be a major focus.

[illegible] actively engaged in Cargo Hold No. 6 and the engine room. Despite challenging conditions, steady progress [illegible] weather-related [illegible] holds continue to be hazardous [illegible] further cargo assessments [illegible] stability [illegible] control, and residual smoke from [illegible] has reduced significantly.

On 15th July, during the towline transfer from Offshore Warrior to Atlantis Virgo, the [illegible] parted. Emergency tow connection was immediately established [illegible] management was reconnected [illegible]

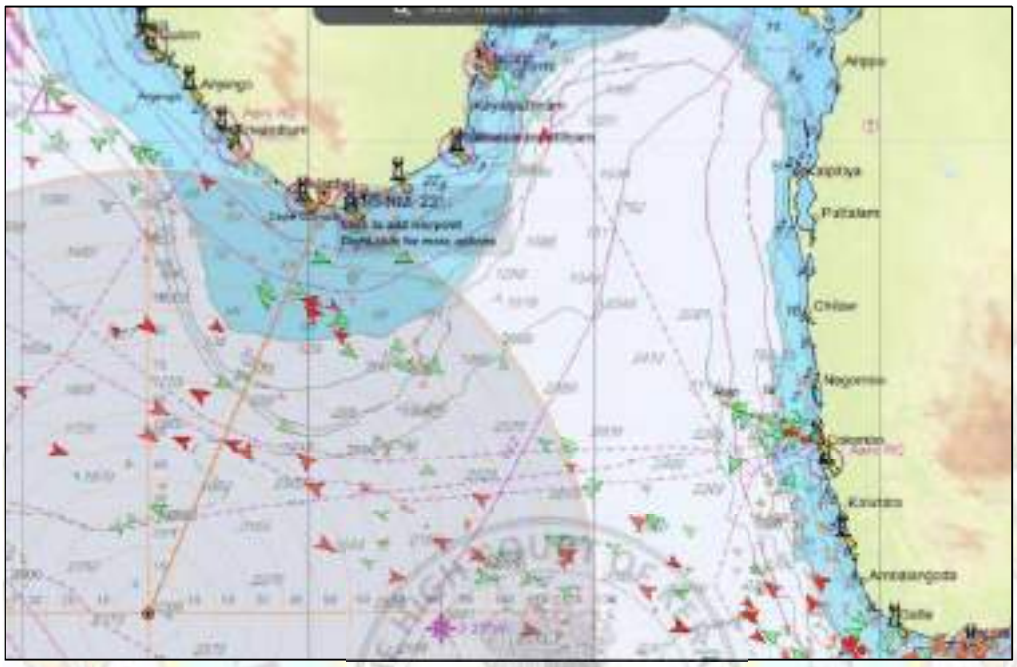

Figure 1: MAN HAI 500 presently 100 nm from Cape Comorin(India) and 200 nm from Colombo (Sri Lanka)

Additional Support:

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Directorate General of Shippi

Emergency towing Vessel (ETV) coverage a

tor's temporary absence for bunkering. The request

towing operations which is arou

serve as a critical link for person

support, while

Offshore Warrior resu

Situation Assessment

condition of the vessel has improved steadily over the

prevent operational lapses, e

/ deployment.

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hrs on 10/06/2025

ires:

hrs on 10/06/2025

hrs on 10/06/2025

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ık Techno

Directorate General of Shipping

Figure 1: Position of the vessel

t approximately 50 cm. Pumping

Additional Support

e back to the casualty site from Kochi and is expected
econnected, it will re-establish tow and return the
reviously committed to Sri Lank

expected on-site by 27 July. This will
ndancy for towage and

nse, *Wan Hai Lines* has commu
shoreline drift modelling, to disco
shoreline clean-up, citing minim
y should future response be r
has taken note and will revert f

s:

hrs on 10/06/2025

Directora **k Techno**

Directorate General of Shipping

The contents of this SITREP are based on both written and verbal inputs received from the stakeholders. MPA Singapore assumed responsibility for further coordination efforts regarding the vessel to proceed to port of refuge. This is the last SITREP since the vessel is well beyond Indian EEZ and there's no concern to the Indian Coast.

Refer to SITREP – 2, 2200 hrs on 0[illegible]

Refer to SITREP – 3, 22[illegible] hrs on 10/06/2025

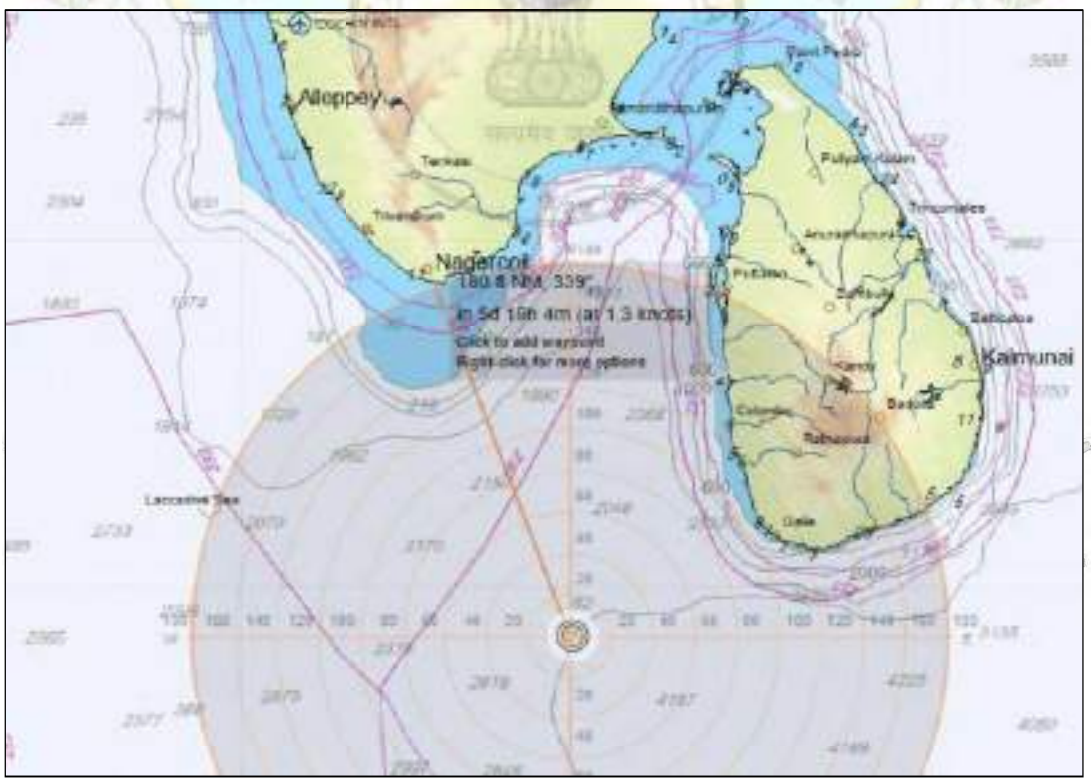

Figure 1: Position of the vessel

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are being coordinated in tanc

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Dewatering across multiple

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essel to be accepted into a Por

ngapore (MPA) has clearly cor

ntil this forward tow connection

mplete the forward towing arran

SITREP bel ete General of
extends its sincere gratitude to all authorities who hav
ated in the salvage operations thus far. Their efforts were instrumental
eeping the vessel away from the Indian coast but also in critically contribut
successful preservation of the vessel and the marine environment.

Navigational Hazards:

Refer to SITREP – 3, 2200 hrs 202

7. Coordination Measures:

Refer to SITREP – 3, 2200 hrs on 10/06/2025

Cargo Assessment:

SITREP – 3, 2200 hrs on 10/06/2025

Directora **k Techno**

BEFORE THE HONOURABLE HIGH COURT OF KERALA AT ERNAKULAM

C.M.Appl.No. of 2025
In
WP(PIL) No. 70 of 2025

Union of India & others	:	Applicants/Respondent No.1,6&7
		Vs.
Charles George & others	:	Respondents/Petitioner & Respondents 2to5,8&9

VERIFIED PETITION TO CONDONE THE DELAY IN FILING THE COUNTER AFFIDAVIT UNDER SECTION 5 OF THE LIMITATION ACT

The applicants herein are the respondents 1,6 & 7 in the above Writ Petition. Since the various averments contained in the Writ Petition had to be checked and verified and other relevant details and documents to be collected, the Counter Affidavit of the applicant herein could not be filed in time. It is submitted that the delay in filing the Counter Affidavit is not willful but for the reasons explained above.

ıost respectfully prayed that
pleased to condone the delay in filing the Counter Affidavit, in the interests of justice.

Dated this the 5th day of December, 2025.

O. M. SHALINA
Deputy Solicitor General of India
for the Applicants

All the facts stated above are true and correct.

O. M. SHALINA
Deputy Solicitor General of India
for the Applicants

Vs

ners : Respondents

Sd/-

PRA

827
Presented on the 11-07-2025

BEFORE THE HONOURABLE HIGH COURT OF KERALA AT ERNAKULAM

WP(PIL) No. 50 of 2025

MR. T.N. PRATHAPAN : Petitioner

V/S

UNION OF INDIA and others : Respondents

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1	Counter Affidavit : Counter Affidavit filed by the 12th Respondent.	1-28

Sd/-
E-VERIFIED
PRANOY K.KOTTARAM
K/000931/2011

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BEFORE THE HONOURABLE HIGH COURT OF KERALA AT ERNAKULAM

WP(PIL) No.50/2025

MR T.N PRATHAPAN Petitioner

Versus

UNION OF INDIA & ORS Respondents

COUNTER AFFIDAVIT FILED ON BEHALF OF

RESPONDENT NO. 12

I, Jacob George, aged 48, s/o KV George residing at Karimpilackil House, 1-7 Street no 1 Deepthi Nagar, Kottayam 686004, the Constituted Attorney of Respondent No 12 abovenamed, solemnly affirm and state as follows:

1. I am the Constituted Attorney of Respondent No. 12, Mediterranean Shipping Company. I am conversant with the relevant facts in relation to the incident involving MSC ELSA 3 – IMO No. 9123221 ('Vessel'). I am filing the present Affidavit for the limited purpose of placing on record certain facts in relation to

MSC AGENCY (INDIA) PVT. LTD. COCHIN

1

Respondent No. 12's response to the unfortunate incident that occurred involving the Vessel

2 The Vessel was a container ship under the registered ownership of ELSA 3 Maritime Inc., which is a company incorporated and registered in Monrovia, Liberia. The Vessel was under bareboat charter by the registered owners in favour of Multi Container Management SA ('MCM'), a company registered in Panama. MCM in turn had given the Vessel on a time charter to MSC Mediterranean Shipping Company SA, which has been arrayed as Respondent No. 12 through its Indian Agent. The technical and international safety management of the Vessel was entrusted to MSC Shipmanagement Limited, based in Limassol, Cyprus, which ensured that the Vessel was kept in class. The Vessel was duly insured and covered by the NorthStandard P&I Club, which is a member of the International Group of P&I Clubs.

3. The Vessel was a container ship having a length overall of 183.91 metres (approximately 600 feet), a beam of 25.3 metres (approximately 82 feet), gross tonnage of 16,798 GT and dead weight tonnage of 22,994 DWT. Although the Vessel had the carrying capacity of 1,730 TEUs, at the time of the incident, the

MSC AGENCY (INDIA) PVT. LTD. COCHIN

Vessel had only 643 containers units (comprising 1052 TEUs onboard.

Brief description of the Incident

4. The Vessel departed from Vizhinjam Port in India on 23rd May 2025 and was bound for Kochi Port. On 24th May 2025 at around 0100 Hrs IST, the Vessel developed a concerning starboard list, which continued to increase despite the efforts of the Vessel's crew to correct the same. At this time, the Vessel was approximately 38 Nautical Miles Southwest of Kochi and 21.5 Nautical Miles of the nearest coast of Kerala. By 1515 Hrs IST , the list had increased to 30 degrees. The crew of the Vessel that remained onboard at the time were continuing to take proactive steps to minimise the list. Consequently, about 40 containers from the deck of the Vessel fell overboard. This resulted in the Vessel's list reducing from about 30 degrees to 20 - 22 degrees. However, the Director General of Shipping ("**DG Shipping**") instructed this Respondent to ensure the evacuation of all crew members at the earliest opportunity and, therefore, 21 crew members were safely

evacuated from the Vessel, leaving the Master, Chief Engineer and the 2nd Engineer onboard the Vessel to assist in correcting the list, etc.

5. Once the crew were evacuated, further efforts to correct the list were taken; however, the list could not be effectively corrected. Accordingly, on 25th May 2025 at approximately 0750 hours IST, the Vessel capsized and sank. Prior to the Vessel capsizing, there were only 3 crew members remaining onboard who were rescued and taken to Kochi.

6. Of the 643 containers onboard when the Vessel commenced its voyage from Vizhinjam Port, 347 containers were in the cargo hold and 296 containers on deck. Only 13 of the containers were carrying hazardous materials, classified under Class 4.3 and Class 9 of the International Dangerous Goods Code. From these 13 containers, 12 contained a cargo of calcium carbide, and the remaining one contained Rubber Chemical Anti-Oxidant. Apart from these 13 containers, approximately 70 containers contained plastic products known as nurdles. A list of the containers and the cargo manifest for the Vessel has already been placed on record by Respondent Nos. 1 and 3 in their Affidavit dated 18th June

2025. It is believed that the majority of the containers went down with the Vessel including all 13 containers containing hazardous material. Approximately 65 containers which were loaded on deck floated away from the wreck site. As set out in further detail below, efforts were immediately taken to retrieve all such containers with a view to minimising any environmental impact by the same. 61 containers have been retrieved and 4 more have been sighted and retrieval is in progress. None of these contained hazardous material and the only pollutants were the plastic nurdles for which clean up action was immediately initiated and is in progress.

7 Apart from its cargo load, the Vessel was carrying approximately 367 MT of Marine Fuel Oil (VLSFO) and about 84 tons of marine diesel oil required for the operation of the Vessel. In addition the Vessel also had approximately 55 tons of lubricant oil. After the capsizing of the Vessel, a light oil sheen was noticed as extending approximately 1 nautical mile around the vicinity of the sunken Vessel. This appeared to be Diesel Oil, small quantities of which escaped from the air vents of the fuel tanks of the Vessel while she was capsizing. As set out in further detail below, immediate steps were taken by this Respondent in coordination with the statutory

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authorities to ensure dissipation of the oil sheen and prevention of any oil pollution from the capsized Vessel.

9. A statutory inquiry and investigation into the incident, as contemplated under the Merchant Shipping Act, 1958, is being undertaken to ascertain the reasons for the listing and subsequent capsizing of the Vessel. This Respondent is fully co-operating with the statutory authorities, not only in respect of its investigation, but also to ensure that the environmental, health and safety implications of the incident are adequately and quickly addressed. Some of the steps taken to date are summarised below for the consideration of this Hon'ble Court.

Immediate Mobilisation of Resources

10. The relevant MSC personnel/agents within the country were immediately mobilised to respond to the casualty, as soon as concerns about the listing of the Vessel arose. As set out below, prompt action was taken by this Respondent in consultation and with the confirmation of its P&I Club.

11. This Respondent engaged and activated salvage contractors T&T Salvage Asia Pte Ltd ("**T&T Salvage**") on 24th May 2025 itself, once the Vessel began to list dangerously. T&T Salvage mobilised

MSC AGENCY (INDIA) PVT. LTD. COCHIN

their teams within India and Singapore to arrive in Kochi as quickly as possible. They also established contact and liaised with the relevant authorities. Planning and coordination efforts were initiated by the salvors with the Indian Coast Guard, DG Shipping and other local stakeholders/authorities. The personnel deputed by T&T Salvage to assist with the incident included Salvage Master Pardeep Kumar, Naval Architect Peter Zhang and oil spill response specialist Ashok Poudal, all of whom arrived in Kochi on 24th / 25th May itself. The T&T Salvage team immediately began sourcing and moving personnel and equipment from the nearest available bases in Mumbai and Singapore. By 26th May 2025, Project Manager, Captain Anuj Sahai and Captain Arthur Martin, along with 6 other salvors and other salvage personnel comprising senior management, salvage technicians and salvage divers, all arrived in Kochi.

11 In addition to T&T salvage, this Respondent also engaged Brand Marine Consultants ("**BMC**"), a global marine consultancy, to oversee and advise on the salvage operations, in order to ensure that the same were being carried out properly.

12. An agency known as Marine Emergency Response Services ("**MERC**") was engaged by this Respondent to undertake shoreline cleanup operations. This agency took steps to salvage and clean up the containers and their debris and contents, mainly plastic nurdles that reached various locations along the Kerala Coastline.

13. A reputed independent expert agency, known as International Tanker Owners Pollution Federation ("**ITOPF**"), was appointed by the P&I Club to provide its inputs on pollution mitigation and cleanup efforts. ITOPF is a globally recognised not-for-profit agency that provides a wide range of technical services for responding to ship-sourced oil pollution/spills.

Action taken to prevent any Oil Pollution from the Vessel

14. The immediate efforts of the salvors were focussed on planning for the capping/sealing of any accessible openings of all tanks containing hydrocarbons on the Vessel, since the light oil sheen seen around the sea surface near the sinking site of the capsized Vessel indicated that there was an ongoing leak of light oil thought to be diesel oil. The first step for carrying out this capping/sealing of openings was to carry out a side scan and multibeam survey to

ascertain the position aspect and depth at which the Vessel was lying. Accordingly, on 26th May 2025 itself a team of surveyors from a survey company known as C-Track Surveys Pvt. Ltd., along with their necessary survey equipment, was flown in from Mumbai to Kochi. On instructions of DG Shipping, Adani released 2 tugs on 28th May 2025, namely Ocean Pioneer and Dolphin 28, for conducting survey works.

15. On 29th / 30th May 2025, a tug Ocean Pioneer was outfitted with survey equipment and mobilised to the sinking site to conduct a multibeam survey. The 3D multibeam survey revealed that the wreck of the Vessel is lying on her starboard side at an approximate depth of 51 to 55 metres. Some debris, possibly containers, was also observed to be scattered near the wreck.

16. While the planning for the sinking site survey was ongoing, the owners, the salvors, and the salvage consultants were simultaneously also working on sourcing an adequately equipped vessel to carry out diving operations. Given the weather conditions occasioned by the ongoing monsoon, there was a limited window to carry out the capping/sealing work. Accordingly, the team decided to engage the nearest suitably equipped Dynamically

Positioned Dive Support Vessel ("**DP DSV**") even before the multibeam survey was completed so as to ensure that the operation could be carried out as quickly as possible. The DP DSV SEAMEC III was mobilised on 29th May 2025 and sailed out from Chennai following completion of her previous assignment. Steps were also taken to mobilise the necessary equipment for air and saturation diving to be available in Kochi by the time SEAMEC III arrived on 5th June 2025. Given that the diving work involves depths up to 51 metres, it was decided to use the saturation diving method since this method offers greater working time at that depth for the divers and a higher degree of safety for operations. As the required saturation equipment was not onboard SEAMEC III and could not be sourced from locations within India, the required equipment was to be sourced internationally. This would have delayed the operations till 17th June 2025. Therefore, it was decided to additionally mobilise a team of 12 air divers to urgently attempt the sealing of tanks carrying oil hydrocarbons using air diving operations, which was high risk, since air divers can work at a depth of 50 metres for only approximately 20 minutes after which the diver is to be rushed into a decompression chamber to neutralize the pressure.

17. On 8th and 9th June 2025, SEAMEC III was fully loaded with the required equipment and departed for the sinking site. Thereafter, diving operations commenced at the sinking site to cut and retrieve the mooring ropes that were floating in the vicinity and to locate and cap all leaking vents. This exercise continued over the next few days, and by 12th June 2025, all accessible vents and sounding pipes from which release of hydrocarbons could possibly occur were sealed by the diving team after 41 consecutive dives by the divers on site. Thereafter, SEAMEC III returned to Kochi Port in view of the inclement weather conditions offshore. A total of 55 personnel (not including the permanent staff of SEAMEC III) worked onshore and offshore to carry out these operations to ensure that the hydrocarbons contained in the Vessel would securely remain within the tanks.

18. The purpose of this high-risk operation was to secure the environment against pollution from any potential oil spill during the peak of the monsoon. The total eradication of the risk from a spill will require the complete removal of all accessible hydrocarbons from the Vessel, which can only be safely carried out after passage of the peak monsoon season.

19 Meanwhile, oil spill response efforts were also carried out to contain and disperse the light oil sheen that was observed after the sinking of the Vessel. This was done with the help of tugs and trained personnel using proven methods such as absorbent material and propeller wash to cause agitation and subsequent dispersion of the sheen. A team of IMO qualified personnel were also mobilised and kept on standby to address any possible oil pollution on the beaches. This was a precautionary measure, and no oil spill was reported from any district or shoreline.

Action taken to Minimize Risk from Containers

20 While necessary steps were being taken to prevent any oil pollution, steps were simultaneously also taken to survey the sea surface around the sinking site by use of tugs to identify risks that may be posed to passing vessels by floating containers from the Vessel. In addition to the use of tugs, which were released by Adani to carry out this survey work on the instructions of DG Shipping, drone assessment and container recovery efforts were commenced. By 29th / 30th May 2025, arrangements were made for a drone survey of the coastline. Further, drifting containers were located and safely towed to shore. Containers that had washed up

ashore were also retrieved. Where containers had split due to impact, the debris/contents of the containers that had washed ashore were cleaned.

21. The immediate actions taken by this Respondent to address the situation include the following:

a. Deployment of vendors such as Sparrow Transport and Waterline for urgent salvage and rescue operations along the Kerala Coast, specifically in areas like Alleppey, Chenazheekkal, Shakthikulangara, Chavara, and Kollam, which were primarily affected.

b. Utilization of trailers and mobile cranes, cleaning staff, tippers, and security personnel to manage cargo spillage and ensure the safety of residents. Illustratively, to assist in loading containers in Kollam district, this Respondent deployed cranes, and another crane was stationed on the Alleppey district beach. Additionally, four trailers and 50-60 personnel were deployed and engaged by this Respondent's appointed vendors for the retrieval of containers beached or floating along the Kerala coast. This Respondent also arranged multiple fishing boats to go to the

site of the containers, but they were unable to be deployed as it was unsafe due to prevailing weather conditions.

c. Stationing of personnel at various locations where containers had beached, specifically targeting three spots in Kollam district –Shakthikulangara, Parimanam, and Chavara. Despite accessibility challenges, this Respondent attempted to mobilize road trailers through its vendors for retrieving containers.

d. Marine surveyors were deployed to prepare detailed reports on beached containers. This Respondent compiled a list of beached containers and mobilized personnel accordingly.

e. This Respondent assisted in inland movements of oil spill response equipment, such as Oil booms.

f. Assistance in and handling of crew medical assistance, immigration, customs formalities, and prompt clearance of imported salvage equipment, diving gears and ROV clearance, clearance, sign on/off of crew members/salvage team, shore passes, dock entry passes, etc., for tugs and special towing vessels and DSVs. This Respondent also aided the ITOPF, T&T Team, and MERC team by arranging

their hotel stays, travel needs, and mobilizing their resources.

g. Liaising with various authorities, including the State Disaster Management Authorities, Coast Guard, Customs (various departments), Cochin Port officials, Immigration Department, Kerala Police, and I&B, to coordinate efforts and obtain necessary equipment and assistance. Immediate reporting to authorities, providing Hazardous cargo details, container lists, complete cargo manifests, Vessel particulars, and Salvage Team contact information. Regular coordination with district collectors and local authorities was maintained in coordination meetings with DG Shipping and other authorities to update on day-to-day developments and plans.

22. As set out above, MERC was appointed to carry out on-shore salvage operations. The local resources engaged by this Respondent were integrated with the MERC teams for carrying forward the onshore operations of retrieving beached containers, the collection of cargo debris, and ongoing cleanup activities. A

Brief overview of the steps taken by MERC in this regard is set out below:

a. Between 26th to 31st May 2025, it was found that the spread of containers and nurdles was across many districts. In order to effectively tackle the spread on the shoreline, MERC setup 3 response centres to address the beaches in an organized manner. Dedicated teams were assigned to each response centre to address the task of container removal and clean up of debris/Nurdles at the beaches in its vicinity. Salvage plans were developed for the containers that had washed ashore for safe retrieval. Further, MERC established contact with and coordinated with the relevant district administrations and authorities to formulate protocols for the retrieval and transportation of containers. Salvage equipment, including hydras, cranes, trailers, etc., was mobilized to different locations to expeditiously recover the containers that had washed ashore. Simultaneously, meetings were held with the state authorities for the clean-up activities of the plastics pellets/nurdles from the beaches with the help of state volunteers.

b. Each of the Centres *inter alia* carried out the following work:

1. Kollam Centre:

a. The retrieval of containers washed ashore was carried out at Mukkam Beach, Needdakara Beach, Thirumullavaram Beach, Kappil Beach, Thangassery Lighthouse, Ozhukkuthode beach, Mundakkal and Shiva Hotel area.

b JCB, Excavators and Hydra cranes were deployed to prepare access, remove the containers and load them onto the trailers for further transport to the port facilities.

c. Beach clean-up activities were carried out at various locations in the Kollam district areas, including Mayyand Beach, Thanu Beach and Mundakkal Beach with the help of Volunteers from the Civil Defence Group in coordination with the Pollution Control Department. Steps were also taken for sieving and storage of the recovered nurdles.

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d. By 11th June 2025, the majority of the Containers had been retrieved. There were 4 containers remaining, which were submerged in water and needed a diving team to remove them. A diving team of 5 Personnel was mobilised on 15 June 2025 to assist with the removal of these containers.

e. Between 16th to 20th June 2025, an additional team of around 50 personnel were deployed for the cleaning of Insulin that had washed ashore in the Kollam district.

f. Regular meetings with the District Collector of Kollam were done to apprise them of the progress

2. Trivandrum Centre

a. Salvage operations were undertaken for recovering the Containers washed ashore at Kovalam beach, Valli Beach, Varkala Beach, Vizhinjam, Poovar Beach and Golden Sand Beach. Challenges were faced in some of these

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areas due to restricted access to the sites for heavy machinery, uneven beach profile and tidal effects.

b. Beach clean-up activities were carried out at various locations in and about the Trivandrum area, including at Varkala Sites -- Vettor Beach, Veli Beach and Thumba Beach. Part of the clean-up activities were undertaken by volunteers provided by the District authorities However, transport, food and refreshments and supervision were provided for the engagement of the volunteers by MERC management. 5 teams of 11 personnel were initially formed to manage about 250 volunteers. This was subsequently increased to 8 teams comprising 11 personnel due to an increase in the number of volunteers

c Additionally, 8 Teams of 11 Personnel were formed to address immediately areas with a high concentration of Nurdles as a priority These teams were assigned areas that were not catered to

by the Volunteers and needed immediate attention

d. Surveys of the shorelines continued, and a total distance of about 500 km was covered.

3. Kanyakumari Centre:

a. Hydra Cranes were mobilized for salvaging the washed-up container from the beach.

b. Site visits were conducted at 19 beach sites with the local fisheries authorities to plan and implement beach clean-up activities and identify the requirements for resources. Thereafter, beach cleaning activities took place at 19 beaches in the Kanyakumari region.

23. The above process commenced from 26th May 2025 and by 21st June 2025, a total of 61 containers had been recovered and delivered to the Vizhinjam Port, and significant clean-up activities were completed.

24 The Respondent, together with the agencies engaged by it, are continuing to monitor the situation and is continuing to take remedial action, as and when required.

Wreck marking

25. The Kerala State Disaster Management Authority ("**KSDMA**") indicated that it may be necessary for the wreck to the Vessel to be marked. Accordingly, this Respondent engaged Brand Marine Consultants ("**bMC**") to analyse the technical feasibility and advisability of such marking.

26. After carrying out a detailed analysis of the wreck, bMC prepared a report dated 22nd June 2025, which contains their findings in respect of the mode and manner in which the wreck ought to be marked. According to the report prepared by bMC:

a. The appropriate and internationally recognised course of action is to ensure that the wreck is accurately surveyed and that its position and least depth are promulgated to mariners via official nautical charts.

b Given the depth of the wreck, bMC are of the view that there is a vast margin of safety for all vessels operating in the area, as the highest point of the wreck is at 20.0 meters below Mean Sea Level, which exceeds any internationally accepted under-keel clearance. Thus, it does not pose any threat or impediment to navigation.

c. The wreck is located well clear of any IMO recognised Traffic Separation Schemes or major established shipping fairways and poses no risks to navigation or fishing activities.

d. The technical difficulties and hazards posed by physically marking the wreck with buoys have been highlighted in the report prepared by bMC who recommend that the wreck be marked on the navigational charts similar to 4 other wrecks in the vicinity.

e. Fishing vessels have a navigational draft of 1.5 m to 3.0 m and the wreck, at its highest point is30 m below mean sea level, poses no collision risk

f. Restrictions on surface activities such as any fishing ban imposed, which are predicated on a perceived navigational danger, should be lifted

Care Taking Plan and Next Steps

27. The next stage of operation involves fuel removal from a depth of approximately 51 meters and from tanks, which may require penetration diving (i.e draining access to the interior of the Vessel) In order to carry out this operation safely and to international standards, this Respondent has been advised to engage the services of SMIT Salvage, who are salvors having expertise in the field of sustainable marine emergency response. SMIT Salvage has highly trained salvage professionals and specialized salvage equipment, which would be ideally suited to the demanding operation that needs to be carried out once the weather permits.

28 In the meanwhile, notwithstanding the capping and sealing operation carried out, this Respondent has also put in place a Care Taking Plan that will operate till SMIT Salvage is able to proceed with the removal of all hydrocarbons from the Vessel, which would *inter alia* require improved weather conditions and the

arrival at the site of the DSV vessel and necessary equipment to be used. The objective and purpose of the Care Taking Plan is to conduct daily observation at the site and monitor the risk of any Hydrocarbon Pollution with an immediate reporting mechanism in place to various stakeholders. This will ensure that steps can be taken to mitigate any pollution that may take place in the shortest possible time.

29. The Care Taking Plan will be implemented by deploying an Indian flagged tug, MV Canara Megh to conduct such daily observation and take emergency response measures, if required. The said tug MV Canara Megh will be equipped with personnel who are knowledgeable about anti-pollution measures to be taken in an emergency and necessary equipment such as Oil dispersant chemicals, oil absorbent pads, sausage absorbent boom and high-pressure water jets.

30. The monitoring team on the tug will report directly to a shore-based team using a satellite phone on board. The shore-based team will not only provide logistical support to the monitoring team but will also, on a daily basis, provide updates to the DG Shipping/the Indian Coast Guard/the State Government as well as to bMC, who

have been appointed by this Respondent to oversee the salvage operations.

Conclusion

31. In light of the foregoing, it is respectfully submitted that there has been no significant pollution and/or environmental damage caused by the incident to date. The light oil sheen, which was initially seen around the location of the Vessel, has been duly contained and the oil dispersed. The accessible vents and sounding pipes from which any further oil may escape from the Vessel have been capped/sealed. It is, therefore, submitted that there is presently no imminent threat of any oil spill and any environmental damage or a consequence thereof

32. Out of 643 containers on board the Vessel, 13 containers contained hazardous cargo which was permissible for safe carriage. It is believed that all 13 containers have gone down with the Vessel. None of the 61 containers located and retrieved contained any hazardous cargo. Four containers which are in the process of retrieval also do not appear to contain any hazardous cargo.

33. The only other pollutant apart from the bunker fuel on board the Vessel was the plastic product known as nurdles which have

escaped from the containers that have been washed ashore. The environmental impact of the nurdles, if any, is yet to be determined and in the meantime are easily being collected from the locations on the coastline where they are found by a team of specialized personnel of MERC, which has been appointed to carry out the clean up and collection activity and a large quantity of nurdles in excess of 70 tons have already been collected. Since these are light in weight, they disperse extensively and consequently have been traced at various locations on the coastline. Teams have been deployed at all locations to collect these nurdles in an efficient manner.

34 Salvage activities for the Vessel will be resumed once the weather is conducive to remove the remaining fuel in the bunkers tanks of the Vessel as this requires saturation diving which is presently not possible and involves high risk. Expert salvors have been appointed to carry out this operation once the weather moderates. For this purpose, a diving support vessel containing specialised equipment will also be mobilised.

35. Experts have opined that the wreck does not appear to pose any navigational hazard and is not a hinderance to navigation or to

fishing activities which can be carried out subject to other considerations independent of the wreck, such as the weather. The wreck is presently stable and resting on the sea bed in a water depth of about 54.5 meters and is well clear of any established shipping channels.

36. This Respondent is fully committed to mitigating the impact of the incident on the environment and on all stakeholders and has already taken all steps presently possible. It is respectfully submitted that this Respondent's proactive actions and asset mobilization played a crucial role in addressing the immediate aftermath of the incident and for supporting salvage operations. This Respondent remains committed to cooperating with the authorities and stakeholders to ensure effective resolution and cleanup efforts. It is humbly prayed that the documents produced along with this affidavit may be accepted and averments herein may be considered while adjudicating the issues raised in the Writ Petition. It is also humbly prayed that non-denial of the paragraphs in the writ petition should not be deemed as admission of the facts/averments made in the writ petition and the Respondent craves leaves to file a detailed affidavit or further affidavits as and when necessary.

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All facts stated above are true and correct to the best of my knowledge, information, and belief

Dated this the 1st day of July, 2025

Deponent

Solemnly affirmed and signed before me on this the 1st day of July, 2025 at my office at in Ernakulam

Pranoy K Kottaram
Counsel for the 12th Respondent (K/931/2011)

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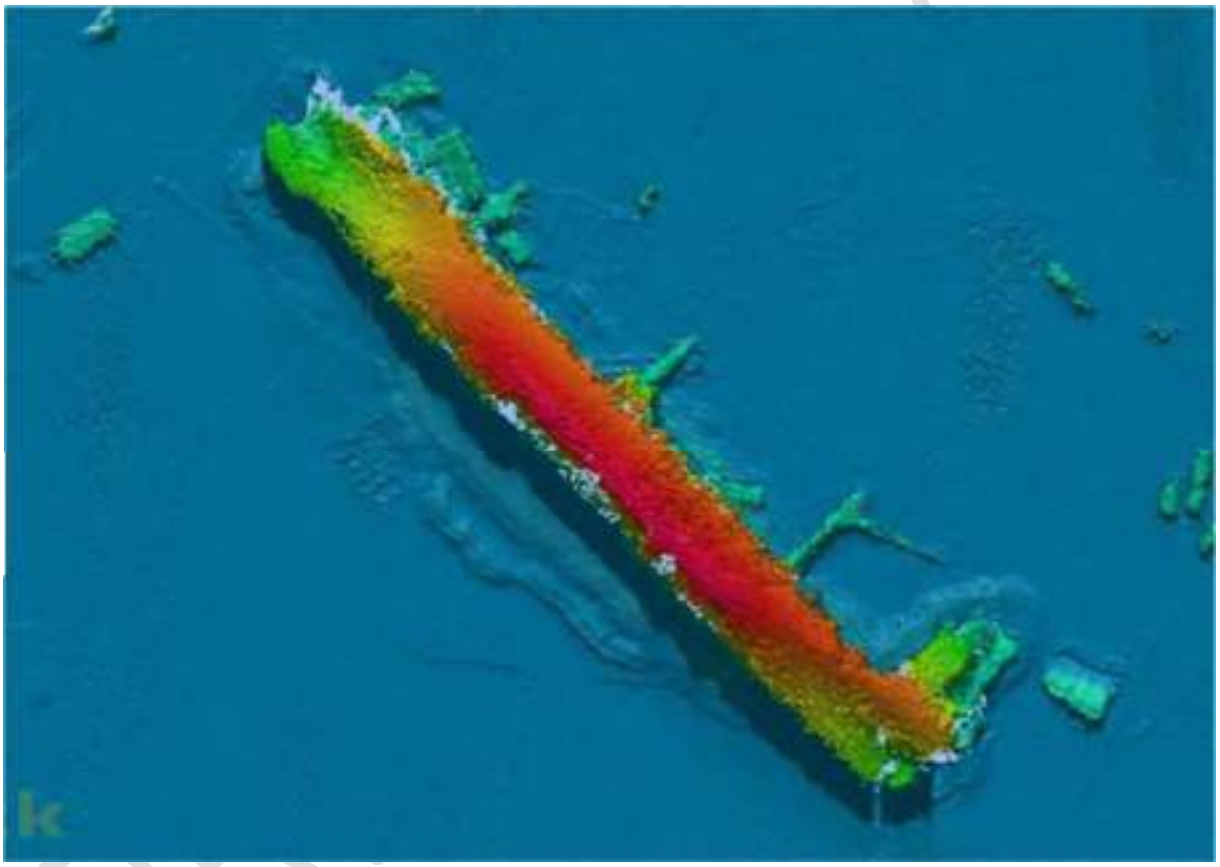
brand MARINE CONSULTANTS

PN1-0332025

MSC ELSA 3

NARRATIVE ON SALVOR'S ACTIONS



Project Name:	
bMC Project No.:	
Date of Occurrence	
Report No.:	01
Report Version No.:	01
Consultant.:	
Approved by:	
Date of Report:	

brand MARINE CONSULTANTS GmbH

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PRELIMINARY

CONFIDENTIALITY:

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PRELIMINARY

1 INTRODUCTION

1.1 PURPOSE OF REPORT

1.2 REVIEWED DOCUMENTS

- WRI Climatology for Kochi Location for All Months

1.3 THE PARTIES

PRELIMINARY

2 NARRATIVE

Emergency Response Phase

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PRELIMINARY

3 DECLARATION AND STATEMENT OF TRUTH

PRELIMINARY

4 ANNEX

PRELIMINARY

T&T SALVAGE ASIA PTE LTD

No.29 Tuas Avenue 4 Singapore 639379

Tel: +65 6591 5288 | www.ttsalvage.com | mscelsa3@ttsalvage.com

24-Hour Worldwide Emergency Response: +1 713 534-0700

Name of Casualty: M/V "MSC ELSA 3"

Salvage Master Report: #24

Date of Issue: 19th June 2025

Covering Dates: 18th June 2025

1) STATUS OF VESSEL

Container ship MV MSC ELSA 3 had sank off the coast of Kochi India, following a severe list that developed approximately 38nm southwest of the port. The vessel first reported a 26-degree list to starboard while enroute to Kochi. All 24 crew members of the ex-Liberian flagged container vessel have been rescued safely. T&T Salvage has been activated by shipowners on 24th May 2025.

Wreck location: Lat: 09 18.5.022 N & Long: 076 07 57.967 E

2) WEATHER FORECAST (Detailed report as attached)

SYNOPTIC DISCUSSION BASED ON SITUATION AT 06:00LT. (UTC+5) ON Thu 19 Jun 2025
Winds are forecast to remain mostly moderate to gentle through the next few days off SW India under the influence of the monsoonal trough. Latest satellite imagery shows scattered convection in your vicinity. There is a risk of thunderstorms over your location.

WARNINGS VALID FOR THE PERIOD UP TO 05:00LT. (UTC+5) ON Fri 20 Jun 2025
Significant wave heights will exceed 2.0m.
In any thunderstorms, winds may gust to 30-35kts.
Poor visibility at times due to rain.

FUEL OIL REMAINING ON BOARD (As provided by the Vessel crew MSC ELSA-3

Fuel Oil Tanks – all tanks highlighted in yellow are capped

Name	Volume m3	Vol (%)	Weight tons	Lcg m	Vcg M	Tcg m	Fs m*t	Density t/m3
FO TANK No.7	11.3	34	10.4	27.89	0.5	-2.81	21	0.9234
FO TANK No.13 P	0	0	0	133.44	1.7	-2.55	0	0.991
FO TANK No.13 S	0	0	0	134.01	1.7	2.55	0	0.991
FO TANK No.14 P	0	0	0	89.44	1.7	-8.03	0	0.991
FO TANK No.14 S	0	0	0	89.2	1.7	8.03	0	0.991
FO TANK No.14 C P	268.9	95	248.3	89.51	6.22	-2.74	99	0.9234
FO TANK No.14 C S	22.2	7	20.5	89.59	1.98	2.79	104	0.9234
FO TANK No.15 P	0	0	0	44.69	1.7	-3.94	0	0.991
FO TANK No.15 S	0	0	0	44.96	1.7	3.78	0	0.991
FO TANK No.22	30.6	45	28.3	27.09	10.57	-8.13	63	0.9234
FO TANK No.23	43.9	63	40.5	23.42	10.77	-8.11	62	0.9234
FO TANK No.24	20.7	31	19.1	18.64	10.43	-7.26	38	0.9234
TOTAL:	**397.5**	19	367.1	71.98	6.88	-3.68	385	0.9234

Diesel Oil Tanks all located on the stbd of the vessel and currently embedded in the sea bed

Name	Volume m3	Vol (%)	Weight tons	Lcg m	Vcg M	Tcg m	Fs m*t	Density t/m3
FO TANK No.18 P	0	0	0	27.29	6.4	-8.72	0	0.864
FO TANK No.18 S	5.8	16	5	26.85	6.79	8.77	3	0.864
DO TANK No.29	11.5	46	10.3	3.74	11.59	6.84	12	0.9
DO TANK No.30	13.2	38	11.9	5.88	10.96	6.8	14	0.9
DO TANK No.33	0	0	0	13.33	6.4	3.54	0	0.864
DO TANK No.35	66.2	91	57.2	10.21	11.74	7.82	4	0.864
TOTAL:	**96.7**	39	84.4	9.79	11.32	7.61	33	0.8735

Lube Oil Tanks all tanks highlighted in yellow are capped

Note: Lube oil tank No.6 is inside the Engine room and cannot be capped.
Lube oil tank Nr. 28 cannot spot vent head in the drawing and not sighed by divers.

Name	Volume m3	Vol (%)	Weight tons	Lcg m	Vcg M	Tcg m	Fs m*t	Density t/m3
LO TANK No.6	11.8	52	10.6	21.88	0.3	0	9	0.9
LO TANK No.25	17.1	64	15.4	10.17	11.88	-9.12	10	0.9
LO TANK No.26	21	89	18.9	7.76	12.45	-9.08	11	0.9
LO TANK No.27	6.1	38	5.5	5.32	11.95	-8.55	3	0.9
LO TANK No.28	4.9	80	4.4	3.42	12.82	-8.7	2	0.9
LO TANK No.33 A	0	0	0	10.54	9	-0.23	0	0.9
TOTAL:	**60.9**	62	54.8	10.58	9.92	-7.25	36	0.9

- **Capping of tanks –** Completed during phase 1.
- The detailed plan in a table format was reported between 10th & 12 June vide SMR #16, #17 & #18 dated 11,12 & 13 June 2025.

3) TODAY'S ACTIVITIES

a) SEAMEC III – at the berth

- SEAMEC III: De-mobilisation of saturation dive system & Air-diving spreads completed 18June 2225LT and vessel ready to sail. Pilot booked for departure 19th June 0800LT.

b) Nand Saarthi:

- Vessel anchors off Alleppey for the night & proceeds every morning to wreck site to perform guard duties.

c) At Control Centre Taj Malabar Hotel – Kochi

Today's activities

- Tug NAND SAARTHI: As described above.
- SEAMEC 3: As described above.
- CANARA MEGH: Due to extreme weather conditions in Mumbai - bunkering in Mumbai was suspended. There was a small lull in the weather and an attempt was made to bring the bunker barge to Canara Megh – but due much banging between the two vessels – bunkering was aborted and plans in place for bringing the vessel to the berth to complete the operation.
- Prepared and sent out the SMR #23 to all stake holders.
- On Line meeting with T&T, Stake holders, Club representatives & DG Shipping conducted as per normal schedule.

Planned Activity next 24hrs/48hrs:

- Tug Nand Saarthi will continue guard duty at the wreck site.
- SEAMEC III will depart Kochi port and prepare for sea voyage enroute to Mumbai.
- Canara Megh - As soon as bunkering is completed vessel will sail to Kochi port and take over from the Nand Saarthi.
- Canara Megh Revised ETA is 23/24 June 2025.

4) AREAS OF CONCERN

- Weather conditions (Monsoonal Season)

5) T&T PERSONNEL

	Name	Position	On Hire	Off hire	Remarks
1	Paul Li	Costing Controller	24 May 5 June	4 June 11 June	Remote
2	Bas Michiels	Office Admin	24 May	17 Jun	Remote
3	Pardeep Kumar	Salvor Master	25 May	19 Jun	Demobilized
4	Peter Zhang	Naval Architect	25 May	19 Jun	Demobilized
5	Arthur Martin	Project Manager	26 May	20 Jun	Demobilized
6	Alex Ang	Project Manager	24 May	28 May	Remote
			29 May	06 Jun	On Site
			07 Jun	12 Jun	Remote
			13 Jun		On Site
7	Lee Hiok Liang	Project Manager	06 Jun	18 Jun	Demobilized
8	Sushanta	Salvor	26-May		Nand Saarthi
18	Kapil (O)	Salvor / Air Diver	10 Jun		Transferred to Nand Saarthi 14th June
19	Hanuman (O)	Salvor / Air Diver	10 Jun		Transferred to Nand Saarthi 14th June
25	Ashok Paudel	Logistics Coordinator	25 May		On Site
9	Rahul	Salvor	26-May	17 Jun	Demobilized
10	Mukesh Kumar	Salvage Engineer	27-May		On Site
11	Krishan Kumar (O)	Air Dive Supervisor	28 May	17 Jun	On site
12	Mohit Rathee (O)	Salvor / Air Diver	28 May	17 Jun	Demobilized
13	Rakesh Kumar (S)	Salvor / Air Diver	26-May	17 Jun	Demobilized
14	Ramchandra Desai (S)	Salvor / Air Diver	26-May	17 Jun	Demobilized
15	Pardeep (O)	Air Diver / ALST	10 Jun	17 Jun	Demobilized
16	Ankush (O)	Air Diver	10 Jun	17 Jun	Demobilized
17	Mukesh (O)	Air Diver	10 Jun	17 Jun	Demobilized
20	Surender (S)	SAT Diver	07 Jun	17 Jun	Demobilized
21	Dhoop Singh (S)	SAT Diver	07 Jun	15 Jun	Demobilized
22	Shyam (S)	SAT Diver	07 Jun	17 Jun	Demobilized
23	Ashok Kumar (S)	SAT Diver	07 Jun	17 Jun	Demobilized
24	Satyawan (S)	SAT Diver	07 Jun	17 Jun	Demobilized
26	Johan Luijks	Chemist	27 May	16 Jun	Demobilized
27	Yusuf Bin Abdul Wajis	Salvage officer	06 June	17 Jun	Demobilized

28	Jose Bacarra Calutan	Salvage Officer	06 June	17 Jun	Demobilized
29	Lazaro Roldan	Salvage Supervisor	12 June	17 Jun	Demobilized
30	Nilson Sulib	Salvor	12 June	17 Jun	Demobilized
31	Tereso Catorce	Salvor / Technician	12 June	17 Jun	Demobilized
32	Anuj Sahai	Project Manager	26 May	31 May	Demobilized
33	Anup Singh	Salvor / Air Diver	26-May	14 Jun	Demobilized
34	Dinesh Kumar	Salvor / Air Diver	26-May	14 Jun	Demobilized
35	Rinku Poonia	Salvor / Air Diver	27-May	14 Jun	Demobilized
36	Pulkit Dahiya	Salvor / Air Diver	28 May	09 Jun	Demobilized
37	Deepak Dhull	Air Dive Supervisor	07 Jun	14 Jun	Demobilized
38	Narender	SAT Diver	07 Jun	14 Jun	Demobilized
39	Pardeep Dhankar	Salvor / Air Diver	10 Jun	14 Jun	Demobilized
40	Manish	Salvor / Air Diver	10 Jun	14 Jun	Demobilized
41	Ishu Dhankar	Salvor / Air Diver	10 Jun	14 Jun	Demobilized
42	Sonu Kumar	Salvor / Air Diver	10 Jun	14 Jun	Demobilized
43	Amit Rathi	Salvor / Air Diver	10 Jun	14 Jun	Demobilized
44	Sombir	Salvor / Air Diver	10 Jun	14 Jun	Demobilized
45	Sumit	Salvor / Air Diver	10 Jun	14 Jun	Demobilized
46	Manish Kumar	Salvor / Air Diver	10 Jun	14 Jun	Demobilized
47	12 OSR Crew	RMS	28 May	28 May	Demobilized
48	Wazir Singh (O)	Sat Superintendent	16 June	17 Jun	Demobilized
49	Surinder (O)	Sat Supervisors	16 June	17 Jun	Demobilized
50	Sanjeev (O)	Sat Supervisors	16 June	17 Jun	Demobilized
51	Umair Sikandar Parkar	Alleppy	29 May	5 June	Demobilized
		Offshore Warrior	6 June	9 June	
52	Shubam Singh	Alleppy	29 May	5 June	Demobilized
		Nand Saarthi	6 June	14 June	
53	Brijkishore	Alleppy	29 May	5 June	Demobilized
		Nand Saarthi	6 June	14 June	
54	Rohit	Alleppy	29 May	5 June	Demobilized
		Offshore Warrior	6 June	9 June	

6) EQUIPMENT RESOURCE

No.	Asset	Quantity	On Hire	Off Hire
1	20-foot container – see details sent in SMR #1 in pdf copy	03 units	26 May	
2	Dive equipment as per list attached		28 May	02 June
3	Consumable OSR equipment placed on Tug Nand Saarthi	As per inventory	30 May	
4	Consumable OSR equipment placed on Offshore Warrior	As per inventory	31 May	
5	DDC and Air Diving Gear from MERC	As per inventory	4th June	17 Jun
6	Multibeam survey gear initially installed on Ocean Pioneer on 28 May and removed on 30th May Gear then re-installed on Water Lily on 4th June 2025	As per Inventory	28 May	
7	List of equipment mobilized for the Air diving attached to SMR #22	As per inventory	28 May	
8	List of equipment mobilized for the planned Saturation Diving attached to SMR #22	As per inventory	10 Jun	

Vessels:

No.	Asset	Location	On Hire	Off Hire	Remarks
1	Nand Saarthi	Mumbai to Kochi	26 May 25		Vessel on guard duty
2	Offshore Warrior	Mumbai to Kochi	26 May 25	9 June 1448	Proceeded to handle the emergency on the Wan Hai 503
3	Dolphin 28	Vizhinjam Port.	28 May 25	29 May 25	Demob
4	Ocean Pioneer	Vizhinjam Port.	28 May 25 / 2000hrs	30 May 25/ 1940 hrs	Demob
5	Seamac III	Chennai Port	29 May 25		Sailing from Kochi port to Mumbai
6	Water Lily	Kochi Port	31 May 25	9 June 1630LT	Proceeded to handle the emergency on the Wan Hai 503

Pardeep Kumar
Salvage Master
This is in electronic form therefore no signature is required.

c) Tug Offshore Warrior:

02 June:

- Offshore Warrior: Was on guard duty at night in vicinity of the wreck.
- Has been carrying out SAR pattern for sea surface check for approx. 155 square KM2 or 45 square NM as per a pre recommended track to look for oil sheens / other wreck debris. Any oil sheens sighted – use absorbent booms to contain it and also the propeller wash method to break the oil into smaller oil droplets to become more readily dispersed into the water column and enhance biodegradation by increasing the oil's surface area and exposure to natural microbial activity.
- Observed an approx. 100 x 40 mtrs of rainbow sheen on the water surface
- Oil samples have been collected by the vessel – but there is no trace of any sheen on the surface.

.

Offshore Warrior – sighted this rainbow sheen	Offshore Warrior – using propeller wash method to break up the rainbow sheen

d) Tug Water Lily:

- At the berth at Kochi Port Q-5 Ernakulum Warf on 2nd June to load side scan and Multibeam survey equipment.
- Welding works in progress but being delayed due to passing showers.

Tug Water Lily at Q-5 berth Ernakulum Warf	Tug Water Lily welding works in progress

e) At Control Centre Taj Malabar Hotel – Kochi

Today's activities

- Tug Nand Saarthi: As described above
- Tug Offshore Warrior: As described above
  - Both Tugs are engaged in Oil sheen & propeller wash method of clean operations as well as searching for any floating debris
  - ETV Water Lily: As described above
- SEAMEC 3: Working with dive/vessel operator to provide foreign crew VISAs & equipment air freight shipment (In Progress)
- Attended meetings in the Taj Malabar premises with T&T, MERC, Stake holders, Club representatives, DG Shipping and MSC staff
- Attended daily Online meetings with all stake holders and customs as well on 2nd June.
- Continue to maintain overview of resources positioned at various locations and provide periodic updates to respective stakeholders
- Prepared and sent out the SMR #08 to all stake holders
- Continuing development of operational plans.
- Coordinating with the Indian Coast Guard, DG Shipping and all other government agencies to establish, and when possible, adhere to operational regulation requirements.
- Ongoing visa application and mobilization of personnel from respective home bases.
- Ongoing mobilization and sourcing of equipment for salvage operations.
- Continuing development of operational plans.

Planned Activity next 24hrs/48hrs:

- Placing of oil booms at the Alleppy area including Valiyazheekaal & Tharayilkadavu – Placed on HOLD by Local District Collector.
- Tug Nand Saarthi and Tug Offshore Warrior will continue to carry out OSR duties with sea surface cleaning during the day. Both tugs are engaged in carrying out a combination of propeller wash to break up the oil molecules. One of the tugs will alternate to keep night watch guard duty in the vicinity of the wreck.
- Tug Water Lily (ETV) – After completion of Welding of side scan equipment, will head back to the wreck site to carry out multibeam side scan survey to map out the containers resting on the seafloor as well as to perform guard duty and while patrolling the site.
- The Dive platform support vessel SEMAC III – ETA Kochi 5th June 2025.
- Attend daily meetings with key stakeholders & marine lawyers
- Capping equipment for MSC ELSA 3 air pipes are being procured locally in preparation for when the diving task commences.
- Preparations in full swing to plan for full saturation dive systems including bringing in saturations divers from over seas who need Indian Visa approvals.
- A stake holder recommended that T&T will also need to recover the VDR from the vessel when the diving operation commences. A reply has been given to that effect to MMD-Kochi.

4) AREAS OF CONCERN

- Weather conditions (Monsoonal Season)
- Managing the expectations of authorities and stakeholders, and ability to conduct operations under emergency situation.

5) T&T PERSONNEL

	Name	Position	On Hire	Off hire	Remarks
1	Pardeep Kumar	Salvor Master	25-May		
2	Peter Zhang	Naval Architect	25-May		
3	Arthur Martin	Project Manager	26-May		
4	Anuj Sahai	Project Manager	26-May	31 May	
5	Alex Ang	Off-site Support	24-May	28-May	
		Project Manager	29-May		
6	Sushanta	Salvors	26-May		
7	Rakesh Kumar	Salvors	26-May		
8	Rahul	Salvors	26-May		
9	Anup Singh	Salvors	26-May		
10	Dinesh Kumar	Salvors	26-May		
11	Rinku Poonia	Salvors	27-May		
12	Ramchandra Desai	Salvors	26-May		
13	Mukesh Kumar	Salvage Engineer	27-May		
14	Paul Li	Costing Controller	24-May		(remotely)
15	Bas Michiels	Office Administration	24 May		(remotely)
16	Ashok Paudel	Oil Spill Specialist	25 May		
17	Johan Luijks	Chemist	27 May		(remotely)
18	Krishan Kumar	Dive Supervisor	28 May		
19	12 OSR Crew	RMS	28 May	28 May	Alleppy
20	4 OSR Crew	RMS	29 May		Alleppy

6) EQUIPMENT RESOURCE

No.	Asset	Quantity	On Hire	Off Hire
1	20-foot container – see details sent in SMR #1 in pdf copy	03 units	26 May	
2	Dive equipment as per list attached		28 May	

Vessels:

No.	Asset	Location	On Hire	Off Hire	Remarks
1	Nand Saarthi	Mumbai to Kochi	26 May 25		Continue with clean up activities
2	Offshore Warrior	Mumbai to Kochi	26 May 25		Continue with clean up activities
3	Dolphin 28	Vizhinjam Port.	28 May 25	29 May 25	Demob
4	Ocean Pioneer	Vizhinjam Port.	28 May 25	30 May 25	Demob
5	Seamac III	Chennai Port	29 May 25		In transit to Cochin. ETA 5th June
6	Water Lily	Kochi Port	31 May 25		Guard Boat Duties / Survey works

MEMO

brand MARINE CONSULTANTS

PN4 0052025

MSC ELSA 3

ASSESSMENT OF WRECK MARKING

Project Name:	
bMC Project No.:	
Client´s Ref. No.:	
Date of Incident:	
Date of Memo:	
bMC Memo No	1.0
Memo Version:	1.0

MEMO

brand MARINE CONSULTANTS

brand MARINE CONSULTANTS GmbH

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Reg

PRELIMINARY

LRQA CERTIFIED ISO 9001

CONFIDENTIALITY:

1 PURPOSE & INTRODUCTION

sea.

azards.

2 EXECUTIVE SUMMARY

hazard.

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3 NAIROBI CONVENTION HAZARD CRITERIA

3.1 DEPTH OF WATER

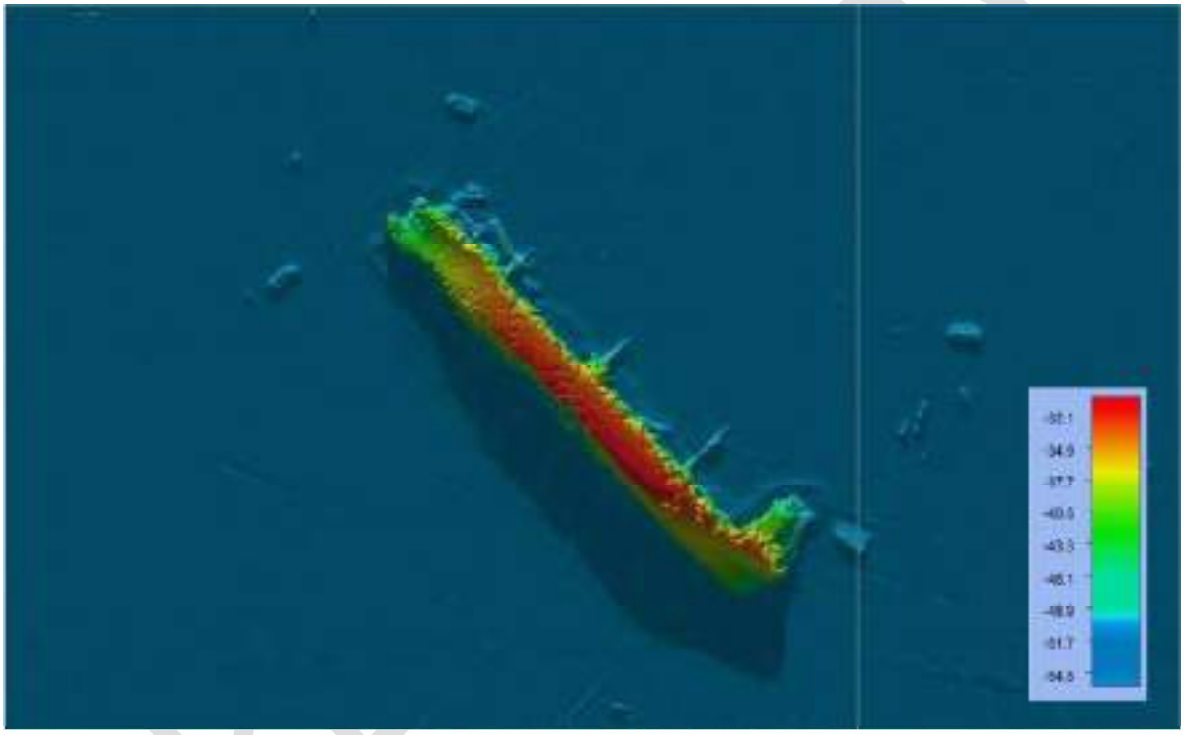

Figure 1 Wreck site bathymetry

3.2 PROXIMITY OF SHIPPING ROUTES & TRAFFIC PROFILE

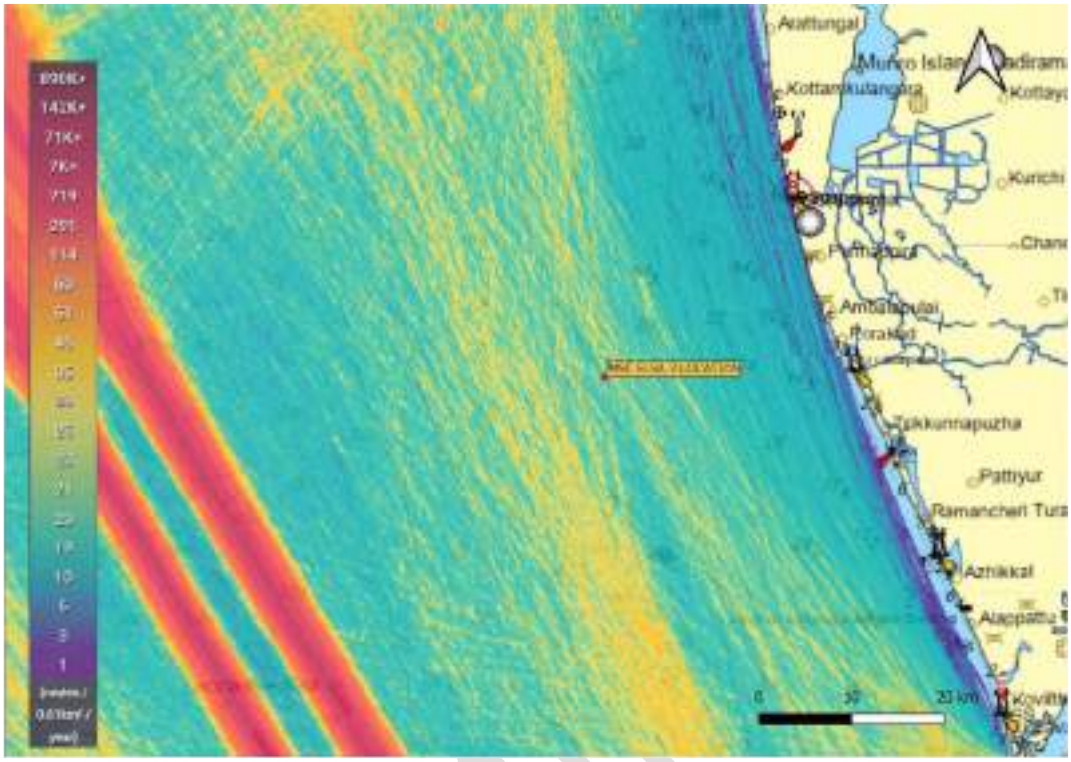

Figure 2 Traffic density chart of wrecksite

Figure 3 Nautical chart of wrecksite

3.3 NATURE AND QUANTITY OF THE WRECK'S CARGO

3.4 METEOROLOGICAL AND HYDROGRAPHICAL CONDITIONS

3.5 CONCLUSION OF HAZARD ASSESSMENT

is not required.

4 TECHNICAL & OPERATIONAL IMPRACTICABILITY OF MARKING

4.1 MOORING SYSTEM COMPLEXITY

a robust

4.2 POSITIONAL INACCURACY DUE TO LOCAL CONDITIONS

PRELIMINARY

Figure 4 Basic buoy mooring system

4.3 RISK OF MOORING FAILURE

4.4 CREATION OF AN UNINTENDED HAZARD FOR FISHING VESSELS

risks:

1.
2.
3.

Deploying a buoy would, therefore, be an action that actively endangers the very community it is ostensibly intended to protect.

5 REGULATORY FRAMEWORK AND RECOMMENDED PRACTICE (IALA)

Section 3, no such need exists.

PRELIMINARY

6 CONCLUSION AND RECOMMENDATION

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es,

1.

2.

3.

forthwith.

PRELIMINARY

MEMO

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Brand Marine consultants GmbH

Date: __.__.____

PRELIMINARY

Figure 5 Nautical chart of wreck area

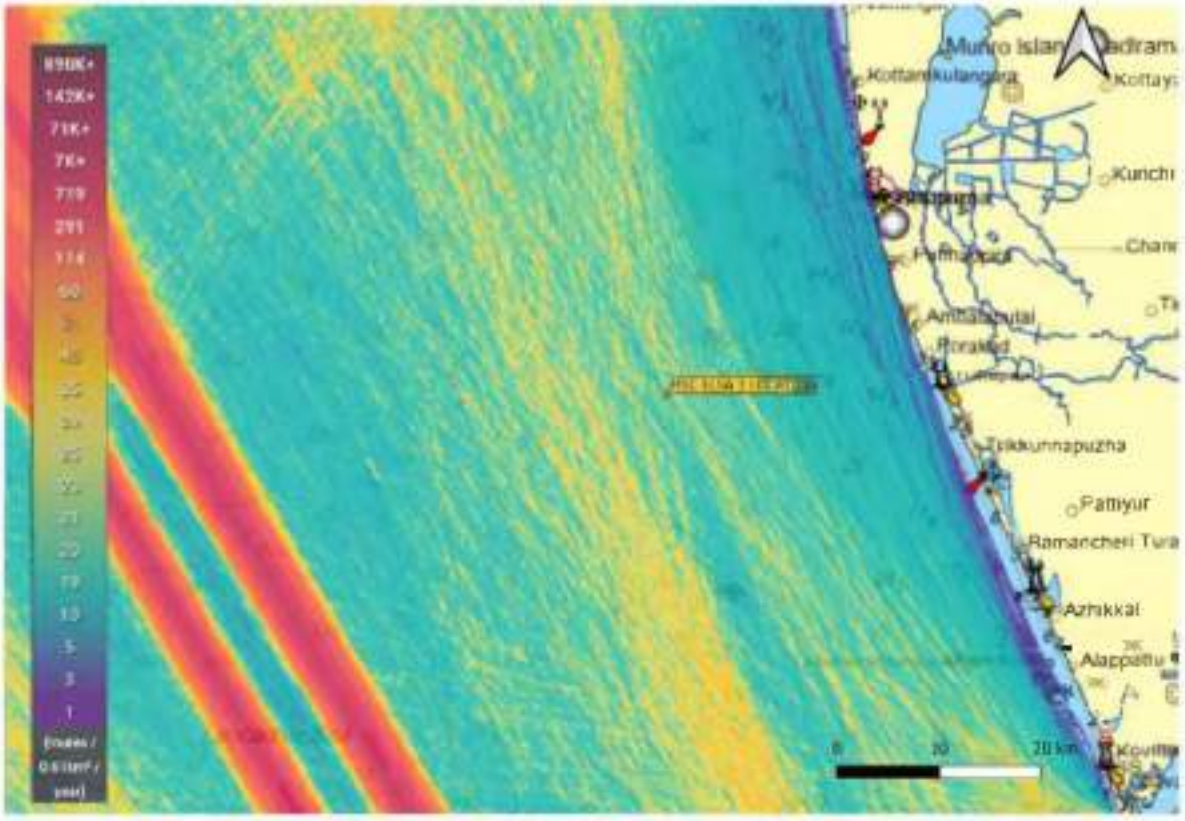

Figure 6 Traffic density chart of wreck area

THE REPUBLIC OF LIBERIA
LIBERIA MARITIME AUTHORITY

99 Park Avenue, Suite 830
New York, NY, 10016, USA
Tel: +1 212 697 3434
Fax: +1 212 697 5655
E-mail: registration@liscr.com

Permanent Certificate of Registry

Certificate Number
78-22-NYC

Vessel Particulars

VESSEL NAME :	**MSC ELSA 3**				
VESSEL TYPE:	CONTAINER				
IMO NUMBER:	9123221	OFFICIAL NUMBER:	16814	FORMER FLAG:	Germany
HOME PORT:	Monrovia	CALL SIGN:	A8NR5	FORMER NAME:	ALEXANDRA N.

Principal Dimensions

LENGTH OVERALL:	183.910 m
LENGTH *:	172.360 m
BREADTH*:	25.300 m
DEPTH*:	13.500 m

** acc. International Convention on Tonnage Measurement of Ships 1969*

Tonnages

GROSS TONS*:	16,799
NET TONS*:	8,672

** acc. International Convention on Tonnage Measurement of Ships 1969*

Year Built / Builder Name & Address

YEAR BUILT:	1997
COUNTRY :	Poland
BUILDER:	Stocznia Szczecinska S.A

Classification Society
Bureau Veritas

Registered Owner

THIS IS TO CERTIFY THAT pursuant to the provisions of Chapter 2 of Title 21 of the Liberian Code of Laws 1956, as amended, the vessel was registered by:

COMPANY NAME	STATUS	REGISTERED ADDRESS	PROPORTION
ELSA 3 MARITIME INC.	Corporation	Monrovia, Liberia	100%

WHEREAS the Maritime Administrator, on behalf of the Government of Liberia, approved the application of the aforesaid owner for registration of the vessel and whereas the owner has complied with the requirements for registration and submitted same, the vessel is therefore duly registered under the Laws and Flag of the Republic of Liberia.

This certificate has no expiration date

Issued by the Authority of the Government of the Republic of Liberia
at New York, USA this 28th day of February, 2022.

Yvonne Clinton
Deputy Commissioner Maritime Affairs R. L.

TO WHOM IT MAY CONCERN: Authenticity of this certificate can be verified on the Flag Administration website at www.liscr.com based on Tracking Identification Number TID and IMO number or issue date, or by contacting the Flag Administration directly at DutyOfficer@liscr.com or Registration@liscr.com or by calling the number at the top of the certificate.

	of letters	Port of Registry	Gross Tonnage	IMO Number
MSC ELSA 3	**A8NR5**	**MONROVIA**	**16799**	**9123221**

	Ship Type
MS ΓED	**Other cargo ship**

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INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE

No DBA0/UPL/20241121064017

Issued under the provisions of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto,and as amended (hereinafter referred to as "the Convention") under the authority of the Government of

REPUBLIC OF LIBERIA

by BUREAU VERITAS MARINE AND OFFSHORE

(Note : This Certificate shall be supplemented by a Record of Construction and Equipment.)

Name of Ship BV No : **29820Q**	Distinctive Number or Letters	Port of Registry	Gross Tonnage	IMO Number
MSC ELSA 3	A8NR5	MONROVIA	16799	9123221

Deadweight of ship (metric tons) *(for oil tankers)*:

[-] Oil tanker
[-] Ship other than oil tanker with cargo tanks coming under Regulation 2(2) of Annex I of the Convention
[X] Ship other than any of the above

THIS IS TO CERTIFY

1. That the ship has been surveyed in accordance with Regulation 6 of Annex I of the Convention; and
2. That the survey shows that the structure, equipment systems, fittings, arrangement and material of the ship and the condition thereof are in all respects satisfactory and that the ship complies with the applicable requirements of Annex I of the Convention.

This Certificate is valid until **18 August 2027***
subject to surveys in accordance with Regulation 6 of Annex I of the Convention.
Completion date of the survey on which this Certificate is based: 17 August 2022
Issued at Dubai, UAE, on the 26 October 2024
Valid only when the Supplement No. DBA0/UPL/20241121064017/A is available for inspection.

The undersigned declares that he is duly authorized by the said Government to issue this certificate.

BUREAU VERITAS
MARINE & OFFSHORE
Muhammed Sabith

This document is electronically signed and does not require a manual signature as defined in IMO guideline FAL.5-Circ.39.
Click here for the verification website

By Order of the Secretary

** Insert the date of expiry as specified by the Administration in accordance with regulation 10(1) of Annex I of the Convention. The day and month of this date correspond to the anniversary date as defined in regulation 1(27) of annex I of the Convention, unless amended in accordance with regulation 10(8) of Annex I of the Convention.*

IOPP CERTIFICATE No: DBA0/UPL/20241121064017
NAME OF SHIP : MSC ELSA 3
BV REGISTER : 29820Q

ENDORSEMENT FOR ANNUAL AND INTERMEDIATE SURVEYS

THIS IS TO CERTIFY that at a survey required by Regulation 6 of Annex I of the Convention the ship was found to comply with the relevant provisions of the Convention:

Annual survey

Signed : Achala DE SILVA
(Surveyor to BUREAU VERITAS MARINE & OFFSHORE)

Place : Colombo, Sri Lanka

Date : 13 November 2023

☒ Annual survey
☐ Intermediate survey

Signed : Muhammed Sabith
(Surveyor to BUREAU VERITAS MARINE & OFFSHORE)

Place : Drydocks World Dubai, UAE

Date : 26 October 2024

☐ Annual survey
☐ Intermediate survey

Signed :
(Surveyor to BUREAU VERITAS MARINE & OFFSHORE)

Place :

Date :

Annual survey

Signed :
(Surveyor to BUREAU VERITAS MARINE & OFFSHORE)

Place :

Date :

IOPP CERTIFICATE No: DBA0/UPL/20241121064017
NAME OF SHIP : MSC ELSA 3
BV REGISTER : 29820Q

Annual / intermediate survey in accordance with regulation 10.8.3

THIS IS TO CERTIFY that, at an ☐ annual ☐ intermediate survey in accordance with regulation 10.8.3 of Annex I of the Convention, the ship was found to comply with the relevant provisions of the Convention.

Signed :
(Surveyor to BUREAU VERITAS MARINE & OFFSHORE)

Place :

Date :

Endorsement to extend the Certificate if valid for less than 5 years where regulation 10.3 applies

The ship complies with the relevant provisions of the Convention, and this Certificate shall, in accordance with regulation 10.3 of Annex I of the Convention, be accepted as valid until

Signed :
(Surveyor to BUREAU VERITAS MARINE & OFFSHORE)

Place :

Date :

Endorsement where the renewal survey has been completed and regulation 10.4 applies

The ship complies with the relevant provisions of the Convention, and this Certificate shall, in accordance with regulation 10(4) of Annex I of the Convention, be accepted as valid until

Signed:
(Surveyor to BUREAU VERITAS MARINE & OFFSHORE)

Place:

Date:

IOPP CERTIFICATE No: DBA0/UPL/20241121064017
NAME OF SHIP : MSC ELSA 3
BV REGISTER : 29820Q

Endorsement to extend the validity of the Certificate until reaching the port of survey or for a period of grace where regulation 10.5 or 10.6 applies

This Certificate shall, in accordance with regulation of Annex I of the Convention, be accepted as valid until

Signed :
(Surveyor to BUREAU VERITAS MARINE & OFFSHORE)

Place :

Date :

Endorsement for advancement of anniversary date where regulation 10.8 applies

In accordance with regulation 10.8 of Annex I of the Convention, the new anniversary date is

Signed :
(Surveyor to BUREAU VERITAS MARINE & OFFSHORE)

Place :

Date :

In accordance with regulation 10.8 of Annex I of the Convention, the new anniversary date is

Signed :
(Surveyor to BUREAU VERITAS MARINE & OFFSHORE)

Place :

Date :

SUPPLEMENT TO THE INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE

(IOPP CERTIFICATE)

RECORD OF CONSTRUCTION AND EQUIPMENT FOR SHIPS OTHER THAN OIL TANKERS

In respect of the provisions of Annex I of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (hereinafter referred to as "the Convention").

Notes :

1. This form is to be used for the third type of ships as categorized in the IOPP Certificate, i.e. "ships other than any of the above". For oil tankers and ships other than oil tankers with cargo tanks coming under regulation 2.2 of Annex I of the Convention, Form B shall be used.

2. This Record shall be permanently attached to the IOPP Certificate. The IOPP Certificate shall be available on board the ship at all times.

3. If the language of the original Record is neither English nor French, nor Spanish, the text shall include a translation into one of these languages.

4. Entries in boxes shall be made by inserting either a cross (X) for the answers "yes" and "applicable" or a dash (-) for the answers "no" and "not applicable" as appropriate.

5. Regulations mentioned in this Record refer to regulations of Annex I of the Convention and resolutions refer to those adopted by the International Maritime Organization.

1. PARTICULARS OF SHIP

1.1. Name of ship: **MSC ELSA 3**
BV Register: **29820Q**

1.2. Distinctive number or letters: A8NR5

1.3. Port of Registry: MONROVIA

1.4. Gross tonnage : 16799

BUREAU VERITAS

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FORM A No: DBA0/UPL/20241121064017/A
NAME OF SHIP : MSC ELSA 3
BV REGISTER : 29820Q

1.5. Date of build:
1.5.1. Date of building contract:
1.5.2. Date on which keel was laid or ship was at a similar stage of construction: **18 February 1997**
1.5.3. Date of delivery: **01 June 1997**

1.6. Major conversion (if applicable):
1.6.1. Date of conversion contract: **-**
1.6.2. Date on which conversion was commenced: **-**
1.6.3. Date of completion of conversion: **-**

[-] 1.7. The ship has been accepted by the Administration as a "ship delivered on or before 31 December 1979" under regulation 1.28.1 due to unforeseen delay in delivery

2. EQUIPMENT FOR THE CONTROL OF OIL DISCHARGE FROM MACHINERY SPACES BILGES AND OIL FUEL TANKS (regulations 16 and 14)

2.1. Carriage of ballast water in oil fuel tanks:
[-] 2.1.1. The ship may under normal conditions carry ballast water in oil fuel tanks

2.2. Type of oil filtering equipment fitted:
[-] 2.2.1. Oil filtering (15 ppm) equipment (regulation 14.6)
[X] 2.2.2. Oil filtering (15 ppm) equipment with alarm and automatic stopping device (regulation 14.7)

2.3. Approval standards*:

2.3.1. The separating / filtering equipment:
[-] 1. has been approved in accordance with resolution A.393(X);
[-] 2. has been approved in accordance with resolution MEPC.60(33);
[X] 3. has been approved in accordance with resolution MEPC.107(49);
[-] 4. has been approved in accordance with resolution A.233(VII);
[-] 5. has been approved in accordance with national standards not based upon resolution A.393(X) or A.233(VII);
[-] 6. has not been approved.

[-] 2.3.2. The process unit has been approved in accordance with resolution A.444(XI)

2.3.3. The oil content meter:
[-] 1. has been approved in accordance with resolution A.393(X);
[-] 2. has been approved in accordance with resolution MEPC.60(33);
[X] 3. has been approved in accordance with resolution MEPC.107(49).

** Refer to recommendation on international performance and test specifications of oily-water separating equipment and oil content meters adopted by the Organization on 14 November 1977 by resolution A.393(X), which superseded resolution A.223(VII). Further reference is made to the Guidelines and specifications for pollution prevention equipment for machinery spaces bilges adopted by the Marine Environment Protection Committee of the Organization by resolution MEPC.60(33), which, effective on July 1993, superseded resolutions A.393(X) and A.444(XI); and to the revised Guidelines and specifications for pollution prevention equipment for machinery spaces of ships adopted by the Marine Environment Protection Committee of the Organization by resolution MEPC.107(49) which, effective on 1 January 2005, superseded resolutions MEPC.60(33), A.393(X) and A.444(XI).*

FORM A No: DBA0/UPL/20241121064017/A
NAME OF SHIP : MSC ELSA 3
BV REGISTER : 29820Q

2.4. Maximum throughput of the system is 5.000 m3/h

2.5. Waiver of regulation 14

[-] 2.5.1. The requirements of regulation 14.1 and 14.2 are waived in respect of the ship in accordance with regulation 14.5.
[-] 1. The ship is engaged exclusively on voyages within special area(s):
-

[-] 2. The ship is certified under the International Code of Safety for High-Speed Craft and engaged on a scheduled service with a turn-around time not exceeding 24 hours
[-] 2.5.2. The ship is fitted with holding tank(s) for the total retention on board of all oily bilge water as follows:

Tank identification	Tank location		Volume (m³)
	Frames (from) – (to)	Lateral position	
		Total Volume (m³) :	0

2A.1 The ship is required to be constructed according to regulation 12A and complies with the requirements of:
[-] paragraphs 6 and either 7 or 8 (double hull construction)
[-] paragraph 11 (accidental oil fuel outflow performance).

2A.2
[X] The ship is not required to comply with the requirements of regulation 12A.

FORM A No: DBA0/UPL/20241121064017/A
NAME OF SHIP : MSC ELSA 3
BV REGISTER : 29820Q

3. MEANS FOR RETENTION AND DISPOSAL OF OIL RESIDUES (SLUDGE) (regulation 12) AND OILY BILGE WATER HOLDING TANK(S)* *(* Oily bilge water holding tank(s) are not required by the Convention, if such tank(s) are provided they shall be listed in Table 3.3)*

3.1. The ship is provided with oil residue (sludge) tanks for retention of oil residues (sludge) on board as follows :

Tank identification	Tank location		Volume (m³)
	Frames (from) – (to)	Lateral position	
Sludge tank No.16	51-60	Port	24
Sludge tank No.17	48-51	Port	4.3
Dirty oil tank No.12	57-62	Stbd	24.1
Drain and leakage oil tan	33-37	Center	10.4
Sludge separator water ta	45-53	Port	12
Drain and leakage oil tan	39-42	Stbd	4.4
		Total Volume (m³) :	79.2

3.2. Means for the disposal of oil residues (sludge) retained in oil residues (sludge) tanks :
[-] 3.2.1. Incinerator for oil residues (sludge)
[-] 3.2.2. Auxiliary boiler suitable for burning oil residues (sludge)
[-] 3.2.3. Other acceptable means (state which):

3.3. The ship is provided with holding tank(s) for the retention on board of oily bilge water as follows :

Tank identification	Tank location		Volume (m³)
	Frames (from) – (to)	Lateral position	
Bilge W. H. Tank No.11	-	Stbd	21.2
Bilge W. H. Tank No.32	62-65	Port	23.8
Bilge W. H. Tank No.20	36-42	Port	38
		Total Volume (m³) :	83.0

4. STANDARD DISCHARGE CONNECTION (regulation 13)

[X] 4.1. The ship is provided with a pipeline for the discharge of residues from machinery bilges and sludges to reception facilities, fitted with a standard discharge connection in accordance with regulation 13

5. SHIPBOARD OIL POLLUTION EMERGENCY PLAN (regulation 37)

[X] 5.1. The ship is provided with a shipboard oil pollution emergency plan in compliance with regulation 37
[-] 5.2. The ship is provided with a shipboard marine pollution emergency plan in compliance with regulation 37.3

FORM A No: DBA0/UPL/20241121064017/A
NAME OF SHIP : MSC ELSA 3
BV REGISTER : 29820Q

6. EXEMPTION

[-] 6.1. Exemptions have been granted by the Administration from the requirements of Chapter 3 of Annex I of the Convention in accordance with regulation 3.1 on those items listed under paragraph(s) of this Record.

7. EQUIVALENTS (regulation 5)

[-] 7.1. Equivalents have been approved by the Administration for certain requirements of Annex I listed under paragraph(s) of this Record.

8. COMPLIANCE WITH PART II-A – CHAPTER 1 OF THE POLAR CODE

[-] 8.1.The ship is in compliance with additional requirements in the environment-related provisions of the Introduction and section 1.2 of chapter 1 of part II-A of the Polar Code.

THIS IS TO CERTIFY that this Record is correct in all respects.
Issued at Dubai, UAE, on the 26 October 2024

BUREAU VERITAS
MARINE & OFFSHORE

Muhammed Sabith

This document is electronically signed and does not require a manual signature as defined in IMO guideline FAL.5-Circ.39.
Click here for the verification website

By Order of the Secretary

No CLB0/HDS/20231119090846

DOCUMENT OF COMPLIANCE

Special Requirements for Ships carrying Dangerous Goods

Issued in pursuance of the requirement of Regulation II-2/19.4 of the International Convention for the Safety of Life at Sea, 1974, as amended under the authority of the Government of

REPUBLIC OF LIBERIA

By BUREAU VERITAS MARINE & OFFSHORE

Name of Ship BV No : **29820Q**	Distinctive Number or Letters	Port of Registry	Ship Type	IMO Number
MSC ELSA 3	A8NR5	MONROVIA	Container ship	9123221

THIS IS TO CERTIFY:

1. That the construction and equipment of the above mentioned ship was found to comply with the provisions of Regulation II-2/19.3 as applicable according to II-2/1.2.4 of the International Convention for the Safety of Life at Sea, 1974, as amended; and

2. That the ship is suitable for carriage of those classes of dangerous goods as specified in the appendix hereto, subject to any provisions in the International Maritime Dangerous Goods (IMDG) Code and the International Maritime Solid Bulk Cargoes (IMSBC) Code for individual substances also being complied with.

This document is valid until **13 November 2028**

Completion date of the survey on which this certificate is based : 13 November 2023

Issued at Colombo, Sri Lanka, on the 13 November 2023

BUREAU VERITAS
MARINE & OFFSHORE
Achala DE SILVA

This document is electronically signed and does not require a manual signature as defined in IMO guideline FAL.5-Circ.39.
Click here for the verification website

By Order of the Secretary

Note : There are no special requirements in above mentioned Regulation II-2/19 for the carriage of dangerous goods of Classes 6.2 and 7 and for the carriage of dangerous goods in limited quantities, as required in Chapter 3.4 of the IMDG Code, and excepted quantities, as required in chapter 3.5 of the IMDG Code.

APPENDIX TO DOCUMENT OF COMPLIANCE
No: CLB0/HDS/20231119090846

SPACES TO BE INDICATED IN PLAN WITH NUMBERS CORRESPONDING WITH TABLE

Name of Ship BV No : **29820Q**	Distinctive Number or Letters	Port of Registry	Ship Type	IMO Number
MSC ELSA 3	A8NR5	MONROVIA	Container ship	9123221

DOCUMENT OF COMPLIANCE No : CLB0/HDS/20231119090846
NAME OF SHIP : MSC ELSA 3
BV REGISTER : 29820Q

SPACE

Class \ Hold	Underdeck space 1	Underdeck space 2,3	Underdeck space 4	Ondeck space ER 4	Ondeck space 1 to 4
1.1 - 1.6	P 1)	X	X	X	P
1.4.S	P	P	P	P	P
2.1	P 1)	X	X	X	P
2.2	P	P	P	X	P
2.3 flammable	X	X	X	X	P
2.3 non-flammable	X	X	X	X	P
3 FP < 23°C	P 1)	P 1)	X	X	P
3 FP >=23°C - =<60°C	P	P	P	X	P
4.1	P	P	P	X	P
4.2	P	P	P	X	P
4.3 liquids	P 2)	P 2)	P 2)	X	P
4.3 solids	P	P	P	X	P
5.1	P	P	P	P 5)	P
5.2	X	X	X	X	P
6.1 liquids FP < 23°C	P 1)	P 1)	X	X	P
6.1 liquids FP >=23°C - =<60°C	P	P	X	X	P
6.1 liquids	P	P	X	P	P
6.1 solids	P	P	P	P	P
8 liquids FP < 23°C	P 1)	P 1)	X	X	P
8 liquids FP >=23°C - =<60°C	P	P	P 3)	X	P
8 liquids	P	P	P 3)	P	P
8 solids	P	P	P	P	P
9	P 1)	P 1)	P 1)	P	P

P indicates PACKAGED GOODS PERMITTED

A indicates PACKAGED and BULK GOODS ALLOWED

X NOT ALLOWED

Remarks related to information in the table as applicable: ☒ see annex
NOTE : Cargoes in bulk may be listed individually by name and class

DOCUMENT OF COMPLIANCE No : CLB0/HDS/20231119090846
NAME OF SHIP : MSC ELSA 3
BV REGISTER : 29820Q

1) The following electrical equipment in the cargo space(s) is to be isolated from the electrical supply and to be secured against unintentional reconnection(refer to the list of equipment: floodlight(s))
2) Except good having a flashpoint less than 23 listed in the IMDG Code
3) Except good having a subsidiary risk class 6.1
4) Stowage applicable between frame N°42 and 62
5) Except goods for which stowage away from sources of heat is stipulated by the IMDG Code.

1617

907

INTERNATIONAL CLASSIFICATION SOCIETY

CERTIFICATE OF CLASSIFICATION

Nr CLB0/PGK/20250225101741

MSC ELSA 3
Ship's Name

29820Q
Register Nr

Liberia
Flag

MONROVIA
Port of Registry

ELSA 3 MARITIME INC.
Owners

This is to certify that the above named ship has been entered in the Bureau Veritas Register Book with the following classification symbols and notations

I ✠ HULL ✠ MACH
Container ship
Unrestricted navigation

✠ INWATERSURVEY

This certificate is issued within the scope of Bureau Veritas Marine & Offshore General Conditions.

At Colombo, Sri Lanka
Limit date of validity

on 25 February 2025
13 November 2028

The hull of the ship is surveyed under normal survey system
The machinery of the ship is surveyed under normal survey system

BUREAU VERITAS
MARINE & OFFSHORE
Achala DE SILVA

This document is electronically signed and does not require a manual signature as defined in IMO guideline FAL.5-Circ.39.
Click here for the verification website

By Order of the Secretary

Conditions and endorsements overleaf.
Any person not a party to the contract pursuant to which this certificate is delivered may not assert a claim against Bureau Veritas Marine & Offshore SAS for any liability arising out of errors or omissions which may be contained in said certificate, or for errors of judgment, fault or negligence committed by personnel of the Society or of its Agents in the establishment or issuance of this certificate, and in connection with any activities which it may provide for.

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MSC ELSA 3
Name of Ship

29820Q
Register Nr

ENDORSEMENT FOR ANNUAL AND INTERMEDIATE SURVEYS

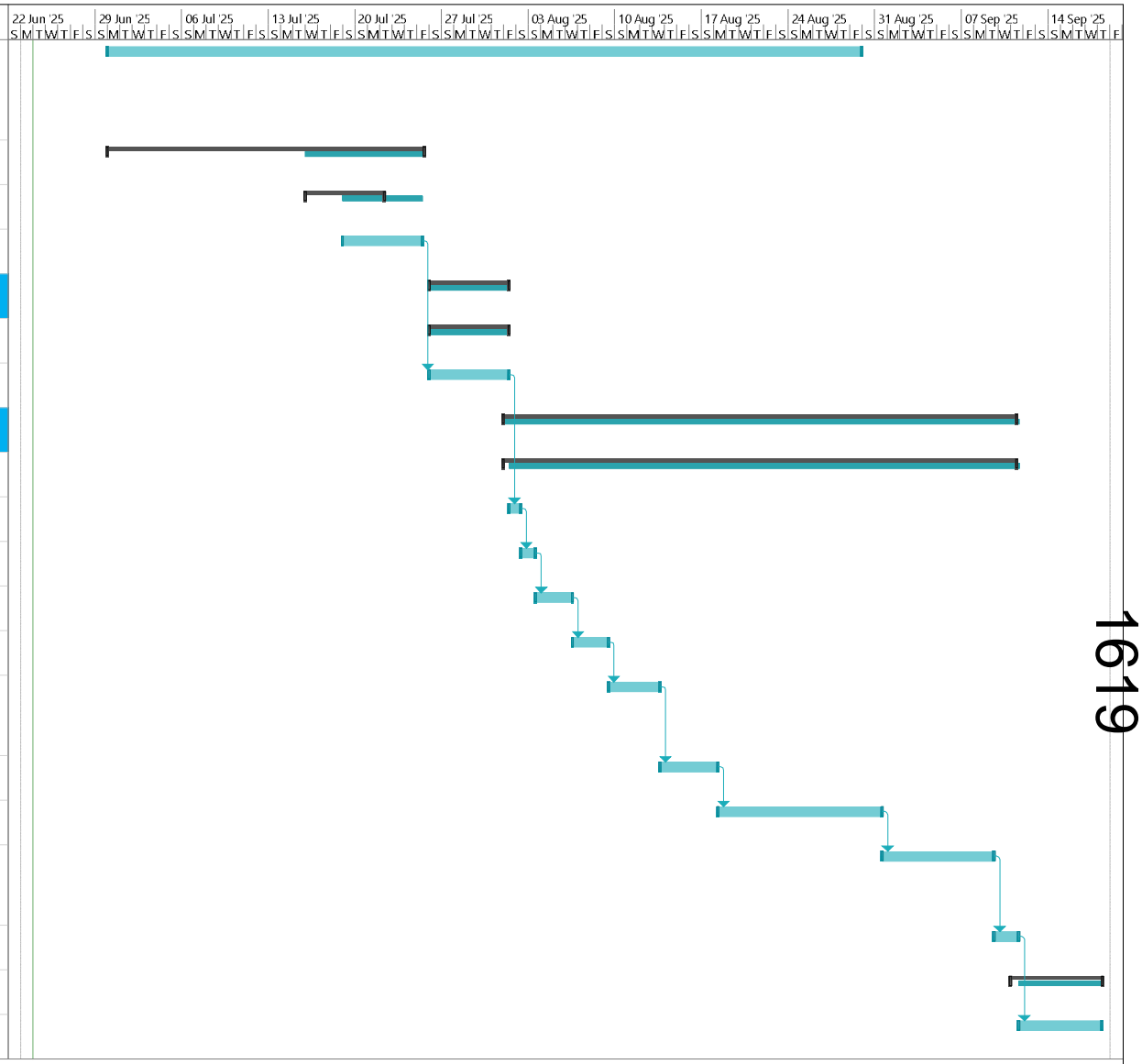
The endorsements refer to the completion of periodical surveys only.

Annual survey 1 **(from** 13 Aug 2024 **to** 13 Feb 2025**)**	Signed : Prasanna GUNAT5HILAKE *(Surveyor to BUREAU VERITAS MARINE & OFFSHORE)* Place : HAMBANTOTA ,Sri lanka Date : 23 February 2025
Annual survey 2 **(from** 13 Aug 2025 **to** 13 Feb 2026**)**	Signed : *(Surveyor to BUREAU VERITAS MARINE & OFFSHORE)* Place : Date :
Intermediate survey **(from** 13 Aug 2025 **to** 13 Feb 2027**)**	Signed : *(Surveyor to BUREAU VERITAS MARINE & OFFSHORE)* Place : Date :
Annual survey 3 **(from** 13 Aug 2026 **to** 13 Feb 2027**)**	Signed : *(Surveyor to BUREAU VERITAS MARINE & OFFSHORE)* Place : Date :
Annual survey 4 **(from** 13 Aug 2027 **to** 13 Feb 2028**)**	Signed : *(Surveyor to BUREAU VERITAS MARINE & OFFSHORE)* Place : Date :

Conditions of validity:

1. This certificate remains the property of Bureau Veritas Marine & Offshore SAS ("the Society").
2. This certificate cannot be used in connection with the sale of ship without permission of the Society.
3. The validity of the assigned class is conditioned upon due compliance with the requirements of chapter 2 of the Rules regarding notably adequate maintenance and operation of the ship and declaration of defects to the Society.
4. The latest published Rules of Bureau Veritas Marine & Offshore and the General Conditions are applicable.

1	MSC Elsa 3; Oil and container removal	67 days	Mon 30-06-25	Fri 29-08-25	
2	**Mobilization**	28 days	Mon 30-06-25	Fri 25-07-25	
3	**Mobilization DSV**	7 days	Wed 16-07-25	Tue 22-07-25	
4	Mobilisation of equipment	7 days	Sat 19-07-25	Fri 25-07-25	
5	**Transit**	7 days	Sat 26-07-25	Fri 01-08-25	
6	**Transit time**	7 days	Sat 26-07-25	Fri 01-08-25	
7	DSV transit to site	7 days	Sat 26-07-25	Fri 01-08-25	4
8	**Execution of works**	46 days	Fri 01-08-25	Thu 11-09-25	
9	**DSV**	*46 days*	Fri 01-08-25	Thu 11-09-25	
10	Positioning of DSV	1 day	Fri 01-08-25	Sat 02-08-25	7
11	Survey of potential floating cargo.	2 days	Sat 02-08-25	Sun 03-08-25	10
12	Patching vent pipes fuel tanks.	3 days	Sun 03-08-25	Wed 06-08-25	11
13	Marking hydrocarbon tanks.	3 days	Wed 06-08-25	Sat 09-08-25	12
14	Cutting holes for hot tap double botton tanks	5 days	Sat 09-08-25	Wed 13-08-25	13
15	Cutting holes for hot tap ER room.	5 days	Wed 13-08-25	Mon 18-08-25	14
16	Hot tap of tanks in ship side and ER.	15 days	Mon 18-08-25	Sun 31-08-25	15
17	Pumping of oil from casualty. (Including 3x discharge containers)	10 days	Sun 31-08-25	Tue 09-09-25	16
18	End survey by ROV and multibeam.	2 days	Tue 09-09-25	Thu 11-09-25	17
19	**Demobilization of asset**	8 days	Thu 11-09-25	Thu 18-09-25	
20	DSV transit to singapore	7 days	Thu 11-09-25	Thu 18-09-25	18



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Task	Project Summary	Manual Task	Start-only	Deadline
Split	Inactive Task	Duration-only	Finish-only	Progress
Milestone	Inactive Milestone	Manual Summary Rollup	External Tasks	Manual Progress
Summary	Inactive Summary	Manual Summary	External Milestone	

Vs

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BEHALF OF THE 7TH RESI

ABOVE CASE, AS DIRECTED BY THIS HON'BLE COURT AS PER ORDER DATED 19--6--2025.

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THE HIGH COURT OF KERALA
सत्यमेव जयते

BEFORE THE HON'BLE HIGH COURT OF KERALA AT ERNAKULAM

W.P. (PIL) No. 50 of 2025

T.N. Prathapan :: Petitioner

Versus

Union of India & Others :: Respondents

AFFIDAVIT FILED BY THE SENIOR ENVIRONMENTAL ENGINEER-2,KERALA STATE POLLUTION CONTROL BOARD, HEAD OFFICE, THIRUVANANTHAPURAM, ON BEHALF OF THE 7TH RESPONDENT IN THE ABOVE CASE, AS DIRECTED BY THIS HON'BLE COURT AS PER ORDER DATED 19.06.2025.

I, Eby Varghese, Aged 54 years son of late T.V Varghese, residing at Perumbavoor, working as the Senior Environmental Engineer, Kerala State Pollution Control Board, Head Office, Pattom, Thiruvananthapuram, do hereby solemnly affirm and state as follows:

1. I am the Senior Environmental Engineer, Kerala State Pollution Control Board (hereinafter referred to as **Board**), Head Office, Thiruvananthapuram. I am aware of the facts affirmed by me in this Affidavit. I am filing this Affidavit on behalf of the 7th respondent, as duly authorized.

2. The above Writ Petition is filed inter-alia for a declaration that the 7th respondent is having statutory duty to prepare a proper Oil Spill Disaster Contingency Plan and implement the same without any further delay. This

EBY VARGHESE
Senior Environmental Engineer

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Affidavit is filed reserving the right of the 7th respondent to file a detailed counter affidavit, if required.

3. It is submitted that information was received from the Special Secretary Environment Department on the evening of 24th May 2025, that a Liberian-flagged vessel namely *MSC ELSA-3* sank in the Arabian Sea, approximately 38 nautical miles southwest of Kochi. The vessel was reported to be carrying 643 containers, including hazardous materials. True copy of the Cargo List received from Kerala State Disaster Management Authority (KSDMA) is produced herewith and marked as **Exhibit R7(a).**

4. **Action taken by the Kerala State Pollution Control Board in view of the MSC ELSA-3 shipwreck on 24.05.2025:**

As an immediate response to the incident, this respondent Board undertook the following actions on 24.05.2025.

a. Indian Coast Guard (ICG) was requested to take urgent action to contain the oil spill, if any, so that the spill does not cause contamination in the sea, coast, or beaches. As per that, action shall be taken for containment by using appropriate equipment such as booms, suckers/skimmers, and dispersants. Action shall be taken in coordination with Cochin Port Trust, Cochin Shipyard, and BPCL Kochi Refinery.

b. Chief Environmental Engineer, Regional Office and District Office, Ernakulam were alerted to be prepared for shoreline cleanup.

c. Seven District Collectors (Chairman, Disaster Management Authority) of coastal districts were requested to take urgent action on the following.

- Activation of District/Local level crisis management groups.

EBY VARGHESE
Senior Environmental Engineer

- Arrangement of equipment/support facilities/oil spill dispersants for shoreline cleanup, recovery, storage, and disposal of pollutants.
- To place a request before the Indian Coast Guard, Kochi to coordinate/guide the District Disaster Management (DDMA) Authority of Ernakulam district to keep the pollution prevention and oil spill cleanup equipment in a state of readiness to meet any emergency.
- To give necessary instructions to the Indian Coast Guard, Kochi to coordinate with the DDMAs/KSPCB of the coastal districts, Mercantile Marine Department, Kochi and Kerala Maritime Board for urgent action.

d. Cochin Port Trust, Oil companies such as Indian Oil Corporation (IOCL), Bharat Petroleum Corporation Limited (BPCL), Hindusthan Petroleum Corporation Limited (HPCL), Petronet LNG and Adani Vizhinjam Port were requested to take urgent action to keep their Pollution Response (PR) team, equipment, absorbents, and support facilities in a state of readiness, and share the same with the State Government in case of any emergency for shore line cleanup. They were also requested to share the same with their sister concerns in Kerala having Pollution Response facilities.

e Kerala Maritime Board was requested to take urgent action to alert the ports in coastal districts to be ready with the equipment and support facilities required for shoreline cleanup, recovery, storage, and disposal of pollutants.

f. Mercantile Marine Department was requested to take immediate action and precautionary measures.

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Senior Environmental Engineer

True copies of the E-mail communications dated 24.05.2025 sent by the Board to various officials, from Points (a) to (f), are produced herewith and marked as **Exhibit R7(b).**

5. It is respectfully submitted that in the wake of the ship wreckage incident the District Administration has constituted the Rapid Response Team (RRT) and the District Officers of the Board are the members of the Team, and they are stationed near the locations where the oil slick is expected to beach

6. It is respectfully submitted that the Disaster Management Authority informed vide letter no. REV-KL99/2017/DMD dated: 28.03.2017 that, as per the directions issued by Government of India and as per the directions of the Government of Kerala, the portfolio of Oil spill Contingency Management is entrusted with the State Pollution Control Board. Hence the Board had prepared a Standard Operating Procedure (SOP) in February, 2018 for shoreline cleanup. True copy of the Standard Operating Procedure (SOP) prepared by the Board in February, 2018 is produced herewith and marked as **Exhibit R7(c).** It is also submitted that the Board officials had frequently attended seminars and mock drills being done by the Indian Coast Guard with respect to oil spill contingency and are aware with the preparedness to be taken in consultation with the District Administration. Accordingly, beach clean-up materials like sacks, saw dust, lime and necessary tools, labourers were sourced as part of preparedness in case of any casualty at beaches where the contaminants are expected to reach.

7. In this regard it is submitted that a document outlining the Dos and Don'ts regarding oil spill management was circulated to District Officers of the Board to raise public awareness and ensure protection of the local population from possible risks. A true copy of the Document dated

KERALA STATE POLLUTION CONTROL BOARD

EBY VARGHESE
Senior Environmental Engineer

25.05.2025 prepared by the Board containing Dos and Don'ts is produced herewith and marked as **Exhibit R7(d).**

4. As a further step of action, directions/instructions were given to following offices/departments to take urgent actions for preparedness/ mitigation of the anticipated environmental damages:

- Member Secretary, Kerala State Disaster Management Authority
- Principal Director, Local Self Government Departments, Thiruvananthapuram
- The Director, Directorate of Factories and Boilers, Thiruvananthapuram.
- Director General of Shipping, Mumbai
- General Manager, MSC Ship Management Limited, Cyprus
- District Collectors, Trivandrum, Kollam and Alappuzha
- Officer in Charge, Maritime Rescue Sub-Centre(MRSC)
- Chief Environmental Scientist, Central Laboratory, KSPCB, Ernakulam
- Environmental Engineers of the concerned District Offices of the Board

True copy of the letter dated 26.05.2025 sent by the Board to the Member Secretary, Kerala State Disaster Management Authority is produced herewith and marked as **Exhibit R7(e).** True copy of the letter dated 26.05.2025 issued by the Board to the Chief Environmental Engineer and Environmental Engineers is produced herewith and marked as **Exhibit R7(f).** True copy of the letter dated 28.05.2025 issued by the Board to the Principal Director, Local Self Govt. Department is produced herewith and marked as **Exhibit R7(g).** True copy of the letter dated 29.05.2025 issued

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Senior Environmental Engineer

by the Board to the Director, Directorate of Factories and Boilers Department, is produced herewith and marked as **Exhibit R7(h)**. True copy of the letter dated 29.05.2025 issued by the Board to the Director General of Shipping is produced herewith and marked as **Exhibit R7(i)**. True copy of the letter dated 30.05.2025 issued by the Board to the Officer in charge, Coast Guard District No 4, Fort Kochi, is produced herewith and marked as **Exhibit R7(j)**. True copy of the letter dated 29.05.2025 issued by the Board to the General Manager, MSC Ship Management Ltd., is produced herewith and marked as **Exhibit R7(k)**. True copy of the letter dated 29.05.2025 issued by the Board to the District Collector, Trivandrum/Kollam/Alappuzha is produced herewith and marked as **Exhibit R7(l).**

9. **Water Quality Monitoring carried out by the Board to assess pollution:**

In order to assess the pollution, sea water and sediment sampling was commenced on 25.05.2025 itself. A sampling protocol specific to this issue has been prepared by the Board. Sampling was carried out at various locations along the shoreline across coastal districts like, Thiruvananthapuram, Kollam, Alappuzha, Ernakulam, Kannur, Kozhikode, and Kasaragod. A true copy of the Sampling Protocol is produced herewith and marked as **Exhibit R7 (m).** The analysis reports obtained so far reveals that there is no noticeable variation in sea water quality with respect to shipwreck issue. Sampling and analysis are going on and final and conclusive inference on the extent of pollution that may be caused by the ship wreck can be made only after the entire analyses are over.

10. **Air Quality Monitoring:**

Air Quality Monitoring was also done in the beach areas as per the protocol prepared. Results show that the air quality is not varied with respect to shipwreck incident.

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Senior Environmental Engineer

11. **Response of the Board on the instances of container and other pollutants reaching the beaches:**

Board officials had inspected various sites where the containers were beached. It has been observed that more than 40 containers including empty, sealed and partially damaged containing cotton, paper, wood and plastic nurdles were reported to be beached in southern coastal region. Board had extended water sampling of those locations where beaching of containers or its contents happened and a final and conclusive inference can be made only after the completion of the analysis. The Board will take all earnest efforts to complete the analysis and the same can be completed in fast track mode.

12. **Responsibilities of the Board in beach clean-up:**

At the beaches in Kollam and Thiruvananthapuram districts, plastic nurdles were found deposited. KSDMA had developed a protocol for beach cleanup. The salvaging company on behalf of the shipping company as well as the volunteers engaged by LSGI's was carrying out the beach cleanup under the supervision of the various Government Departments including the Board. In Thiruvananthapuram district, no suitable godown could be identified. Therefore, the nurdles mixed with sand are being collected in sacks and temporarily stored along the shore. A total of 1,623 bags of nurdles, weighing 32,922 kg, were transported from Groove Beach, Kovalam to Kollam Port in four trucks on 24.06.2025 and 25.06.2025. In Kollam district, plastic nurdles were collected, and approximately 950 bags containing nurdles mixed with sand have been removed from the coastal areas. These are currently stored at the Kollam Port godown, where MPEC is carrying out the separation of nurdles by sieving. No plastic nurdles have been found in Alappuzha district.

13 It is submitted that a meeting was held on 07.06.2025, with all stakeholder departments, officials of the salvaging company and technical advisors, chaired

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by the Chairperson of the Board, to discuss the temporary storage and removal of plastic nurdles from the beaches. During the meeting, it was decided to transfer the materials to a temporary storage identified by the respective LSGs and in turn to KPL, Ambalamugal for secure storage until final disposal is decided upon. True copy of the Minutes of the meeting held on 07.06.2025 is produced herewith and marked as **Exhibit R7 (n).**

Action taken by the Kerala State Pollution Control Board in view of the fire incident on container ship Wan Hai- 503 on 09.06.2025:

14. It is respectfully submitted that an information on 9th June 2025, at approximately 09:50 hrs was received at Board's office, that a fire incident occurred aboard the Singapore-flagged container vessel Wan Hai 503 (IMO Number: 9294862), managed by Wan Hai Lines. At the time of the incident, the ship was located at approximately 11° 37.6' N Longitude, 074° 37.4' E - about 44 nautical miles southwest of Azhikkal, Kerala. According to the ship owners, the vessel was carrying approximately 700 containers, including about 143 (International Maritime Dangerous Goods (IMDG) - classified units with hazardous materials such as Tri Nitro Toluene (TNT), gunpowder, and other explosives. True copy of the Cargo List received from Kerala State Disaster Management Authority (KSDMA) is produced herewith and marked as **Exhibit R7(o)**.

15. It is respectfully submitted that as an immediate response to the incident, the Board undertook the following actions on 09.06.2025.

a. The Board issued immediate directions/instructions by email on 09.06.2025 to the District Collectors of Alappuzha, Ernakulam, Thrissur, Malappuram, Kozhikode, Kannur, and Kasaragod to take urgent action on the following

- Activation of District/Local level crisis management groups

EBY VARGHESE
Senior Environmental Engineer

- Arrangement of equipment/Support facilities/ oil spill dispersant for shoreline cleanup/recovery storage/disposal of pollutants
- Request Indian Coast Guard, to co-ordinate/guide the Local District Disaster Management Authority of Kozhikode district to keep the pollution prevention and oil spill cleanup equipments in a state of readiness to meet any emergency.
- Request Indian Coast Guard, to coordinate with the DDMs/KSPCB of the districts viz. Ernakulam, Thrissur, Alappuzha, Kozhikode, Malappuram, Kannur and Kasaragod, Mercantile Marine Department, Kochi and Kerala Maritime Board for urgent action.

True copy of the e-mail communication dated 09.06.2025 sent by the Board to the District Collectors is produced herewith and marked as **Exhibit R7 (p).**

b. The Board issued instructions by email on 09.06.2025 to the Indian Coast Guard (ICG) requested to take urgent action to contain the oil spill, if any, so that the spill does not cause contamination in the sea, coast or beaches. As per the email, action shall be taken for containment by using appropriate equipment such as boom and sucker/skimmer, and dispersants. Action shall be taken in coordination with Kochi Port Trust, Kochi Shipyard and Kochi Refinery. True copy of the email communication dated 09.06.2025 issued by the Board to the Indian Coast Guard is produced herewith and marked as **Exhibit R7(q).**

c. Cochin Port Trust, Oil companies such as Indian Oil Corporation (IOCL), Bharat Petroleum Corporation Limited (BPCL), Hindusthan Petroleum Corporation Limited (HPCL), Petronet LNG and Adani Vizhinjam Port were requested to take urgent action to keep their Pollution Response (PR) team, equipment, absorbents, and support facilities in a state of readiness, and share the same with the State Government in case of any emergency for shore line cleanup. They were also requested to share the same with their sister concerns in Kerala

EBY VARGHESE
Senior Environmental Engineer

having Pollution Response facilites. True copy of the e-mail communication dated 09.06.2025 sent by the Board to Cochin Port Trust and the Oil Companies is produced herewith and marked as **Exhibit R7(r)**.

d. The Board instructed its Officers by email on 09.06.2025 in the districts of Kozhikode, Malappuram, Kannur, and Kasaragod to begin sampling on 10.06.2025 and to initiate monitoring operations along their respective coastal areas. True copy of the email communications dated 09.06.2025 sent by the Board to the Environmental Engineers is produced herewith and marked as **Exhibit R7(s)**.

e. The Board issued instructions by email on 09.06.2025 and Mercantile Marine Department was requested to take immediate action and precautionary measures. True copy of the e-mail communication dated 09.06.2025 sent by the Board to the Mercantile Marine Department is produced herewith and marked as **Exhibit R7(t)**

16. It is respectfully submitted that the matter has been reported to Special Secretary, Environment Department and Member Secretary of the Central Pollution Control Board immediately by letter dated 09.06.2025 in this regard. True copy of the letter dated 09.06.2025 sent by the Board to the Special Secretary to Govt , Environment Department is produced herewith and marked as **Exhibit R7(u)**. True copy of the letter dated 09.06.2025 sent by the Board to the Member Secretary of the Central Pollution Control Board is produced herewith and marked as **Exhibit R7(v)**.

17. It is respectfully submitted as a further step of action, directions/instructions were given to following offices/departments to take urgent actions for preparedness/ mitigation of the anticipated environmental damages:

- Member Secretary, Kerala State Disaster Management Authority
- The Director, Directorate of Factories and Boilers,

EBY VARGHESE
Senior Environmental Engineer

Thiruvananthapuram.

- Director General of Shipping, Mumbai
- The General Manager, Wan Hai Lines
- Officer in Charge, Maritime Rescue Sub-Centre(MRSC)
- District Collectors of coastal districts - including Thiruvananthapuram, Kollam, Alappuzha, Ernakulam, Thrissur, Malappuram, Kozhikode, Kannur, and Kasaragod.

True copy of the letter dated 19.06.2025 sent by the Board to the Member Secretary, Kerala State Disaster Management Authority is produced herewith and marked **Exhibit R7(w)**. True copy of the letter dated 19.06.2025 issued by the Board to the Director, Directorate of Factories and Boilers Department, Thiruvananthapuram is produced herewith and marked as **ExhibitR7(x)**. True copy of the letter dated 19.06.2025 issued by the Board to the Director General of Shipping, Mumbai is produced herewith and marked as **Exhibit R7(y)**. True copy of the letter dated 19.06.2025 issued by the Board to the General Manager, Wan Hai Lines, is produced herewith and marked as **Exhibit R7 (z)**. True copy of the letter dated 19.06.2025 issued by the Board to the Officer in charge, Coast Guard District No.4, Fort Kochi, is produced herewith and marked as **Exhibit R7(z1)**. True copy of the letter dated 19.06.2025 issued by the Board to District Collectors of Coastal districts - including Thiruvananthapuram, Kollam, Alappuzha, Ernakulam, Thrissur, Malappuram, Kozhikode, Kannur, and Kasaragod is produced herewith and marked as **Exhibit R7(z2).**

18. It is respectfully submitted that comprehensive environmental monitoring was initiated on 10.06.2025, across several coastal districts such as Ernakulum, Thrissur, Malappuram, Kozhikode, Kannur, and Kasaragod following the incident. Monitoring was conducted on daily basis from 10.06.2025 to 18.06.2025. Based on the preliminary assessment of water and air quality data, the sampling frequency has been adjusted to once in every three days, from

KERALA STATE POLLUTION CONTROL BOARD

EBY VARGHESE
Senior Environmental Engineer

19.06.2025 onwards. A total of 36 seawater parameters (including general indicators, heavy metals, petroleum hydrocarbons, Polycyclic Aromatic Hydrocarbons (PAHs), Volatile Organic Compounds (VOCs), and microbiological counts), eight soil parameters (covering physical properties, heavy metals, organics, and petroleum hydrocarbons), and eight air quality metrics (PM_{10}, $PM_{2.5}$, SO_2, NO_x, CO, organics, and total petroleum hydrocarbons) are being analyzed.

19. Water quality assessments are being conducted in the affected coastal regions, by collecting water samples at different locations, soil, and air samples are being collected from selected locations along the coastlines of Kannur, Kozhikode, Malappuram, and Thrissur districts. The water monitoring results up to 12.06.2025, reveal significant spatial variability in turbidity, may be because of monsoon, with localized spikes particularly at Paravanna Beach (Malappuram), Fort Kochi (Ernakulam), and Beypore Beach (Kozhikode). However, similar turbidity levels were sporadically recorded in these districts prior to the Wan Hai - 503 ship fire, indicating no consistent contamination pattern.

20. Dissolved Oxygen (DO) levels exceed 5 mg/L across all sites, signifying adequate oxygenation, while Biological Oxygen Demand (BOD) remains below detectable limits, suggesting no signs of contamination. A slight drop in pH was noted at Ponnani Beach (Malappuram) on 10.06.2025. From the available data of pH, it cannot be firmly establish that the observed change in pH is related to Wan Hai 503 ship fire accident.

21. Air quality monitoring commenced in Kannur on 09.06.2025, and ambient air sampling was subsequently extended to the coastal areas of Kannur and Kozhikode on 10.06.2025. Monitoring was carried out at five stations namely Kannur, Nallalam and Beypore (Kozhikode), Kanhangad (Kasaragod), and

DEBY VARGHESE
Senior Environmental Engineer

Malappuram during the period from 12.06.2025 to 17.06.2025. The findings confirmed that air quality at all locations remained within the limits prescribed under the National Ambient Air Quality Standards.

22. Status Of Oil Spill Contingency Plan:

It is submitted that in the review meeting chaired by the Additional Chief secretary, Environment Dept. on 16.06.2016 to review the level of preparedness of major accident hazard units to deal with chemical accidents, it was decided that Kerala PCB in association with the Central Coast Guard shall prepare Oil Spill Emergency Plan for the state and furnish it to the Govt. for approval. Hence notice inviting Expression of Interest from competent parties was published in the dailies on 18.10.2016 and a committee was constituted for verifying the proposals and interested parties were invited for a presentation on 29.11.2016. True copy of the proceedings dated 18.11.2016 of formation of the Committee is produced herewith and marked as Exhibit R7 (z3). Committee meeting was conducted and the committee members opined that since the scope of the study needed to be expanded further, the bids submitted, if any, to be returned without opening and to go for e-tendering.

In the meanwhile KITCO, an agency accredited for doing Project Management Consultancy expressed interest for consultancy services for preparation of Oil Spill Contingency Plan. KSPCB conducted meeting with the agency on 09.07.2019. They submitted a budgetary proposal for Rs.60 lakhs on 01.08.2019. After negotiation, the amount was reduced to Rs.51 lakhs. This was placed in the plan scheme of 2021-2022 requesting the Govt. to award the work on nomination basis without tendering as the work has to be completed in a short period in that financial year. But the Government advised to go for tendering. Accordingly comments/ suggestions of various departments and agencies were collected to prepare tender document and based on that (Terms of Reference) TOR and tender document were prepared. E-tender was called for in 2022 with

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newspaper publicity. Committee was constituted for evaluating the tenders technically & financially with the officials from Indian Coast Guard, Kerala Maritime Board, Cochin Port Trust, India Gateway Terminal Private Ltd., Mercantile Marine Department, KSPCB. The E-tender date was extended and three firms participated in the process. The Committee evaluated the tenders. The lowest bidder had quoted an amount of Rs 1,74,88,830.15/- (Rupees One Crore Seventy Four Lakh Eighty Eight Thousand Eight Hundred and Thirty and 15 paise only) which is very high when compared to the sanctioned amount of Rs.51 Lakhs in the plan scheme. The bidder informed that the high cost was due to the inclusion of additional activities such as Oil Spill Modeling & Net Environmental Benefit Analysis as mandated by subsequent circulars of Indian Coast Guard. But it was decided to rework the proposal and re-tender the project. Tender document and TOR were modified and finalized in June 2024. But only two firms participated in the bidding. Accordingly details of new members were collected from different offices through letters & e-mails and additional member from the Directorate of Environment & Climate Change Dept. of Environment was also nominated to the committee. Accordingly the expert committee constituted earlier was reconstituted in May 2025 for evaluating the tenders for the preparation of Oil Spill Contingency Plan technically and financially.

In the first committee meeting conducted on 02.06.2025 for evaluating the tenders, it was decided that bidders are to be invited to present before the committee members on 10.06.2025 by making presentations. Accordingly the second committee meeting for the evaluation of technical bids was conducted on 10.06.2025. True copies of the Minutes of the Committee meeting held on 02.06.2025 and 10.06.2025, for the evaluation of bids, are produced herewith and marked as **Exhibit R7(z4) and Exhibit R7(z5)**. There were only two bidders. The committee has approved both the technical bids and decided to open the financial bids. The financial bids were opened on 13.06.2025. On the same day an online meeting was held with committee members and decided that the bidder

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who quoted lowest prize will be invited to present before the committee physically on 20.06.2025

23. It is respectfully submitted that an online meeting was held on 24.06.2025 to take a decision on the proposal submitted by the lowest bidder M/s Environ Software Pvt. Ltd and based on the decision of the committee, Order dated 27.06.2025has been awarded to M/s Environ for preparing Oil Spill Contingency Plan (OSCP). True copy of the order dated 27.06.2025 issued by the Board is produced herewith and marked as **Exhibit R7 (x6).**

24. It is most respectfully submitted that Board has taken all earnest efforts in delivering the duties entrusted as per the Act and Rules in the wake of the possible environmental damages and will continue to discharge its obligations to minimize the pollution threat caused by the ship wreckage.

All the facts stated above are true to the best of my knowledge, information and belief.

Dated this is the 30th day of June, 2025.

DEPONENT BY VARGHESE
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Solemnly affirmed and signed before me by the deponent on this the 30th day of June, 2025 in my Office at Ernakulam.

T.NAVEEN
ADVOCATE

Exhibit – R7(a)

The Cargo list received from KSDMA

Sl No	CntrNo	SzTp	F/E	Cargo
Sl No	CntrNo	SzTp	F/E	Cargo
1	[illegible]	20DV	F	SAWN TIMBER
2	GLDU4703640	20DV	F	WOOD
3	MSMU4237591	40HC	F	RAW CASHEW NUTS
4	MSMU5428102	40HC	F	BAMBOO STICKS
5	TGBU4706980	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD
6	MSMU7435625	40HC	F	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
7	MSMU7559105	40HC	F	SPINNING MACHINE
8	CAIU8661659	40HC	F	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
9	TRHU3270415	40HC	F	FRESH NUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
10	TCLU5714423	40HC	F	SPINNING MACHINE
11	FFAU2394751	40HC	F	WASTE PAPER - PRINTED TMP
12	TGHU6497646	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD
13	CAAU7858855	40HC	F	WOODWORKING CLAMP CARRIER
14	MSMU6848392	40HC	F	POLYMERS OF PROPYLENE OR OF OTHER OLEFINS, IN PRIM
15	MEDU7910999	40HC	F	COTTON, NOT CARDED OR COMBED
16	MSMU5329324	40HC	F	SPINNING MACHINE
17	GLDU9122039	40HC	F	RIDGE LUBAN DGDZ-6090
18	MSDU5484861	40HC	F	SPINNING MACHINE
19	MSMU5562609	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD
20	MSDU7598402	40HC	F	SPINNING MACHINE
21	TGBU7810040	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD
22	MSCU5756039	40HC	F	SPINNING MACHINE
23	MSDU5641527	40HC	F	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
24	TSCU3510856	20DV	F	WOOD
25	GLDU7752925	20DV	F	CALCIUM CARBIDE SIZE 50-80MM
26	MEDU5865949	20DV	F	WOOD
27	MEDU6618406	20DV	F	CALCIUM CARBIDE SIZE 50-80MM
28	TCLU2580709	20DV	F	CALCIUM CARBIDE SIZE 50-80MM
29	DFSU223 960	20DV	F	WOOD
30	MSDU1917339	20DV	F	CALCIUM CARBIDE
31	AXIU2227361	20DV	F	CALCIUM CARBIDE SIZE 50-80MM
32	[illegible]	20DV	F	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
33	DFXU3563748	20DV	F	WOOD
34	MEDU5451528	20DV	F	CONTINUOUSLY PRE-PAINTED GALVANIZED STEEL COILS
35	MSDU5772796	20DV	F	CALCIUM CARBIDE
36	MSNU1198797	20DV	F	ITS DIAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA

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Sl No	Cntr No	Sz/Tp	F/E	Cargo
37	MSNU8728658	20DV	F	FISH BODY OIL - JAPAN CRUDE FISH OIL
38	MSMU1998490	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
39	MSMU1487490	20DV	F	CALCIUM CARBIDE
40	FDIU0200644	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
41	MEDU0645731	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
42	MSDU7155713	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
43	MSMU1954081	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
44	MEDU5963681	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
45	BMOU2619296	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
46	MSNU1726789	20DV	F	FISH BODY OIL - JAPAN CRUDE FISH OIL
47	HPCU3256769	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
48	TEMU0309682	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
49	MEDU5456697	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
50	CRXU9062705	20DV	F	TERGITOL TMN-6 (90% AQUEOUS SOLUTION OF TRIMETHYLNONYL ETHER SURFACTANT)
51	MEDU9635594	40HR	F	EMPTY CONTAINER
52	CXRU1528977	40HR	F	EMPTY CONTAINER
53	TRLU1460179	40HR	F	EMPTY CONTAINER
54	MEDU9176210	40HR	F	EMPTY CONTAINER
55	MEDU9712544	40HR	F	EMPTY CONTAINER
56	BMOU9650591	40HR	F	EMPTY CONTAINER
57	CXRU1434497	40HR	F	EMPTY CONTAINER
58	OTPU6675885	40HR	F	EMPTY CONTAINER
59	TRIU8087105	40HR	F	EMPTY CONTAINER
60	CXRU1470294	40HR	F	EMPTY CONTAINER
61	TCNU9019519	40HR	F	EMPTY CONTAINER
62	MEDU5036012	40HR	F	EMPTY CONTAINER
63	TSCU5396997	40HR	F	EMPTY CONTAINER
64	TEMU9669758	40HR	F	EMPTY CONTAINER
65	OTPU6654341	40HR	F	EMPTY CONTAINER
66	SZLU9206596	40HR	F	EMPTY CONTAINER
67	OTPU6690104	40HR	F	EMPTY CONTAINER
68	TRIU8922459	40HR	F	EMPTY CONTAINER
69	MSNU2951590	20DV	F	COATED PAPER 42S GLOSS
70	MSMU1933721	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
71	MEDU2915482	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T

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Sl No	ContNo	SzTp	F/E	Cargo
72	MEDU3693115	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
73	EGHU3220591	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
74	MSCU0529090	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
75	MSDU1542913	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
76	MSNU1240 10	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
77	TCNU2 7825	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
78	MSDU2860 90	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
79	MSDU1258043	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
80	MSNU2 19417	20DV	F	FISH BODY OIL - JAPAN CRUDE FISH OIL
81	MSNU2402109	20DV	F	COATED PAPER CFS GLOSS
82	MEDU3565 60	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
83	FTAU1069256	20DV	F	FISH BODY OIL - JAPAN CRUDE FISH OIL
84	MSDU1679346	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
85	MSNU3413 95	20DV	F	COATED PAPER CFS GLOSS
86	MSNU2095073	20DV	F	FISH BODY OIL - JAPAN CRUDE FISH OIL
87	MSNU2002446	20DV	F	FISH BODY OIL - JAPAN CRUDE FISH OIL
88	SEKU1396620	20DV	F	FISH BODY OIL - JAPAN CRUDE FISH OIL
89	MEDU2940650	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
90	MSDU1 16528	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
91	UETU2697575	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
92	GLDU3454949	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
93	TCLU2443731	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
94	CORU3426607	20DV	F	WOOD
95	TEMU5053480	20DV	F	WOOD
96	SNGU5108092	20DV	F	DRIED LEGUMINOUS VEGETABLES, SHELLED, WHETHER OR N
97	CAIU6913 63	20DV	F	WOOD
98	MSTU7438135	40HC	F	RECOVERED WASTE AND SCRAP PAPER OR PAPERBOARD
99	TGBU6275120	40HC	F	UNCOATED SCRAP PAPER AND PAPERBOARD, IN ROLLS OR S

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Sl No	ContNo	SzTp	F/E	Cargo
100	MSMU8551277	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
101	BMOU6243638	40HC	F	CONCNTS. BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
102	MSMU4192926	40HC	F	POLYMERS OF ETHYLENE, IN PRIMARY FORMS - POLYETHYL
103	MSMU8181664	40HC	F	CONCNTS. BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
104	CRSU9061533	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
105	MSMU9470832	40HC	F	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
106	MSDU8201176	40HC	F	BLEACHED CHEMI THERMO
107	HPAU1908376	40HC	F	RAW CASHEW NUTS
108	MSDU5020410	40HC	F	BLEACHED CHEMI THERMO MECHANICAL PULP
109	MSNU9560174	40HC	F	COTTON, NOT CARDED OR COMBED
110	TRLU8109155	40HC	F	POLYMERS OF ETHYLENE, IN PRIMARY FORMS - POLYETHYL
111	BMOU5634083	40HC	F	BLEACHED CHEMI THERMO MECHANICAL PULP
112	GAOU6213593	40HC	F	OIL CAKE AND OTHER SOLID RESIDUES
113	MSNU5736458	40HC	F	LINEAR LOW DENSITY POLYETHYLENE
114	MSDU5451078	40HC	F	POLYMERS OF ETHYLENE, IN PRIMARY FORMS - POLYETHYL
115	TRIU4036760	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
116	MSDU5404845	40HC	F	BLEACHED CHEMI THERMO
117	MSNU5591104	40HC	F	HOPE LIBRA DUDZ-007
118	MSDU7272464	40HC	F	BLEACHED CHEMI THERMO MECHANICAL PULP
119	MSKU0586389	40HC	F	HIGH KRAFT CLAY BOARD
120	MSMU8820548	40HC	F	RAW CASHEW NUTS
121	MSDU7745525	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
122	CAIU7391024	40HC	F	BLEACHED CHEMI THERMO MECHANICAL PULP
123	MSMU8430642	40HC	F	CONCNTS. BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
124	MSMU8661602	40HC	F	BLEACHED CHEMI THERMO MECHANICAL PULP
125	MSNU6139741	40HC	F	BLEACHED CHEMI THERMO MECHANICAL PULP
126	CAAU5113525	40HC	F	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
127	MSMU8487226	40HC	F	BLEACHED CHEMI THERMO
128	MSDU6091460	40HC	F	POLYMERS OF ETHYLENE, IN PRIMARY FORMS - POLYETHYL
129	TCBU7949970	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
130	TCNU1184147	40HC	F	COTTON, NOT CARDED OR COMBED

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Sl No	CntrNo	SzTp	F/E	Cargo
131	TRHU7769412	40HC	F	HDPE LUBAN DG02-6767
132	MSNU7734011	40HC	F	WASTE
133	CGDU8643981	40HC	F	BLEACHED CHEMI THERMO MECHANICAL PULP
134	MSMU9243151	40HC	F	LINEAR LOW DENSITY POLYETHYLENE
135	TSCU8333075	40HC	F	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
136	OAHL7602949	40HC	F	BLEACHED CHEMI THERMO
137	MSMU6896644	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD
138	MTTU9418710	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD
139	FFAU8175295	40HC	F	WASTE PAPER - PRINTED TWP
140	MSMU8184005	40HC	F	BLEACHED CHEMI THERMO
141	TLLU1 [illegible]4051	40HC	F	LINEAR LOW DENSITY POLYETHYLENE
142	MSDU5030954	40HC	F	COTTON, NOT CARDED OR COMBED
143	FFAU9885527	40HC	F	POLYMERS OF ETHYLENE, IN PRIMARY FORMS - POLYETHYL
144	MSMU4973979	40HC	F	BLEACHED CHEMI THERMO MECHANICAL PULP
145	MSNU7746685	40HC	F	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
146	TRHU8022849	40HC	F	RECOVERED (WASTE AND SCRAP PAPER OR PAPERBOARD -
147	MSDU6485136	40HC	F	WASTE PAPER - PRINTED TWP
148	CAAU7367721	40HC	F	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
149	TRHU7620995	40HC	F	COTTON, NOT CARDED OR COMBED
150	MSDU7238523	40HC	F	USED OR NEW RAGS, SCRAP TWINE, CORDAGE, ROPE AND C
151	MSDU5396636	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
152	MSDU5261995	40HC	F	HDPE LUBAN DG02-6007
153	MSMU5702427	40HC	F	GAUZE ROLL 90CM 12TH
154	TLLU3360769	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
155	MSMU2870269	20DV	F	WOOD
156	MEDU5711766	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
157	DFSU1142577	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
158	MSBU1995139	20DV	F	WOOD
159	MSNU3644963	20DV	F	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
160	MSMU2950952	20DV	F	WOOD
161	DFSU2058965	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
162	MSMU1790706	20DV	F	BROWN FUSED ALUMINA
163	MSMU2478241	20DV	F	WOOD

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Sl No	CntrNo	SzTp	M/L	Cargo
164	HPCU2318735	20DV	F	DRIED LEGUMINOUS VEGETABLES SHELLED WHETHER OR N
165	MSNU2421275	20DV	F	PRINTING PAPER
166	MSMU4264427	40HC	F	RUBBER CHEMICAL ANTIOXIDANT 6PPD
167	MSCU7950347	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD
168	BMOU6817552	40HC	F	COCONUTS BRAZIL NUTS AND CASHEW NUTS FRESH OR DR
169	MSNU5275649	40HC	F	COCONUTS BRAZIL NUTS AND CASHEW NUTS FRESH OR DR
170	MSDU7707088	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
171	MSDU4559429	40HC	F	WASTE PAPER - PRINTED TMP
172	MSDU5466540	40HC	F	BLEACHED CHEMI THERMO MECHANICAL PULP
173	MSNU4609700	40HC	F	COTTON NOT CARDED OR COMBED
174	MSNU4205527	40HC	F	COCONUTS BRAZIL NUTS AND CASHEW NUTS FRESH OR DR
175	CAAU5215710	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
176	MSMU7983480	40HC	F	NONWOVEN MMMF BOSBC
177	TGHU8600680	40HC	F	STANDARD ACCESSORIES
178	CAAU5465820	40HC	F	ALL OTHER CHEMI THERMO
179	MSDU6956736	40HC	F	BLEACHED CHEMI THERMO MECHANICAL PULP
180	MSDU5935655	40HC	F	COCONUTS BRAZIL NUTS AND CASHEW NUTS FRESH OR DR
181	MSMU5928307	40HC	F	BLEACHED CHEMI THERMO
182	MSNU7734254	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
183	CRSU9234015	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
184	MSNU7504123	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD
185	MEDU7587235	40HC	F	COCONUTS BRAZIL NUTS AND CASHEW NUTS FRESH OR DR
186	SEGU4102822	40HC	F	COCONUTS BRAZIL NUTS AND CASHEW NUTS FRESH OR DR
187	FFAU7152443	40HC	F	COCONUTS BRAZIL NUTS AND CASHEW NUTS FRESH OR DR
188	MSDU7715917	40HC	F	COCONUTS BRAZIL NUTS AND CASHEW NUTS FRESH OR DR
189	TCKU5196731	40HC	F	COTTON NOT CARDED OR COMBED
190	MSMU7634833	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
191	CLHU9896354	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
192	SEKU8756679	40HC	F	COTTON NOT CARDED OR COMBED
193	MSNU6641858	40HC	F	NONWOVEN MMMF BOSBC
194	MSNU5626455	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD

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Sl No	CntrNo	SzTp	F/E	Cargo
195	MSDU8270068	40HC	F	COTTON, NOT CARDED OR COMBED
196	FFAU3929785	40HC	F	BLEACHED CHEMI THERMO MECHANICAL PULP
197	MSMU6625697	40HC	F	BLEACHED CHEMI THERMO MECHANICAL PULP
198	FFAU6815708	40HC	F	COTTON, NOT CARDED OR COMBED
199	MSDU7901642	40HC	F	BLEACHED CHEMI THERMO
200	CAAU8148550	40HC	F	HDPE LDPE LLDPE RG02-6097
201	MSMU7377925	40HC	F	COTTON, NOT CARDED OR COMBED
202	MSDU8659519	40HC	F	BLEACHED CHEMI THERMO
203	MSDU6543392	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD
204	MSDU7229905	40HC	F	POLYMERS OF ETHYLENE, IN PRIMARY FORMS - POLYETHYL
205	MSBU8152196	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD
206	YQHU5733458	40HC	F	BLEACHED CHEMI THERMO MECHANICAL PULP
207	TGHU7159870	40HC	F	HDPE LDPE LLDPE RG02-6097
208	MSMU7075149	40HC	F	POLYMERS OF PROPYLENE OR OF OTHER OLEFINS, IN PRIM
209	TGHU5574490	40HC	F	COTTON, NOT CARDED OR COMBED
210	MSMU7751865	40HC	F	COTTON, NOT CARDED OR COMBED
211	MSKU6766223	40HC	F	MOPLEN HP462R, 862980
212	TRHU6545404	40HC	F	POLYMERS OF ETHYLENE, IN PRIMARY FORMS - POLYETHY
213	TEMU7567275	40HC	F	COTTON, NOT CARDED OR COMBED
214	DFSU6570758	40HC	F	POLYPROPYLENE
215	MSDU9502704	40HC	F	POLYMERS OF ETHYLENE, IN PRIMARY FORMS - POLYETHYL
216	TIETU6122495	40HC	F	POLYMERS OF PROPYLENE OR OF OTHER OLEFINS, IN PRIM
217	CXDU2015603	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD
218	MSDU6514718	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD
219	MSDU9063270	40HC	F	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
220	MSKU2349726	20DV	F	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
221	MSNU1129803	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
222	GLDU8292316	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
223	MSMU3305810	20DV	F	WOOD
224	GLDU5626220	20DV	F	DRIED LEGU. MINOUS VEGETABLES, SHELLED, WHETHER OR N
225	MSMU7270757	20DV	F	DRIED LEGU. MINOUS VEGETABLES, SHELLED, WHETHER OR N
226	TEMU2360217	20DV	F	GRANITE, PORPHYRY, BASALT, SANDSTONE AND OTHER MON

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Sl No	ContNo	SzTp	Mt	Cargo
227	DRYU2963986	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
228	MSDU2562462	20DV	F	WOOD
229	MSDU2624199	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
230	MSCU6273496	20DV	F	WOOD
231	MSDU1918220	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
232	TCNU3559512	40HC	F	ARTIFICIAL GRAPHITE
233	MSNU9657736	40HC	F	NITROGEN (EXCL. GOODS
234	MSDU8655154	40HC	F	COTTON, NOT CARDED OR COMBED
235	MSMU7556420	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
236	FFAU1922312	40HC	F	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
237	FFAU5986002	40HC	F	POLYMERS OF ETHYLENE, IN PRIMARY FORMS - POLYETHYL
238	MSDU9980278	40HC	F	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
239	MSMU8588085	40HC	F	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
240	MSDU3243830	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
241	MSDU8643196	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
242	MSDU6758480	40HC	F	BLEACHED CHEMI-THERMO MECHANICAL PULP
243	FFAU 631321	40HC	F	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
244	MSDU9588061	40HC	F	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
245	MSMU8574016	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
246	MRKU3466355	40HC	F	RF420MO POLYPROPYLENE
247	MEDU8952928	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
248	MSDU7534253	40HC	F	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
249	MSNU6114886	40HC	F	BLEACHED CHEMI-THERMO MECHANICAL PULP
250	MSNU5794335	40HC	F	BLEACHED CHEMI-THERMO MECHANICAL PULP
251	MSDU4926505	40HC	F	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
252	TCLU1721160	40HC	F	BLEACHED CHEMI-THERMO MECHANICAL PULP
253	TRLU0796922	40HC	F	COTTON, NOT CARDED OR COMBED
254	TGBU4602923	40HC	F	POLYMERS OF PROPYLENE OR OTHER OLEFINS, IN PRIM
255	HPAU1250321	40HC	F	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
256	ZCSU1566786	40HC	F	DIPHENYLAMINE 99.5 PCT MIN

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Sl No	Cntr No	Sz Tp	F/E	Cargo
257	MSNU9469179	40HC	I	LINEAR LOW DENSITY POLYETHYLENE
258	MSDU8251255	40HC	F	COTTON, NOT CARDED OR COMBED
259	MSMU6501040	40HC	F	POLYMERS OF ETHYLENE, IN PRIMARY FORMS - POLYETHYL
260	MSMU8726411	40HC	F	COTTON, NOT CARDED OR COMBED
261	SHLU0863531	40HC	F	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
262	MSCU5417240	40HC	F	COTTON, NOT CARDED OR COMBED
263	MSDU9607383	40HC	F	BLEACHED CHEMITHERMO
264	MSDU1949119	40HC	F	BLEACHED CHEMITHERMO MECHANICAL PULP
265	TCNU2916220	40HC	F	BLEACHED CHEMITHERMO MECHANICAL PULP
266	MSDU7705204	40HC	I	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD
267	MSDU9452525	40HC	F	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
268	MSMU5110620	40HC	F	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
269	MSDU5526099	40HC	F	WASTE PAPER - PRINTED TEXT
270	CAAU7417206	40HC	F	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
271	MSMU5154442	40HC	F	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
272	FTAU2077806	40HC	F	BLEACHED CHEMITHERMO
273	MSMU6540750	40HC	F	BLEACHED CHEMITHERMO MECHANICAL PULP
274	MEDU-994980	40HC	F	HIGH BULK CRS ART BOARD
275	MSDU5899856	40HC	F	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
276	FBAU4142004	40HC	F	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
277	MSMU9651525	40HC	F	ARTIFICIAL GRAPHITE
278	BMOU5943745	40HC	F	RAW CASHEW NUTS
279	MSMU7221455	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
280	MEDU4391000	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
281	CAIU7605763	40HC	F	COTTON, NOT CARDED OR COMBED
282	MSMU7813410	40HC	F	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
283	MSMU4107195	40HC	F	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
284	TCLU3276127	40HC	F	POLYPROPYLENE
285	MSMU4269150	40HC	F	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
286	CAIU8607479	40HC	F	STANDARD ACCESSORIES
287	MSNU2380750	40HC	I	COTTON, NOT CARDED OR COMBED
288	FLAU3826608	40HC	F	COTTON, NOT CARDED OR COMBED
289	FCIU4615807	20TV	F	CALCIUM CARBIDE

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Sl No	CntrNo	SzTp	F/E	Cargo
290	SHCU1488630	20DV	F	CALCIUM CARBIDE SIZE 50 80MM
291	DFSU2681951	20DV	F	CALCIUM CARBIDE
292	CAIU2709477	20DV	F	WOOD
293	MSDU2942820	20DV	F	WOOD
294	TRHU1249936	20DV	F	WOOD
295	TEMU3046501	20DV	F	WOOD
296	MSMU1459364	20DV	F	THIS IS SEZ CARGO STEEL CORD
297	TCLU2510922	20DV	F	CALCIUM CARBIDE
298	TRHU1578624	20DV	F	STANDARD ACCESSORIES
299	DFSU2765139	20DV	F	CALCIUM CARBIDE
300	MSNU1295550	20DV	F	SPINNING MACHINE
301	TTNU1538158	20DV	F	SAWN TIMBER
302	MSMU3433652	20DV	F	WOOD IN THE ROUGH WHETHER OR NOT STRIPPED OF BARK
303	MSMU1907878	20DV	F	QUICKDIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
304	MSMU1482168	20DV	F	DRIED LEGUMINOUS VEGETABLES SHELLED WHETHER OR N
305	TEMU9860972	20DV	F	WOOD
306	MSMU1402257	20DV	F	WOOD
307	MSBU1951616	20DV	F	WOOD IN THE ROUGH WHETHER OR NOT STRIPPED OF BARK
308	MSMU1491833	20DV	F	PRINTING PAPER
309	MSDU0860054	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
310	CAIU3157625	20DV	F	WOOD
311	MEDU1580683	20DV	F	WOOD
312	TGHU1194364	20DV	F	PRINTING PAPER
313	MEDU5849293	20DV	F	WOOD IN THE ROUGH WHETHER OR NOT STRIPPED OF BARK
314	MEDU6159964	20DV	F	WOOD IN THE ROUGH WHETHER OR NOT STRIPPED OF BARK
315	FCIU0069730	20DV	F	WOOD IN THE ROUGH WHETHER OR NOT STRIPPED OF BARK
316	MSDU1497809	20DV	F	WOOD
317	MEDU2917223	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
318	MEDU5746730	20DV	F	WOOD IN THE ROUGH WHETHER OR NOT STRIPPED OF BARK
319	MEDU9[illegible]3401	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
320	FBIU0412407	20DV	F	WOOD
321	TEMU3811901	20DV	F	WOOD IN THE ROUGH WHETHER OR NOT STRIPPED OF BARK
322	MSNU2430162	20DV	F	PRINTING PAPER
323	CAIU2784758	20DV	F	WOOD IN THE ROUGH WHETHER OR NOT STRIPPED OF BARK
324	MSDU1720258	20DV	F	WOOD
325	MEDU3920810	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA

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Sl No	CntrNo	SzTp	F/E	Cargo
326	MSDU1529575	20DV	F	WOOD
327	TCNU3222049	20DV	F	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
328	TCRU1105108	20DV	F	PRINTING PAPER
329	MEDU6204365	20DV	F	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
330	MEDU5040360	20DV	F	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
331	MSDU2473843	20DV	F	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
332	MSNU2470548	20DV	F	PRINTING PAPER
333	MSDU2528758	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
334	MSNU1804040	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
335	MSDU5227860	20DV	F	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
336	MSNU5326849	40HC	F	BLEACHED CHEMI-THERMO
337	MSNU9045295	40HC	F	RE-25MO POLYPROPYLENE
338	MSMU8919883	40HC	F	MODIFIED RESIN ROSIN
339	MSMU4723637	40HC	F	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
340	MEDU8594445	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
341	MSCU5336014	40HC	F	BLEACHED CHEMI-THERMO
342	TRHU1241538	40HC	F	COTTON, NOT CARDED OR COMBED
343	MSMU8291667	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
344	MSMU5309724	40HC	F	BLEACHED CHEMI-THERMO
345	TEMU2611140	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD
346	MSDU6166916	40HC	F	BLEACHED CHEMI-THERMO MECHANICAL PULP
347	TCNU1343622	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
348	GLDU7653986	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
349	FFAU1994314	40HC	F	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
350	MSNU6382805	40HC	F	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
351	MSCU5097490	40HC	F	EP-6, MODIFIED POLYPROPYLENE COPOLYMERS
352	MSDU7047299	40HC	F	BLEACHED CHEMI-THERMO MECHANICAL PULP
353	CAAU5017898	40HC	F	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
354	MSNU8521590	40HC	F	LINEAR LOW DENSITY POLYETHYLENE
355	TCBU7867133	40HC	F	COTTON, NOT CARDED OR COMBED
356	CAAU7460162	40HC	F	BLEACHED CHEMI-THERMO

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Sl No	CntrNo	SzTp	F/E	Cargo
357	MSMU6221434	40HC	F	JULESMO POLYPROPYLENE
358	TCNU4327661	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
359	MSMU8660811	40HC	F	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
360	MSMU8815205	40HC	F	READYMIX POLYPROPYLENE
361	MSNU5907596	40HC	F	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, SHELLED OR DR
362	CAAU7237190	40RC	F	ELOTEX MP2050
363	MSNU5095977	40HC	F	POLYMERS OF PROPYLENE OR OF OTHER OLEFINS, IN PRIM
364	TRLU6920667	40HC	F	COTTON, NOT CARDED OR COMBED
365	MSDU8170129	40HC	F	BLEACHED CHEMI-THERMO MECHANICAL PULP
366	TXGU5341558	40RC	F	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
367	MSDU5810641	40HC	F	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
368	MSDU5457220	40HC	F	WOOD SAWN OR CHIPPED LENGTHWISE, SLICED OR PEELED,
369	CAAU6763101	40HC	F	BLEACHED CHEMI-THERMO MECHANICAL PULP
370	MSNU8560795	40HC	F	BLEACHED CHEMI-THERMO MECHANICAL PULP
371	TSCU6044628	40HC	F	COTTON, NOT CARDED OR COMBED
372	MSDU8553168	40HC	F	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
373	MSNU8668425	40HC	F	MOPLEN HP1460 RG24BC
374	TRHU2210489	40HC	F	COTTON, NOT CARDED OR COMBED
375	MSDU7144263	20DV	F	WOOD
376	MSDU1412567	20DV	F	WOOD
377	GLDU5051830	20DV	F	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
378	MSCU6900277	20DV	F	WOOD
379	MSDU1485433	20DV	F	WOOD
380	MSCU6014477	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
381	BMOU2065697	20DV	F	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
382	MSNU3503015	20DV	F	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
383	GLDU5251586	20DV	F	WOOD
384	CAXU5491338	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
385	MEDU6310179	20DV	F	WOOD
386	MSCU5967456	20DV	F	WOOD
387	MSNU1134767	20DV	F	WOOD
388	MSDU1464940	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
389	CAIU7142942	20DV	F	DRIED LEGUMINOUS VEGETABLES, SHELLED, WHETHER OR N

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Sl No	CntrNo	SzTp	F/E	Cargo
390	UETU2642460	20DV	F	WOOD
391	MSNU3557197	20DV	F	WOOD
392	MFDU5672422	20DV	F	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
393	FTAU1192797	20DV	F	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
394	MSNU2417347	20DV	F	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
395	MSMU0658579	20DV	T	BROWN FUSED ALUMINA
396	MSMU1185137	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
397	MFDU6150642	20DV	F	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
398	MSMU2960954	20DV	F	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
399	TEMU5184205	20DV	T	WOOD
400	MEDU2481751	20DV	F	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
401	FCIU2073867	20DV	F	WOOD
402	MSDU2245077	20DV	F	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
403	MSNU2423419	20DV	F	PRINTING PAPER
404	TCKU1853950	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
405	MEDU3512241	20DV	F	WOOD
406	MSMU1123502	20DV	F	WOOD
407	MFCU2026595	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
408	MSNU2654741	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
409	MSMU1875126	20DV	F	FISH BODY OIL - JAPAN CRUDE FISH OIL
410	PSRU2212134	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
411	MSCU1591582	20DV	T	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
412	MSNU1564237	20DV	F	FISH BODY OIL - JAPAN CRUDE FISH OIL
413	MSNU2706250	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
414	FCIU5592530	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
415	CAXU3281959	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
416	FTAU1353102	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
417	MSMU2191953	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
418	MSNU3115638	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
419	CAXU3305176	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T

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Sl No	CntrNo	SzTp	F/E	Cargo
420	MSMU5169016	20TW	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
421	TCRU5937530	20DV	F	PALMOLOL PDA 1500 DIETHANOLAMIDE HSCODE 34021900
422	FSCU5257880	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
423	MSDU1436579	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
424	MSMU9295123	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
425	FCIU5966269	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
426	MSMU1586741	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
427	CSNU2613069	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
428	MEDU1[illegible]34	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
429	MSDU1076965	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
430	CAIU6714142	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
431	MSDU7199545	20DC	F	STANDARD NEWSPRINT
432	MSNU5262702	40HC	F	NOPLEN HP456J DG2SBC
433	MSCU0837180	40HC	E	EMPTY CONTAINER
434	MEDU3640590	40HR	E	EMPTY CONTAINER
435	MSIU0592254	40HR	E	EMPTY CONTAINER
436	MSMU6799268	40HC	F	POLYETHYLENE LUPOLEN
437	MSMU6784683	40HC	F	STANDARD NEWSPRINT
438	MEDU9643732	40HR	E	EMPTY CONTAINER
439	MSDU9786652	40HR	E	EMPTY CONTAINER
440	TTNU8498654	45HR	E	EMPTY CONTAINER
441	SMOU6601527	20HC	F	STANDARD NEWSPRINT
442	MSDU9868665	20HR	E	EMPTY CONTAINER
443	MEDU9755110	40HR	E	EMPTY CONTAINER
444	MSDU9799508	40HR	E	EMPTY CONTAINER
445	GESU9253201	40HR	E	EMPTY CONTAINER
446	FSAU2565654	40HC	F	CHINA GREEN TEA
447	MSDU9799823	40HR	E	EMPTY CONTAINER
448	MSDU9707552	40HR	E	EMPTY CONTAINER
449	TEMU6132256	40HR	E	EMPTY CONTAINER
450	MEDU9744435	40HR	E	EMPTY CONTAINER
451	MSDU6591929	40HC	F	NOPLEN HP456J DG2SBC
452	MSDU9794697	40HR	E	EMPTY CONTAINER
453	MSDU9792157	40HR	E	EMPTY CONTAINER
454	GESU9140428	20HR	E	EMPTY CONTAINER
455	SZLU9026150	40HR	E	EMPTY CONTAINER
456	MSMU6697497	40HC	F	LINEAR LOW DENSITY POLYETHYLENE LUPOL

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Sl No	CntrNo	SzTp	F/E	Cargo
457	TTNU5127828	40HX	E	EMPTY CONTAINER
458	SEGU2151190	40HR	E	EMPTY CONTAINER
459	CRSU5871450	40HR	E	EMPTY CONTAINER
460	MSDU9793850	40HR	E	EMPTY CONTAINER
461	TEMU8115971	40HC	F	LUPOLEN 2420K, BG2580
462	MSDU9799752	40HR	E	EMPTY CONTAINER
463	OTPU6559514	40HR	E	EMPTY CONTAINER
464	MSDU9793501	40HR	E	EMPTY CONTAINER
465	MSDU9793435	40HR	E	EMPTY CONTAINER
466	MSNU5750281	40HC	F	LUPOLEN 2420K, BG2580
467	MSDU9797765	40HR	E	EMPTY CONTAINER
468	MSDU9793450	40HR	E	EMPTY CONTAINER
469	MSDU9793259	40HR	E	EMPTY CONTAINER
470	MSDU9799078	40HR	E	EMPTY CONTAINER
471	MSDU9019223	40HR	E	EMPTY CONTAINER
472	MSDU9793585	40HR	E	EMPTY CONTAINER
473	TRLU8172077	40HR	E	EMPTY CONTAINER
474	DMOU9227770	40HR	E	EMPTY CONTAINER
475	MSDU9797604	40HR	E	EMPTY CONTAINER
476	MEDU6094770	40HR	E	EMPTY CONTAINER
477	MSNU7630205	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
478	MRKU2520932	20DV	F	TENSAGLEX BORON SODIUM DALRYL ETHER SULPHATE
479	MSNU2959410	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
480	MRKU2937749	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
481	FCIU4295411	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
482	MSMU2217101	20DV	F	FISH BODY OIL, JAPAN CRUDE FISH OIL
483	MANU2402867	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
484	TRHU1596526	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
485	MSDU2079977	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
486	MSMU3584577	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
487	FCIU4423484	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
488	TGBU1944[illegible]5	20DV	T	COATED PAPER DS GLOSS
489	MSCU6084572	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
490	CAIU6235190	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
491	MSNU3326695	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T

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Sl No	Cntr No	SzTp	F/E	Cargo
492	TRHU 369815	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
493	MSNU 7215961	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
494	MSDU 2343640	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
495	MSMU2060999	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
496	MEDU5305462	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
497	CAIU2521784	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
498	BMOU2762693	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
499	TGHU7013011	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
500	FCIU2710259	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
501	MSMU6691605	40HC	F	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
502	MSMU3525940	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
503	MSMU5761446	40HC	F	COTTON, NOT CARDED OR COMBED
504	TGHU8703700	40HC	F	LINEAR LOW DENSITY POLYETHYLENE
505	MSNU7726652	40HC	F	COTTON, NOT CARDED OR COMBED
506	TEMU8622403	40HC	F	BLEACHED CHEMI-THERMO
507	TRHU 7331210	40HC	F	COTTON, NOT CARDED OR COMBED
508	UETU4350538	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD
509	MSNU6016668	40HC	F	HIGH BULK C2S ART BOARD
510	MSMU5702124	40HC	F	COTTON, NOT CARDED OR COMBED
511	MSMU6888869	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
512	MSBU5280892	40HC	F	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
513	MEDU5049567	40HC	F	ISOTACTIC POLYPROPYLENE COPOLYMERS
514	MSNU9510710	40HC	F	COTTON, NOT CARDED OR COMBED
515	TTIU5564986	40HC	F	BLEACHED CHEMI-THERMO MECHANICAL PULP
516	MSDU 1986490	40HC	F	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
517	TRHU 6906826	40HC	F	COTTON, NOT CARDED OR COMBED
518	MSDU6902159	40HC	F	POLYMERS OF ETHYLENE, IN PRIMARY FORMS - POLYETHYL
519	TIIU6546665	40HC	F	POLYMERS OF PROPYLENE OR OF OTHER OLEFINS, IN PRIM
520	MSNU8866772	40HC	F	COTTON, NOT CARDED OR COMBED
521	FBIU7053105	40HC	F	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
522	CAALU7189410	40HC	F	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK

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Senior Environmental Engineer

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Sl No	CntrNo	SzTp	FtE	Cargo
523	MSDU7392460	40HC	F	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
524	MSMU4201659	40HC	F	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
525	MEDU7771819	40HC	F	UNCOATED CRAFT PAPER AND PAPERBOARD, IN ROLLS OR S
526	MSMU6919911	40HC	F	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
527	MSDU6076436	40HC	F	POLYMERS OF PROPYLENE OR OF OTHER OLEFINS, IN PRIM
528	CAPU7964830	40HC	F	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
529	MSMU4829257	40HC	F	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
530	MSDU8486959	40HC	F	POLYMERS OF ETHYLENE, IN PRIMARY FORMS - POLYETHYL
531	MEDU4902674	40HC	F	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
532	MSDU6901809	40HC	F	POLYMERS OF ETHYLENE, IN PRIMARY FORMS - POLYETHYL
533	TRIU5078187	40HC	F	LINEAR LOW DENSITY POLYETHYLENE
534	MSNU5292603	40HC	F	BLEACHED CHEMI-THERMO MECHANICAL PULP
535	UETU6853612	40HC	F	BLEACHED CHEMI-THERMO
536	MSMU8809466	40HC	F	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
537	MSDU5992686	40HC	F	LIGHTWEIGHT COATED ART BOARD
538	MSCU8716075	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
539	TRHU7970271	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
540	MSDU8945819	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
541	MSDU5107115	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
542	MEDU7402819	40HC	F	POLYMERS OF PROPYLENE OR OF OTHER OLEFINS, IN PRIM
543	UETU7258542	40HC	F	BAMBOO STICKS
544	GLTU7084295	40HC	F	LINEAR LOW DENSITY POLYETHYLENE (LLDPE
545	TRHU8551456	40HC	F	LINEAR LOW DENSITY POLYETHYLENE
546	TRHU8651599	40HC	F	POLYMERS OF ETHYLENE, IN PRIMARY FORMS - POLYETHYL
547	TCLU4790230	40HC	F	COTTON, NOT CARDED OR COMBED
548	TCLU7882290	40HC	F	LINEAR LOW DENSITY POLYETHYLENE (LLDPE
549	TRHU8015569	40HC	F	BLEACHED CHEMI-THERMO MECHANICAL PULP
550	MEDU8562430	40HC	F	BLEACHED CHEMI-THERMO
551	CAAU7516093	40HC	F	COTTON, NOT CARDED OR COMBED

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Sl No	CntrNo	SzTp	F/E	Cargo
552	MSMU5815738	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD.
553	MSNU7161030	40HC	F	COTTON, NOT CARDED OR COMBED
554	CBTU5581104	40HC	F	BLEACHED CHEMI THERMO
555	TGHU6015908	40HC	F	POLYMERS OF PROPYLENE OR OF OTHER OLEFINS, IN PRIM
556	MEDU6475189	40HC	F	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
557	FSCU7995602	40HC	F	9676 SETS OF EMPTY TIN PLATE CAN
558	CMAU9862317	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD.
559	MSMU6438557	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD.
560	TGCU5037406	40HC	F	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
561	MSMU6287667	40HC	F	BLEACHED CHEMI THERMO
562	MSDU5937460	40HC	F	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
563	MSNU7311919	40HC	F	POLYMERS OF ETHYLENE, IN PRIMARY FORMS - POLYETHYL
564	MSMU1199249	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
565	MSDU1339636	20DV	F	CONTINUOUSLY PRE-PAINTED GALVANIZED STEEL COILS
566	MSNU1680831	20DV	F	CONTINUOUSLY PRE-PAINTED GALVANIZED STEEL COILS
567	MEDU5402112	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND OTHER INORGANIC BA
568	MSDU1327212	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
569	MSNU2421610	20DV	F	COATED PAPER OF A KIND
570	MSMU1543230	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
571	MEDU6586486	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
572	DFSU2829144	20DV	F	CONTINUOUSLY PRE-PAINTED GALVANIZED STEEL COILS
573	MSMU1182206	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
574	MSMU7161415	40HC	F	TEA
575	MSMU7009292	40HC	F	STANDARD NEWSPRINT
576	OTFU6023586	40HR	E	EMPTY CONTAINER
577	CXRU1401615	40HR	E	EMPTY CONTAINER
578	TGBU5982033	40HC	F	CASSIA KOBC GRADE INDONESIA ORIGIN
579	MSMU6497074	40HC	F	ETHYLENE-PROPYLENE-DIENE RU
580	CXRU1198637	40HR	E	EMPTY CONTAINER
581	CXRU1231466	40HR	E	EMPTY CONTAINER
582	MSMU6089818	40HC	F	STANDARD NEWSPRINT
583	MSDU5862890	40HC	F	CUMINUM SEED
584	OTFU6036284	40HR	E	EMPTY CONTAINER

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Sl No	CntrNo	SzTp	F/E	Cargo
545	MSDU9805201	40HR	E	EMPTY CONTAINER
546	MSMU2805117	40HC	F	STANDARD NEWSPRINT
547	MSNU6[illegible]	40HC	F	MOPLEN HP456J, HG03XC
548	TEMU9560023	40HR	E	EMPTY CONTAINER
549	TEMU9602170	40HR	E	EMPTY CONTAINER
550	MSNU8775616	40HC	F	STANDARD NEWSPRINT
551	FFAU1576159	40HC	F	STANDARD NEWSPRINT
552	SEGU9212260	40RE	E	EMPTY CONTAINER
553	TGHU7799825	40HC	F	MOPLEN HP456J, HG03XC
554	SZLU9261676	40HR	E	EMPTY CONTAINER
555	TEMU9229257	40HR	E	EMPTY CONTAINER
556	MSNU7822940	40HC	F	STANDARD NEWSPRINT
557	MSNU5710370	40HC	F	POLYPROPYLENE MOPLEN RP348R
558	TLLU7951443	40HC	F	POLYPROPYLENE MOPLEN RP348R
559	TXRU1141[illegible]9	40HR	E	EMPTY CONTAINER
560	MSMU5[illegible]6	40HC	F	STANDARD NEWSPRINT
561	CRLU1521453	40HR	E	EMPTY CONTAINER
562	MSCU7391897	40HR	E	EMPTY CONTAINER
563	MSDU5708735	40HC	F	POLYETHYLENE LUPOLEN 2420H
564	TTNU8420864	40HR	E	EMPTY CONTAINER
565	CXRU1[illegible]042	40HR	E	EMPTY CONTAINER
566	MSMU7211869	40HC	F	LINEAR LOW DENSITY POLYETHYLENE LLDPE
567	CXRU1[illegible]797	40HR	E	EMPTY CONTAINER
568	SPGU9180608	40HR	E	EMPTY CONTAINER
569	MSNU[illegible]431	20DV	F	COATED PAPER C2S GLOSS
570	MSNU1070659	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
571	TGBU9415263	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
572	MSNU3431456	20DV	F	COATED PAPER C2S GLOSS
573	MSNU3431123	20DV	F	COATED PAPER C2S GLOSS
574	MSMU1107545	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
575	MSMU1[illegible]494	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
576	TRIU0913[illegible]4	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
577	[illegible]TU9[illegible]609	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
578	GAOU2440950	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
579	MEDU5727830	20DV	F	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
580	TRHU1265680	20DV	F	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
581	MSDU2561657	20DV	F	SHIP STOCK
582	MSDU9402675	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD

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Sl No	CntrNo	SzTp	F/E	Cargo
623	BMOU2667025	40HC	F	COTTON, NOT CARDED OR COMBED
624	CAIU7753517	40HC	F	POLYMERS OF ETHYLENE, IN PRIMARY FORMS - POLYETHYL
625	MSKU7136749	40HC	F	BLEACHED CHEMI THERMO MECHANICAL PULP
626	MSMU5676574	40HC	F	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
627	CAAU7379220	40HC	F	COTTON, NOT CARDED OR COMBED
628	MSKU7146849	40HC	F	POLYMERS OF PROPYLENE OR OF OTHER OLEFINS, IN PRIM
629	TCLU5649644	40HC	F	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
630	MSKU4636805	40HC	F	COTTON, NOT CARDED OR COMBED
631	MSMU4358278	40HC	F	POLYMERS OF ETHYLENE, IN PRIMARY FORMS - POLYETHYL
632	MSMU6961279	40HC	F	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
633	MSBU1546163	40HC	F	LINEAR LOW DENSITY POLYETHYLENE
634	CAAU7841007	40HC	F	BLEACHED CHEMI THERMO MECHANICAL PULP
635	MSMU6303930	40HC	F	BLEACHED CHEMI THERMO
636	MEDU7062019	40HC	F	MOPLEN HP562R, BOPP/C
637	MSDU6651052	40HC	F	BLEACHED CHEMI THERMO MECHANICAL PULP
638	MRDU7997067	40HC	F	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
639	CAIU4454796	40HC	F	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
640	MSMU5056925	40HC	F	USED CIRCULAR KNITTING MACHINES
641	MSMU5541096	40HC	F	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
642	CBSU5299974	20RE	D	SHIP STORE
643	MSKU3427946	20RE	I	SHIP STORE

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Senior Environmental Engineer

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Exhibit-R7(b)

Senior Environmental Engineer 2 <kspcbhoseo2@gmail.com>

ACCIDENT IN ARABIAN SEA - CONTAINING OIL SPILL - DIRECTION ISSUED

1 message

CHAIRMAN KSPCB <cmdkspcb@gmail.com> Sat, May 24, 2025 at 8:58 PM
To: DIRECTOR INDIAN COAST GUARD KOCHI <dkcs@indiancoastguard.nic.in>
Cc: District Collector Collector <dcekm.ker@nic.in>, DISASTERMANAGEMENT <edmaekm@gmail.com>, "cochinport@cochinport.gov.in" <cochinport@cochinport.gov.in>, "cpt@cochinseaplanes.com" <cpt@cochinseaplanes.com>, "BABURAJAN P.K. CEE RO, ERNAKULAM" <spcbrokm@gmail.com>, "MINI MARY SAM, DO-I, ERNAKULAM" <spcbo01@gmail.com>, Senior Environmental Engineer 2 <spcbhoseo2@gmail.com>

Sir,

As you are aware, an accident involving a cargo ship has happened in the Arabian Sea, about 38 nautical miles southwest of the Kochi coast on 24.5.25. It is understood that containers are floating in the sea. You are requested to take urgent action to contain the oil spill, if any, so that the spill does not cause contamination in the sea, coast or beaches.

Containing the spill by using appropriate equipment / booms and sorbs / skimmer / sponges shall be adopted. Action shall be taken in coordination with Kochi Port Trust, Kochi Shipyard and Kochi Refinery. An action taken report shall be furnished to the Board at the earliest.

With Regards,

Dr. SREEKALA S.
CHAIRPERSON,
Kerala State Pollution Control Board

THE HIGH COURT OF KERALA

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KERALA STATE POLLUTION CONTROL BOARD

EBY VARGHESE
Senior Environmental Engineer

Gmail Senior Environmental Engineer 2 <kspcbhoseee2@gmail.com>

Fwd: ACCIDENT IN ARABIAN SEA - OIL SPILL CONTINGENCY

1 message

CHAIRMAN KSPCB <chm.kspcb@gmail.com> Sat, May 24, 2025 at 7:08 PM
To: "BABURAJAN P.K. - CEE-RO, ERNAKULAM" <cpcbroekm@gmail.com>, "VINI MARY SAM, DC-1, ERNAKULAM" <cpcbdc1@gmail.com>, Senior Environmental Engineer 2 <kspcbhoseee2@gmail.com>

Please find the copy of the mail
---------- Forwarded message ---------
From: **CHAIRMAN KSPCB** <chm.kspcb@gmail.com>
Date: Sat, May 24, 2025 at 7:05 PM
Subject: ACCIDENT IN ARABIAN SEA - OIL SPILL CONTINGENCY
To: District Collector Collector <collrekm@gmail.com>, DISASTER MANAGEMENT <ddmu.rev@gmail.com>, archmpt@cochinport.gov.in <mudeoport@cochinport.gov.in>, cil@cochinrefineries.com <cil@cochinrefineries.co.in>

Sir,

As you are aware, an accident involving a cargo ship has happened in the Arabian Sea, about 38 nautical miles southwest off the Kochi coast on 24.5.25. It is understood that containers are floating in the sea. The Coast Guard have been requested to take urgent action to contain the oil spill, if any, so that the spill does not cause contamination on the west coast of beaches. You are requested to coordinate with the Coast Guard in case of any operation.

With Regards,

Dr. SREEKALA S
CHAIRPERSON,
Kerala State Pollution Control Board

With Regards.

Dr. SREEKALA S.
CHAIRPERSON.
Kerala State Pollution Control Board

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Senior Environmental Eng

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Gmail Senior Environmental Engineer 2 <kspcblhosur22@gmail.com>

SHIP ACCIDENT OCCURRED IN THE ARABIAN SEA - ACTION REQUIRED

1 message

Senior Environmental Engineer 2 <kspcblhosur22@gmail.com> Sat, May 24, 2025 at 6:20 PM
To: CHAIRMAN KSPCB <chf.kspcb@gmail.com>

dcsp.kns@nic.in, dcekm-ker@nic.in, ecbr.ker@nic.in, ecmlp.ker@nic.in, dcesrl.ker@nic.in, dcepkd.ker@nic.in, dcekzd.ker@nic.in, dcekkr.ker@nic.in

Sir,

An accident involving a cargo ship happened in the Arabian Sea, about 38 nautical miles southwest off the Kochi coast in the afternoon of 24.5.25. It is understood that containers from the ship are floating in the sea. There are chances of contamination of the sea, coast or beaches due to the oil spill. As the location of the accident is more than 12 nautical miles off the coastline, Indian Coast Guard is responsible for containing the spill and preventing the oil spill from reaching the coast. If the oil spill reaches within 12 nautical miles of the coast, preparedness is required. Therefore it is requested to take urgent action for the following:

1. Activation of District/Local level crisis management groups
2. Arrangement of equipment/Support facilities/ oil spill dispersant for shoreline cleanup/recovery storage/disposal of pollutants
3. Request Indian Coast Guard, Kochi to co-ordinate/guide the Local District Disaster Management Authority of Ernakulam district to keep the pollution prevention and oil spill cleanup equipments in a state of readiness to meet any emergency.
4. Request Indian Coast Guard, Kochi to coordinate with the DDMs/KSPCB of the districts viz. Ernakulam, Thrissur, Alappuzha, Kozhikkode, Malappuram, Kannur and Kasaragod, Mercantile Marine Department, Kochi and Kerala Maritime Board for urgent action.

Regards,
Kerala State Pollution Control Board
Regional Office, Thiruvananthapuram

KERALA STATE POLLUTION CONTROL BOARD

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Senior Environmental Engin

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Gmail

Senior Environmental Engineer 2 <kspcbhosec2@gmail.com>

SHIP ACCIDENT OCCURRED IN THE ARABIAN SEA - ACTION REQUIRED

1 message

Senior Environmental Engineer 2 <kspcbhosec2@gmail.com> Sat, May 24, 2025 at 8:27 PM
To: CHAIRMAN KSPCB <chairmankspcb@gmail.com>

patodc@cochinport.gov.in, dc@cochinport.gov.in, im@cochinport.gov.in, dm@cochinport.gov.in, mmpc@cochinport.gov.in, info@bharatpetroleum.in, varshneysk@bharatpetroleum.in, sasipk@bharatpetroleum.in, TI TOJOSE@.INDIANOIL.IN, anandjank@indianoil.in, balakri shnankk@indianoil.in, vkdubara@hpcl.in, sunilu@hpcl.in, abooobackernanaca@hpcl.in, avarghe@hpcl.in, PEL@PETRONETLNG.IN, CEO@PETRONETENERGY.IN, investors@petronetlng.in, hebin.c@adani.com

Sir,

An accident involving a cargo ship happened in the Arabian Sea, about 38 nautical miles southwest off the Kochi coast in the afternoon of 24.5.25. It is understood that containers from the ship are floating in the sea. There are chances of contamination of the sea, coast or beaches due to the oil spill. As the location of the accident is more than 12 nautical miles off the coastline, Indian Coast Guard is responsible for containing the spill and preventing the oil spill from reaching the coast. If the oil spill reaches within 12 nautical miles of the coast, preparedness is required. Therefore it is requested to take urgent action to keep your Pollution Response team and equipments/absorbents/ support facilities in a state of readiness and share with the State Govt. in case of any emergency for shoreline cleanup and to share the same to your sister concerns also in Kerala, having the PR facilities.

Regards,
Kerala State Pollution Control Board
Head Office, Thiruvananthapuram

KERALA STATE POLLUTION CONTROL BOARD

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Senior Environmental Engineer

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Gmail Senior Environmental Engineer 2 <kspcbhosec2@gmail.com>

SHIP ACCIDENT OCCURRED IN THE ARABIAN SEA - ACTION REQUIRED

1 message

Senior Environmental Engineer 2 <kspcbhosec2@gmail.com> Sat, May 24, 2025 at 8:08 PM
To: CHAIRMAN KSPCB <chn.kspcb@gma .com>

ronesan@cwrdm.gov.in

Sir

An accident involving a cargo ship happened in the Arabian Sea, about 38 nautical miles southwest off the Kochi coast in the afternoon of 24.5.25. It is understood that containers from the ship are floating in the sea. There are chances of contamination of the sea, coast or beaches due to the oil spill. As the location of the accident is more than 12 nautical miles off the coastline, Indian Coast Guard is responsible for containing the spill and preventing the oil spill from reaching the coast. If the oil spill reaches within 12 nautical miles of the coast, preparedness is required. Therefore it is requested to take urgent action to alert the ports in districts such as Ernakulam, Thrissur, Alappuzha, Kozhikode, Malappuram, Kannur and Kasaragod to be ready with the equipments required/support facilities for shoreline cleanup/recovery storage/disposal of pollutants.

Regards,
Kerala State Pollution Control Board
Head Office, Pattom, Thiruvananthapuram

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EBY VARGHESE
Senior Environmental Engineer

https://mail.google.com/mail/u/0?ik=...

Gmail Senior Environmental Engineer 2 <sseconsec2@gmail.com>

SHIP ACCIDENT OCCURRED IN THE ARABIAN SEA - ACTION REQUIRED

1 message

Senior Environmental Engineer 2 <sseconsec2@gmail.com> Sat, May 24, 2025 at 8:42 PM
To: CHAIRMAN KSPCB <cbh.kspcb@gmail.com>

pcbmdc-ker@gov.in
Sir,

An accident involving a cargo ship happened in the Arabian Sea, about 38 nautical miles southwest off the Kochi coast in the afternoon of 24.5.25. It is understood that containers from the ship are floating in the sea. There are chances of contamination of the sea, coast or beaches due to the oil spill. As the location of the accident is more than 12 nautical miles off the coastline, Indian Coast Guard is responsible for containing the spill and preventing the oil spill from reaching the coast. If the oil spill reaches within 12 nautical miles of the coast, preparedness is required. Therefore it is requested to take immediate action and precautionary measures.

Regards
Kerala State Pollution Control Board
Regional Office, Ernakulam

THE HIGH COURT OF KERALA
KERALA STATE POLLUTION CONTROL BOARD

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Senior Environmental Engineer

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Exhibit - R7(c)

STANDARD OPERATING PROCEDURE FOR SHORELINE CLEAN UP, ERNAKULAM

Prepared By

Kerala State Pollution Control Board (KSPCB)

&

Sri. Vijayakumar
Retd. Officer, Coast Guard
Vizhinjam
February 2018

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Senior Environmental Engineer

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Managing Director
Marigold International Private

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Senior Environmental Engineer

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EXECUTIVE SUMMARY

The Disaster Management Authority informed vide letter No. REV-LL09-2017-DMD dated 28/03/2017 that, as per the directions issued by Ministry of Government and Forest Government of India and as per the directions of Kerala State Government, the portfolio of Oil spill Contingency Management is entrusted with the State Pollution Control Board. Oil spill being an anthropogenic hazard regulated under the specific rules related to pollution management and the primary responsibility of conducting this exercise is with that of State Pollution Control Board. Hence the department of Environment and State Pollution Control Board were requested to co-ordinate with Coast Guard and District Administration regarding organizing of mock drill. In this regard a meeting was held on 02/05/2017 in the Chamber of Environmental Secretary and decided to prepare a Standard Operating Procedure for the conduct of Mock drill. The Coast Guard also advised to get the service of Sri. Vijayakumar, Retired Officer, coast Guard, Vizhinjam for the preparation of Standard Operating Procedure, and as adviser for the preparation of State Contingency Plan for Oil Spill and conduct of mock drill for Shoreline cleanup. Sri. Vijayakumar submitted a detailed operating procedure for Shoreline cleanup. The Standard Operating Procedure includes the details regarding Environmental consideration for Oil Spill, Shoreline Cleanup options and operations to be considered, Equipments/general provisions for coastal spill control and clean up operations, Important contact details of Government and Resources Agencies etc. The report was also issued to Coast Guard for remarks, if any. But no modification was suggested by them. For the conducting of mock drill at Kochi, Standard Operating Procedure is published and same is to be conducted regularly.

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STANDARD OPERATING PROCEDURE FOR SHORELINE CLEAN UP, ERNAKULAM

1. INTRODUCTION

The world has become more and more dependent upon oil based products, derived from petroleum (Walcher, 2014). These products are used to fuel automobiles, produce energy, and are used for machinery in various industries. Some of the products that come from petroleum are gasoline, diesel, motor oil, kerosene, jet oil, heating oil, asphalt, and plastics. Oil is primarily stored and transported in large volumes via tankers because populous countries use large quantities of oils, and it is more cost effective to transport oil this way. However, while in storage or in transport, oils are sometimes spilled onto land or into waterways. Oil spills are a continuing problem throughout the world. Disasters such as the Deep Water Horizon oil spill and the Exxon Valdez oil spill, provide evidence that coastal oil spills pose danger to the economy and natural resources, and could directly affect the public's health (Bonfadelli et al,2016). The experience shows that it is very difficult to avoid some oil reaching the shore line after an oil spill on sea. When oil reaches the shoreline, considerable effort may be required to clean the affected areas. It is therefore essential that comprehensive and well-rehearsed arrangements for shoreline clean-up are included in contingency plans.

Mechanical equipments and chemical treatment at sea are often insufficient to recover all spilled oil. Shoreline clean up operations are often very difficult, expensive and may last many weeks or months depending up on the amount of oil spilled. The clean up operation also depends upon the weather condition, quantity of oil spilled, the spreading pattern of the spill, type of shore line, sensitivity of the area affected,prevailing contingency plan etc., and above all the response time taken against the spill. Hence a contingency plan and proper understanding between the agencies involved in a shoreline clean up operations are highly required for preventing pollution of shoreline due to oil spill.

2. AIM

The aim of the Standard Operating Procedure on shore line clean up is

- To improve, check the preparedness and response action of various ship builders, different state governmental agencies and
- To improve their coordination on shore line clean up operations.

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3. ENVIRONMENTAL CONSIDERATIONS

3.1 Need to intercept the oil spill at in open sea

When an oil spill occurs in open sea water, the optional solution is to intercept and recover the oil before it reaches the shoreline. This is because:

- Environmental damage is normally less critical in the open sea water environment
- Logistics of oil removal becomes more complex in the varied natural environment of coastlines compared with the open sea
- Cost of oil recovery increases dramatically when oil reaches shore lines compared with open water operation.

3.2 Specific parameters to be considered for shoreline clean up

When oil is spilled into the sea it undergoes a number of physical and chemical changes, some of which lead to its removal from the sea surface, while others cause it to persist (ITOPF 2011). An understanding of the processes involved and how they interact to alter the nature, composition and behaviour of oil with time is fundamental to all aspects of spill response

- Quantity of oil spilled
- Characteristics of the oil (type, toxicity, viscosity etc)
- Weathering process
- Prevailing on-site conditions (weather, season, tides, temperature)
- Whether the oil remains at sea or is washed ashore
- Shore line type or Combination of types (ships, pebbles and marsh

3.2.1 Characteristics of oil

When an active response is required, the type of oil, and its probable behaviour will determine which response options are likely to be most effective. The main physical properties that affect the behavior and the persistence of an oil spilled at sea are specific gravity, distillation characteristics, vapour pressure, viscosity and pour point (ITOPF 2011). All are dependent upon chemical composition, such as the proportion of volatile components, and the content of asphaltenes, resins and waxes

i) **Specific gravity of oil**

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It is its density in relation to pure water, which has a density in relation to pure water, which has a specific gravity of 1(ITOPF, 2011). Most oils are less dense or lighter that sea water which typically has a specific gravity of about 1.025. The specific gravity determines whether or not the oil will float. The oils with a low specific gravity tend to contain a high proportion of volatile components and to be of low viscosity.

ii) **Distillation characteristics**

It describes the volatility of oil. In distillation process, as the temperature of oil is raised, different components reach their boiling point in succession, evaporate and are then cooled and condense (ITOPF, 2011). The distillation characteristics are expressed as the proportions of the parent oil that distill within given temperature ranges. Some oils contain hydrocarbons, waxy or asphaltenic residues, which do not readily distil even at high temperatures and are also likely to persist in the marine environment or extended periods

iii) **Vapour Pressure**

It provides a further indication of the volatility of oil (ITOPF, 2011). A vapour pressure greater than 3kPA (23mmHg) is the criteria for evaporation to occur under most conditions. Above 100kPA (760mm Hg), the substance behaves like a gas. Gasoline has a vapour pressure of between 40-80 kPa (300-600 mm Hg).

iv) **Viscosity**

It is the resistance to flow. High viscosity oils flow less easily that those of lower viscosity (ITOPF, 2011). All oils become more viscous (flow less readily) as the temperature falls

v) **Pour point** is the temperature below which oil no longer flows and is a function of its wax and asphaltene content. On cooling, oil will reach a temperature, termed the cloud point, when the wax components begin to form crystalline structures. Crystal formation increasingly hinders the flow of the oil until on further cooling the pour point is reached, flow ceases and the oil changes from a liquid to a semi-solid

vi) Toxicity Two samples of the spilled oil must be checked in order to know the toxicity of oil. This is important to be able to judge the environmental damage to any organism at the shoreline as well as the steps to be taken by clean up team regarding the mode of operation, selection of equipments, and mode of disposal of collected spilled oil

3.2.2 Weathering Process

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The combined effects of the various natural processes namely spreading, evaporation, dispersion, emulsification, dissolution, photo-oxidation, sedimentation and sinking, shoreline interaction, and biodegradation acting on spilled oil, collectively are known as 'weathering'. An oil slick also drifts according to the wind and currents.

i) **Spreading**

As soon as oil is spilled, it immediately starts to spread over the sea surface. The speed at which this takes places depends to a great extent on the viscosity of the oil and the volume spilled. Fluid, low viscosity oils spread much faster than those with high viscosity. Liquid oils initially spread as a coherent slick but quickly begin to break up. As the oil spreads and the thickness reduces, its appearance changes from the black or dark brown colouration of thick oil patches to iridescent and silver sheen at the edges of the slick. Rather than spreading as thin layers, semi-solid or highly viscous oils fragment into patches which move apart and may sometimes be centimeters thick. The rate at which oil spreads or fragments are also affected by waves, turbulences, tidal streams and currents – the stronger the combined forces

ii) **Evaporation:** The more volatile components of oil will evaporate to the atmosphere. The rate of evaporation depends on ambient temperature and wind speed. The greater the proportion of components with low boiling points, the greater the degree of evaporation. Spills of refined products, such as kerosene and gasoline may evaporate completely within a few hours. There may be a risk of fire and explosion or human health hazards if oil or extremely volatile oils are spilled in confined areas.

iii) **Dispersion:** It depends upon the nature of the spill and the sea state proceeding most rapidly with low viscosity oils in the presence of breaking waves. Waves and turbulence at the sea surface can cause all or part of a slick to break up into droplets of varying sizes which become mixed into the upper layers of the water column. Smaller droplets remain in suspension while the larger ones rise back to the surface whether they either coalesce with other droplets to reform a slick or spread out in a very thin film. The dispersed oil mixes into ever greater volumes of sea water, resulting in the rapid and very substantial reduction of the oil concentration.

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v) **Emulsification:** Many oils take up water and form water-in-oil emulsions. This can increase the volume of pollutant by a factor of upto five times. Emulsions form most readily for oils which, when spilled, have a combined Nickel-Vanadium concentration greater than 15 ppm or an asphaltene content in excess of 0.5%. Formation of water in oil emulsions reduces the rate of other weathering processes and is the main reason for the persistence of light and medium crude oils on the sea surface and shoreline.

vi) **Dissolution:**

The rate and extent to which an oil dissolves depends upon its composition and spreading, the water temperature, turbulence and degree of dispersion. The heavy components of crude oil are virtually insoluble in sea water whereas lighter components, particularly aromatic hydrocarbons such as benzene and toluene, are slightly soluble. However these compounds are also the most volatile and are lost very rapidly by evaporation, typically 10 to 1000 times faster than they dissolve. As a result, concentration of dissolved hydrocarbons in sea water rarely exceeds 1 ppm and dissolution does not make significant contribution to the removal of oil from the sea surface.

vii) **Photo-oxidation:** Hydrocarbons can react with oxygen, which may either lead to the formation of soluble products or persistent tars. Oxidation is promoted by sunlight. Even under intense sunlight, thin oil films break down only slowly and usually at less than 0.1% per day.

viii) **Sedimentation and sinking:** Dispersed oil droplets can react with sediment particles and organic matter suspended in the water column so that the droplets become dense enough to sink slowly to the sea bed. Shallow coastal areas and the waters of river mouths and estuaries are often laden with suspended solids that can bind with dispersed oil droplets, thereby providing favourable conditions for sedimentation of oily particles. In brackish water, where fresh water from rivers lowers the salinity of sea water and therefore its specific gravity relative to oil, oil droplets of oil may sink.

ix) **Biodegradation:** Sea water contains a range of marine micro organisms capable of metabolizing oil compounds. They include bacteria, moulds, yeasts, fungi, unicellular algae and protozoa, which can utilize oil as a

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source of carbon and energy. Such organisms are distributed widely throughout the world's oceans although they are most abundant in areas with natural seeps of oil or chronically polluted coastal waters. Typically those close to urban centers which receive industrial discharges and untreated sewage.

(c) **Combined processes:** Spreading, evaporation, dispersion, emulsification and dissolution are most important during the early stages of refs pil while photo-oxidation, sedimentation and biodegradation are longer term processes that determine the ultimate fate of oil. Dispersion and emulsification are competing processes, with dispersion removing oil from sea surface and emulsification causes the volume of pollutant to increase and persist.

Fig. Crude oil - fresh

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Fig. Emulsified crude oil

Fig. Fresh fuel oil (Fluid and black in colour)

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Fig. Emulsified Heavy fuel oil

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Fig. Weathered oil on sand beach

Fig. Translucent base oil

3.2.3Prevailing On-site conditions

Wind, current and wave pattern which exist or could develop must be known as well as the temperature. These will influence the movement of the spilled oil which in turn, will affect the success associated with the usage of various types of equipment and with cleaning procedures.It is important to be now current high and low tide levels and time in order to plan for efficient cleanup operation

3.2.4 Shoreline Types

Various shoreline types have different vulnerability to oil spill and the pattern of removal of oil. Different clean up techniques are applied depending on the type of shore. The flexibility of clearing effectively is also dependant on the type of shore line found

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The shore lines can be divided into three zones according to their features

i) Near shore zone
ii) Inter tidal zone.
iii) Back shore zone

i) Near Shore Zone

The near shore zone is always located below the Low Water mark (Submerged) and receives only slight contamination

ii) Inter – Tidal Zone

The Inter - tidal Zone (foreshores) in the area between the low Water Mark and the high water Mark. If this foreshore receives a lot of wave action, the part of the zone nearer to the high water mark will receive most contamination. If the wave action is less, the oil will cover the entire foreshore.

iii) Back Shore Zone

The back shore zone is located above the level of normal wave activity. This area will normally only be affected by the oil in cases of storms or exceptional high tide level

3.2.5 Special Considerations

Some shorelines have very sensitive periods of the year which influence decision making about an oil spill clean up based on ex-wild life nesting, bird migration and sand beaches are associated with high amenity value of national importance

3.2.6 Contingency planning

Mapping of sensitive areas along shorelines which could receive oil pollution from sea is of great help in operations planning during an oil spill. Areas which have been deemed sensitive can then be protected in advance of the pollution, so than deposition onto the shoreline can be avoided. .

The natural floating debris on the sea is usually deposited on the shore depends upon the direction of the current, prevailing winds etc. The identification of areas with high levels of stranded debris will give an indication of the areas which will be subjected to the heaviest contamination. It is also important to identify disposal sites for material collected during

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cleanup operation. This information must be readily available before any cleanup operation. Locating a disposal site during the operation is not possible as other matters deteriorates.

4. SHORELINE CLEANUP OPTIONS AND OPERATIONS TO BE CONSIDERED

4.1 Shoreline cleanup options

There are four options to be considered before a clearing up operation is initiated

i. Do not clean
ii. Clean but to a minimum.
iii. Clean to full restoration
iv. Clean to pristine level

4.1.1 Do not clean

The reason for this option can be,

- Cleaning will do more damage than the oil.
- Area will be cleaned naturally by high wave action
- Area has little value and the costs for cleaning will be prohibitively high.

4.1.2 Clean but to a minimum standard

The affected shoreline has little value itself but the oil could be spread to other more sensitive areas if not removed.

4.1.3 Clean to full restoration

The shoreline is important and must be restored to its pre-spilled condition

4.1.4 Clean to pristine level

The shore line may be cleaned to a standard higher than the pre-oil spill condition due to demand from government agencies/public.

4.2 Shoreline cleanup operations

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The shoreline clean up operation is normally not an emergency operation as in the case with an oil spill on open water. A clean up project can last many weeks or months depending on the amount of oil spilled.

Shoreline clean-up operation is typically divided into three stages

Stage I - Removal of gross pollution and lube oil

Stage II – Removal of oil

Stage III – Final cosmetic/ aesthesic treatment

4.2.1Removal of gross pollution and Bulk oil

This is recovering the floating oil at the water's edge and removal of thick oil layers on the shore. Mechanical equipments such as skimmers, transferring pumps, vacuum trucks, shovels, buckets are required

In mid operations, the option of allowing vacuum truckers into the shore to suck up the oil may be attractive. However the usage of heavy machineries depends upon the accessibility and sensitivity of the area.

4.2.2 Removal of leached oil

The second stage is the removal of moderately contaminated stranded oil and oiled beach materials. A cleanup operation will often start at this stage of the oil spill in quite restricted or the oil has been present on the shorelines for some times and penetrated the top layers. Mechanical equipments are required for this stage and this includes skimmers, pumps vacuum trucks and buckets

4.2. 3 Final Cosmetic/aesthetic treatment

This is the final stage of the cleanup operation. The level of the clean up or the final appearance of the polluted area to be discussed/agreed by all interested parties to avoid misunderstandings

At this stage absorbing materials can be used for removing oil from the shoreline. The use of dispersing agents can also be useful if permitted by the authorities. A shoreline cleanup operation is expensive as it requires a lot of personal, equipment time. In order to control the costs of the operation it is essential that the objectives for the cleanup are fully described.

4.3 Shoreline Clean up techniques

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The clean up techniques which can be used depends upon the nature of the shoreline The types of shorelines are:

1. Rocks and man-made structures
2. Cobbles, pebbles and shingles
3. Sandy beaches
4. Sedimentary

4.3.1 Rocks and man-made structures

Rocks exposed to wave action will normally have a high self cleaning potential and cleaning these areas are not recommended. However, if the wave action is low or the man made structures (harbour, jetties etc), it can become necessary to clean up the oil spill (Fig. 1). In this case the following stages should be followed

Step 1. Removal from sea using skimmers combined with booms

Step 2. Removal from structures using high pressure/ spray cleaners (hot or cold water)

Step 3. Sorbents dispersants and dispersals

Step- I

1. Use skimmers, pumps for recovery of floating oil
2. On tidal shorelines the oil must be flushed from the rocks/ concrete towards a boom combined with a skimmer at the water edge. The optimum solution is to use booms to encapsulate the area being cleaned as completely as possible
4. The area should only be cleaned in conjunction with mounted booms. Any oil flushed into the sea will return.

Step- II

1. Once the free oil has been removed, high pressure cleaners should be employed for cleaning the rocks/ concrete. For this purpose, sea water should be used.
2. Steam cleaners can use after taking consideration of presence of micro organism and ecological damage
3. Booms and skimmers are used for receiving the flushed oil. The boom is to be placed at the water edge and the skimmers at the surface of the water level

Step- III

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The use of dispersants, if ecologically suitable permitted, can be achieved by a sprayline in the intertidal zone just before the incoming tide submerges the area

The use of absorbing materials can also be started for recovery of oil sheen present in the water and oil leaching out from rocks/concrete

Fig. 1 Black rock resembling oil contamination

4.3.2 Cobbles, pebbles and shingles

This type of shoreline is very difficult to clean as large quantity of the oil will penetrate into the gaps between the stones (Fig. 2). A careful cleaning is necessary as important and well established plant communities are present around the stones

Step- I

The same techniques as for rocky and manmade structures can be used here. However, heavy machinery cannot be used because of poor soil bearing characteristics this kind of shores as well as damage to plant communities

Step- II

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High pressure cleaners with cold sea water should be used to flush surface oil to the water's edge where boom and skimmers have been placed.

Step III

Stones that retain a greasy film after the use of high pressure cleaners can be pushed into sea in non-vital areas where they will be gradually cleaned by wave action.

The area where the clean up takes place should be surrounded by boom. The use of dispersants is not recommended as it will allow the oil to penetrate deeper into the beach materials.

Fig.2 Heavy oiling with penetration (Shingle beach)

4.3.3 Sandy Beaches

Pure sandy beaches are normally exposed to strong wave action or currents and have a high self-cleaning potential. In the summer time, an immediate cleanup operation is necessary (Fig.3). The polluted sand can remove after considering the possible erosion. During this operation the transportation of polluted sand is to be taken into account as the quantity of debris can be up to 20 times the quantity of recovered oil.

Step-I

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Removal of surface sand which has been polluted. This can be done by either using heavy machinery or alternatively by using shovels and plastic bags. The disadvantage of using heavy machinery is the large volume of sand in the recovered oil which will give problem with disposal.

Step- II

Transfer the polluted sand with shovel by manually to trucks for temporary storage sites

If available vehicles are not reachable to the site, then the manually collected oily sand will have to be filled into heavy duty plastic bags. Precautions should be taken not to overfill the bags.

The bags should be protected against exposure from direct sunlight for long periods as plastics are prone to decomposition. The oil will often penetrate 30 cm down into the sand (depending on its viscosity) and this may make the polluted area coolarge and make logistics erosion problem. It is impossible to clean the whole length of a beach at one time. The beach must be divided into smaller section of approximately 100 metres, depending on the number of people/infrastructure available on the site. Flood lighting is essential when working with beach cleaning at night and diesel driven generators are necessary

Step- III

The remaining part of the oil may be removed by spraying dispersant agents approximately 30 min before an incoming tide

Non tidal shores can be flushed with sea water. Tar balls which remaining can be collected manually by shoveling the beach material through mesh screens. After the draining, uncolored sand can be lightly covered with fresh sand.

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Fig.3 Layers of black sand and yellow sand which give impression of contamination of shoreline by weathered oil

4.3.4 Sedimentary

In sheltered areas the sediment contains lighter mud particles and more mature life Sedimentary areas are having very less self cleaning properties due to the low wave activity.

Muddy areas have difficult accessibility removal of the polluted soil will often do more harm to the environment the oil pollution itself. Cleaning requires that damage trenches are dry to aid pooling of the oil using less pressure flushing with sea water The accumulated oil is then removed by pumps.

Manual removal of the top zone oiled material is the only possibility to very soft muddy shores

4.4 Equipments/General Provisions for coastal spill control and clean up operations

4.4.1 For lightening operation

a) Pumps
b) Tankers and coastal barges
c) Feeders

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d) Buoys

e) Hoses (Fig. 3)

f) Generators (with fire proof)

g) Heating equipments (for high viscous oil)

h) Communication equipments

Fig. 3 Skimming

4.4.2 For containment

a) Booms

b) Tugs

4.4.3 For supply of fuels

a) Oil browsers

b) Intermediate storage tanks

c) Pumps (mandatory for aircraft refilling)

4.4.4 For transfer of oil

a) Pumps

b) Boats

c) Fenders

d) Hoses with floatation aids

e) Heating equipments (if necessary)

f) Shore reception facilities

g) Communication equipments

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4.4.5 For application of Treatment chemical

a) Containers
b) Spraying equipments (Fig. 1 and 5)
c) Boats and /or aircraft
d) Transfer pumps

4.4.5 For surveillance (spill)

a) Equipments for recording wind speed and direction (anemometer)
b) Explosion meter
c) Sampling container
d) Spill cameras
e) Video cameras

4.4.6 General processing

a) Protective clothing for every team (such as overall, boots, gloves, goggles etc)
b) Cleaning material – rags, soap, detergents, brushes. Equipment to clean decks, machinery etc – with lots of hot water
c) Plastic bags (heavy duty) for collecting oily debris

Fig.4 Low pressure flushing

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Fig. 5 High pressure hot water washing

4.5 Organization and ranks of a clean up operation

Before and during cleaning up of shoreline, it is important that both the chain of command and individual ranks are clearly defined. A beach supervisor should be appointed, who will be responsible for the cleanup operation. Public safety is under the responsibility of the beach supervisor

Crude oil and products are complex chemical mixtures and must be treated with caution. The health hazards (Toxicity) can be listed under four general headings

1) Effects of Vapors
2) Inhalation (Aspiration)
3) Skin contact
4) Ingestion

In order to ensure that the clean up operation will work best, the following organization guideline and ranks are recommended

1) The work forces are directed into groups of max 10 people
2) A Team leader is appointed for each of the groups
3) The team leaders refer to the beach supervisor
4) Each group is assigned to a special section of the shoreline or a special job

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within the limited shoreline if the clean up operation in to the done section by section.

5) The activation which the group should carry out must be clear and verifiable.

4.5.1 Team leaders

The team leader/s appointed must ensure that:-

1) Records of all the work carried out by the group is maintained and handed over to the Beach Supervisor

2) Personnel involved are issued with adequate protective working clothing and other safety equipment such as:-

   a) Hearing protection
   b) Head protection
   c) Eye protection
   d) Oil resistant gloves
   e) Protective work wear.
   f) Oil resistant overalls
   g) Life Jackets etc

3) The team leader is responsible post his / her group following the safety and health regulations.

4.5.2 Beach supervisor

The Beach supervisor is responsible for

a) Provision of floodlights, generators shovels and buckets.
b) Provision of personal cleaning and toilet facilities
c) The crew working on the Beach have breaks with refreshments
d) All vehicle movements are controlled
e) All the Equipments are cleaned after use and ready for the next day.
f) Make the area is out of bounds until individuals have received a full safety briefing
g) Appoint a responsible person for dealing with press
h) Keep the general public at a safe distance only authorized personnel is allowed into the Beach during operation In this true assistance of local police can utilized

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4.6 Preparation of Shore-line cleanup operation Plan

The Beach supervisor should draw up an others plan of action before field cleaning operation are begin. This plan includes:

The agreed acceptable cleaning status to be achieved.

a) Do not clean

b) Clean but to a minimum standard.

c) Clean to full restoration

d) Clean to pristine level

e) Tasks for each of the team and team leaders

f) Outline of the procedure to be followed by each team.

g) Equipment to be used for the operation:

h) Vehicle traffic and storage

i) Working periods

j) Safety check list

4.7 Health and safety Aspects of a shore line clean – up operation

The health and safety aspects are of prime importance in a clean up operation group team Leaders must inform their team members about the safety regulation that must be followed group members who are unable to follow procedures should be asked to leave the area failure to follow safety procedures put other peoples safety in jeopardy.

4.8 Accidents often occur due to rules not being adhered to

The most common rules to be followed are:-

a) Communication System must be in place and checked

b) Tools must not be left scattered on the Beach

c) Working personal must be well illuminated during operation

d) Routes for vehicles to be earmarked

e) Personal must be equipped with adequate safety clothing

f) Equipments using on the Area must be Ex-proof

g) Adequate safety precautions be ensure before using chemicals for combating oil spill.

h) Instant access to corrective can Eye/Body in an accident occurs.

i) Proper cleaning and maintenance of equipment during operation must be called off.

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j) Every team leader must be familiars with procedures in case of any injuries to personal such as.

k) Call ambulance.

l) Report to beach supervisor.

m) Escort ambulance to injured person.

n) One person follows the injured to the hospital and reports beach to beach supervisor.

o) The family of the injured to be informed etc

p) Safety drill on equipments to people working on the site.

4.9 Agencies Designated and their Responsibilities

Shoreline oil spill response is a collective action by all the concerned agencies such as Central Government, State Government, Resource Agencies and Oil Handling Agencies. A shoreline cleanup project can last many weeks or months together depending on the amount of oil spilled, environmental conditions and prevailing weather condition etc.

The success of the response action depends upon the effective response to oil spill at the shoreline. To achieve this responsibilities, lines of command and communication are enumerated in the following paragraph for efficient coordination between agencies involved.

No	Agency	Functional responsibilities	
1	Indian coast guard	1.1	Central coordinating authorising with all agencies on a oil spill response
		1.2	Advise on clean-up operations
		1.3	Advise on clean-up strategies
		1.4	Assisting on air surveillance
		1.5	Assisting on WIRELESS COMMUNICATION network with different Government/Resource agencies
		1.6	Providing logistic support in movement of men and material.
		1.7	Providing available special zed pollution machineries for the cleanup operation
2	INDIAN NAVY	2.1	Providing facilities of their communication/operation center to receive/disseminate reports of marine

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			pollution accidents
		2.2	Providing different types of air craft for aerial surveillance
		2.3	Logistic support to movement of men and materials to the incident site
		2.4	Providing available/suitable vessels for transporting pollution response equipments
3	DISTRICT ADMINISTRATION	3.1	Nodal agency for the implementation of cleanup operation
		3.2	Co-ordinate different State Government agencies such as Police, Marine Police, Health Department, Fire & Rescue team etc for the provision of men & material for the operation
		3.3	Arrange volunteers from NGOs, Civil agencies, Colleges, Schools for clean-up operation.
		3.4	Render all possible assistance to the On Scene Commander of the cleanup operation
		3.5	Identify/earmark disposal sites, recycling facility for the spilled oil
		3.6	Arrangement of logistics to the participants
		3.7	Conduct of periodical exercises on shore line cleanup with State Pollution Control Board.
4	STATE POLLUTION CONTROL BOARD	4.1	Nodal agency for the conduct of the cleanup operation with District Administration.
		4.2	Nodal agency for coordinating different resource agencies in the area for possible assistance
		4.3	Updation of Contingency Plan on beach cleanup operation.
		4.4	Coordinate with scientific laboratory for analysing of spill oil sample
		4.5	Coordinating with district Administration of the affected area for taking necessary mitigation action
		4.6	Coordination with scientific and health departments to assess the effects of pollution to the human being and the ecological system.
		4.7	Assist District Administration on conducting regular meetings /Exercises on shoreline cleanup with

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			NGOs, stake holders, resource agencies.
		4.8	Updating of scientific data regarding species and shoreline sensitivity
		4.9	Assess the environmental damage and provide necessary remedial measures.
		4.10	Facilitate restoration measures of the affected shoreline/control areas
5	KERALA STATE MARINE BOARD	5.1	Assist the district Administration/Kerala State Pollution Control Board in shoreline cleanup by providing available resources such as trained men, Tugs, vessels, Barges etc.
		5.2	Coordinate with District Administration for issuing notice against the polluting ship master/owner for cleanup operation
6.	STATE COASTAL POLICE	6.1	Provide resources such as vessels for conveying PR Personal and PR Equipments on the spill site
		6.2	Secure the area from the general public for the smooth conduct of the Beach cleanup operations
7.	STATE FOREST DEPARTMENT	7.1	Provide information to the OSC regarding, list of species reside in the affected area.
		7.2	Removal affected species from the area
		7.3	Assist District Administration on claim from pollutes
8.	STATE FISHERIES DEPARTMENT	8.1	Assist local Administration regarding sensitive areas for protection
		8.2	Provide available vessels for the operation
			Advise fishermen on the effects of oil pollution
		8.3	Impose Ban on fishing in the affected area.
		8.4	Assist District Administrator on claim pertaining to oil fishing days and restoration of fishing areas.
9	OIL HANDLING AGENCIES AND PORTS	9.1	Coordinate with District Administration on shoreline cleanup
		9.2	Provide trained Technical personnel for the operation
		9.3	Provide available PR Equipments for the cleanup.
		9.4	Provide all Available infrastructures, useful for the cleanup operations including manpower

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		9.5	Provide suitable vessels for conveying men & material.
10	OIL COMPANIES AND RESOURCE AGENCIES	10.1	To Assist the Local Administration with available resources such as trained personnel, materials and PR Equipment
		10.2	Assist the Administration on possibility of re-cycling the collected oil
		10.3	Arranging vessels for treating polluted oil
		10.4	Arrange storage facilities for Transhipped oil.

4.10 List of available pollution response equipment

The lists of available pollution response equipments in Cochin Port Trust, Bharath Petroleum Corporation Limited (BPCL), and Petronet LNG are given below.

4.10.1 COCHIN PORT TRUST

SL.	EQUIPMENTSREQUIRED FOR RISKCATEGORY A	PRESENT INVENTORY	TO BE PROCURED/UPGRADE TO TIER - I AS PER OISD COASTGUARD	REMARKS
01	OIL BOOM - 2000 M	2000 (500 MTR REGID AND	NIL	
		1500 MTR INFLATABLE)		
02	SKIMMER-04 (20 TPH)	1 (N NO 50 TPH(MULTI	3X20 TPH	WILL BE COMPLETE BY
		SKIMMER)		JUNE 2017
		1 IN NO 5 TPH		
		1 IN NO SKIMMER VESSEL 60		
		TPH		
03	OSD APPICATOR- 6 NO	NIL	6	BY JUNE 2017
04	OSD 10000 LTR	10000 LTR	NIL	

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05	FLEX BARGE - 04 (30 TONS)	NIL	4	BY JUNE 2017
06	BOOM SUSTAINABLE IN	NIL	2	TO BE PROCURED
	STRONG CURRENTS IF			
	CURRENT WITH IN 4 KTS			
07	SORBENT BOOM PACK 500 MTR	500 MTR	NIL	
08	SORBENT PADS-2000 NO	1000	10000	BY JUNE
09	SHORELINE CLEAN UP	5 SETS	NIL	
	EQUIPT			
	MINI VACCUM PUMPS			
	OSD APPLICATOR			
	FAST TANKS			

4.00.2 BPCL

01	SPS CERTIFIED MAINTENANCE VESSEL , MT OCEAN AQUAMARINE		THIS VESSEL IS STATIONED IN SPM ROUND THE CLOCK	
02	SUPPORT VESSEL MT ALLIANCE			
03	OIL SPILL CONTAINMENT BOOM OF 200 M LENGTH-03 (600 m)			
04	1200 LTRS OF OIL		DISPERSANT	

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	SPILL DISPERSANT ALONG WITH TWO NO. OF SPRAYING ARMS		AND SPRAYING ARMS KEPT ON BOARD MAINTANANCE SUPPORT VESSEL	

4.10.3 PETRONET LNG	
HARBOUR BOOM WITH POWER PACK & COMPRESSOR	3X250 M
SKIMMERS WITH POWER PACKS	1
HIGH PRESSURE JET WASHING PUMP	1
SORBENT PADS	500
OSD	4900 L
OSD APPLICATOR SIDE BOOM	2
OSD APPLICATOR SPRAY NOZZLE	2
IMO LEVEL II CERTIFIED MANPOWER	2

4.11 Important contact detail of Government and Resources Agencies

Sl No	Company Name	Tele No	
		Office	Residence
01	AMBULANCE	STD Code : 0484	
	Ambulance (Civil)	101	
	Dhanwantheri Service Society	0484-2364815	
	Ernakulam Kanyagram	0484-2364815	0484-2362910
	General Hospital	0484-2361251	
02	Coast Guard (Mumbai) STD Code:022		

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	COMCGW	022-24370478,24385089	022-25701645
	Chief of Staff	022-24370089, 24308385	022-23679038
	Chief Staff Officer(OPS)	022-24272472	022-25709251
	Chief StaffOfficer (Tech)	022-24179868	
	Regional OPS & Plans Officer	022-24176133	
	Main Signal Office	022-24379201, 24371403 (F)	
	Ops Centre(west)	022-24332554, 24333727 (F)	
	Commander Dist No.7	022-24222696	
	Pollution Response Team (w)	022-24321094	
03	**COAST GUARD KOCHI**	STD Code 0484	
	Commander (Kerala)	0484-2219121	0484-2235608
	Executive Officer	0484-2218320	0484-2231436
	Operation Officer	0484-2218959	0484-2231436
	Main Signal Office	0484-2219400	
	Operation Centre	0484-2218960	2217164 (F)
04	**COCHIN SHIPYARD**	STD Code : 0484	
	Chairman	0484-2379155, 2370859 (Fax)	
	Director (CPS)	0484-2381449, 2390183(Fax)	
	Exchange	0484-2351181, 1361181	
05	CUSTOMS		
	Commissioner of Customs	0484 – 2668068(F)	9446052786
	Asst. Commissioner (P)	0484– 2668517,2668801	

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		0484 – 2668461(F)	
	Specialised	0484-2668860	
	Control Room (24 Hrs)	0484-2397204	
	Customs and Central Excise	0484-2391352,23904	
		2390438(F)	
06	DISTRICT COLLECTORS OF STATE		
		0471 – 2462471,	
	Trivandrum	2423001	0471 – 2463369
	Kollam	0474 – 2794000	0474 – 2792970
	Alappuzha	0477 – 2251720	0477 – 2251720
	Ernakulam	0484 – 2423001	0484 – 2422982
	Thrissur	0487 – 2361020/ 23622 0	0487 – 2361020
	Malappuram	0483 – 2734355	0483 – 2731355
	Kannur	0497 – 2700431	
	Kasargod	04994 – 256400	
	Pathanamthitta	0468 – 2222515	
	Idukki	04862 – 232103	04862-232104
	Kottayam	0481 – 2562001	
	Kozhikode	0495 – 2371400	0495-2351582
07	FIRE STATION STD Code : 0484		
	Fire Station (Chief), Ernakulam	701,2369550(Fax)	
	Fire Station, CPT	0484-2666555	
	Fire Station, INS Venduruthy	0484-2872100,2872425	
	Fire Station, INS Garuda	0484-2872200	
	Fire Station South Jetty	0484-2374647	
	Civil Road Gunkulam Fire Station	0484-2355101	
	Fire Station Mattancherry	0484-2226555	
08	FISHERIES	STD Code : 0484	
	FSI	0484-2226860	
09	INTELLIGENCE AGENCIES		

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	Additional DG, IB	0471	- 2441786
	SP, IB, Ernakulam	0471	- 2441818
	Jt. Director, IB	0471	- 2322912(P)
	Commissioner Ernakulam (SIB)	0484	- 2394469(P)
		0484	2315266
	SP, SSB, Ernakulam	0484	2402935(P)
	Additional Director of Special Bureau	0484	- 2330567
		0484-2376568	
10	**KERALA STATE POLLUTION CONTROL BOARD**		
	Regional Office, Ernakulam	0484 – 2207782, 2207783, 2207784, 2207785, 2207786	
	District Office - I, Ernakulam	0484 – 2207782, 2207783, 2207784, 2207785, 2207786	
	District Office - 2, Ernakulam (Perumbavoor)	0484 – 2593747	
	Environmental Surveillance Center	0484 - 2545578	
	Head Office, Thiruvananthapuram	0471 – 2318154, 2318155, 2318156, 23.2910	
11	**KOCHI REFINERIES LTD**	STD Code : 0484	
	General Manager (I&D)	0484-2720868	
	General Manager (OPS)	0484-2720460	
	Fax	2720855	
12	**KOCHI PORT TRUST**	STD Code : 0484	
	Exchange	0484-2668671/ 2668163(Fax)	
	Director (OPS)	0484-2381469	
	Chairman	0484-2668200,2668566	
	Dy. Chairman	0484-2666592	
	Traffic Manager	0484-2666418	
	Dy. Conservator	0484-2665417	

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	Harbour Master	0484-2666410	
	Fire Station	0484-2666555	
	Chief Medical Officer	0484-2660402	
13	**MARINE ENFORCEMENT**		
	SP ME & V	0471 – 2317524	09447141184
		09447141183.	
	DSP	9447141184.	
		9447141180	
	Neyyoor	0495-2413074,	
		2414074(Fax)	
	Kannur	0497 - 2732487	
	Neendakara	0476 - 2680036	
	Vizhinjam	0471 2480335	
	Veypin	0484 2502768	09447141192
	Cl. Sreevan		
14	**MEDICAL**	STD Code : 0484	
	INHS Sanjivani Casualty Centre	0484-2872517	
		0484	
	MI Room, INS Garuda	2872200,2873020	
	MI Room, INS Venduruthy	0484 2879999	
		0484-2360002,	
	General Hospital	2361252	
	Medical Trust Hospital	0484 2356001 14	
		0484-	
		7361849,3043020,1	
	City Hospital	1,12	
		0484-	
		2301549(Fax),2350	
	IMA Duty Officer Bank	522	
	INS Provost Staff	04842872080	
		0484-2872300,	
	NORA Police Station	2872400	
	Naval Provost Marshal	0484-2872079	

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	Police Control Room (Civil)	100, 0484-2359100,2359200
	Police Station – Ernakulam South	0484-2359350
	Police Station – Willingdon Island(IT)	0484-2666005
	Port Registration Office – Willingdon Island (Port)	0484-2666871, 2666871 0484-2666027
15	**NAVY KOCHI**	STD Code : 0484
	Maritime Operation Centre	0484-2872466, 2875257 (F)
	Chief Of Staff (COS)	0484-2872005 2872004 (R) 09895709254
	CSO OPS	0484-2872009, 2879817 (F)
	Command OPS Officer	0484-2872552, 2872003 (F)
	Command Aviation Officer	0484-2872594
	Garuda OPS Officer	0484-2879817
	CLO	0484 2871050 2876043
	Staff Officer (OPS)	0484-2879811
	INITS Sanjivani	0484-2872512
	Fire Brigade (Navy)	0484-2872500/2425 / 2200
	DUTY OFFICER INS Venduruthy	0484-25312531 / 25292520
	DUTY OFFICER INS Garuda	0484-2873002
	DUTY OFFICER INITS Sanjivani	0484-2874489
	DUTY OFFICER INS Dronacharya	0484-2218341 / 103
16	**OIL COMPANIES**	STD Code: 0484
	Indian Oil Corporation	0484-2319800, 2313601(Fax)
	Bharat Petroleum	0484-2720871, 2720162(Fax) 0484 2721095
	Hindustan Petroleum (Black)	3310888, (Fax)
	Hindustan Petroleum (White)	2792699 (Fax)
17	**OIL HANDLING AGENCIES**	
	Cochin Port Trust	0484 - 2666410

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	0484-2666417(F)	
Port Control	0484-2667105	
BPCL, Irumbanam	0484-2734718 0484-2782695	0484-2785344 0484-2782699
BPCL	0484-2722051/2720992	
HPCL, Kadavanthra	0484-2315322/2312141	2314429(F)
Southern Refineries LTD	0471-2534944	0471-2534942
IOC, Panambally Nagar	0484-2312741/2310192	2310800(F)
IOC, Willingdon Island	0484-2704324 0484-2666015(F)	2666298(F)
Kochi Refineries	0484-2701311	0484-2720855
Kerala State Pollution Control Board	0484-2206561 0484-2207784	0484-2207782
MMD, Kochi	0484-2666104	

18 STATE POLICE

DGP of Police, Trivandrum	0471 – 2729436 / 2721432 272160	2722002 (Fax) 2726560 (Fax)
ADGP, Trivandrum	0471 – 2555123	
IGP, Admin, Trivandrum	0471 – 272202	
Asst IG Trivandrum	0471 – 2729566	2334168 (Fax)
DI of Police (Crime)	0471 – 2461433 0471 - 2453468	
Commissioner of Police, TVM	0471 – 2320579	2320579 (Fax)
Commissioner of Police, TVM City	0471 2331943	
Commissioner of Police, TVM Rural	0471 2316995	
SP, Trivandrum	0471 – 2315803 / 2726271	9447071768
Commissioner of Police Kollam	0474 – 2746000	
SP, Kollam	0474 – 2764422 2744165 (Fax)	9446402007
Control Room, Kollam	0474 - 2746000	
Commissioner of Police, Pathanamthitta	0468 – 2222236	

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Commissioner of Police, Alappuzha	0477 – 2251166	
SP, Alleppey	0477 – 2239326 / 2238000 (Fax)	09447111230
Commissioner of Police, Kottayam	0481 – 2560400	
Commissioner of Police, Idukki	04862 – 231100	
Commissioner of Police, Ernakulam City	0484 – 2359200	
Commissioner of Police, Ernakulam, Rural	0484 – 2621100	
Commissioner of Police, Trissur	0487 – 2424193	
SP, Ujalur	0487 – 2361000 / 2431000	09447015608
Commissioner of Police, Palakkad	0491 – 2522340	
Commissioner of Police Malappuram	0483 – 2734966	
SP, Malappuram	0483 – 2734983	09447015601
Commissioner of Police, Kozhikkode City	0495 – 2721811 / 2722911	27229116 (Fax)
Commissioner of Police, Kozhikkode Rural	0496 – 2523991	
SP, Rural, Kozhikkode	0495 – 2373100	09447115610
SP, City, Kozhikkode	0495 – 2375393 2722116 (Fax)	
Commissioner of Police, Wayanad	04936 – 205808	
Commissioner of Police, Kannur	0497 – 2763300	
SP, Kannur	0497 – 2753430	09447077600
SP, Kasargode	04994 – 230401	

References

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Bonfidel, M. C., Hales, A. M., & Xin, Y. (2011). Feasibility of Deep Nutrients Delivery into a Prince William Sound Beach for the Bioremediation of the Exxon Valdez Oil Spill. dac/0, 111(1745).

ITOPF (2011). Fate of marine oil spills. Technical Information Paper 2. The International Tanker Owners Pollution Federation Limited. London, UK.

Walther, B.R. (2014). An analysis of spills occurring in Santa Barbara California, Prince William Sound, Alaska, the Sea of Japan, and the Gulf Coast. The University of San Francisco USF Scholarship: a digital repository @ Gleeson Library, Geschke Center Master's Project Thesis, Dissertations, Capstones and Projects.

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"Mock drill- Shore line clean up and post oil spill" conducted on 21/05/2019 at Fort Kochi

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As per the instruction from the office mock drill on post oil spill above line clean up was conducted on 21/03/2019 at the Fort Kochi beach.The mock drill started by 8 am. The Commandant K.L.Arun, District operations, welcomed the gathering.The Chairman Sri Ajit Haridas Chief Environmental Engineer, Sri M A Raju Pollution control board, addressed the gathering.

The KSPCB officials demonstrated some oil spill response equipments and fire fighting equipments and all officials participated in the mock drilling activities. It was followed by a brief explanation on post oil spill cleanup by coast guard officials. After that the whole team was divided into small groups of threes and proceeded for the shoreline clean up. The wastes were collected in garbage bags and were disposed through corporation authorities. The mock drill came to an end by 9.30 AM. Around 100 people/volunteers connected to the event.

The mock drill was a full scale event for evaluating the capabilities and response mechanism of all stake holders and augmenting regional level emergency preparedness with regard to risk factors associated with marine oil spill. The exercise is aimed at assessing our preparedness and enhances coordination between various agencies responsible. The participation and cooperation provided by all stakeholders towards the conduct of the drill, is reflective of our resolve to combat pollution for protecting the lives and future of these islands. The mock drill successfully validated and reinforced response mechanism for Oil Pollution incidents and enabled us to fine tune the actions required in such eventualities by improving coordination and communication with different agencies.

The mock drill was undertaken by Kerala State Pollution Control Board along with Indian Coast Guard in conjunction with stakeholders which included the Kerala state Administration,Kochi Corporation, Cochin Port Trust, Bharat Petroleum Corporation Ltd,Fire and Rescue, Forest, Police and Health departments. The preparedness of all agencies during the drill was witnessed by Shri Ajith Haridas, Chairman, Kerala state pollution control board, Chandrasekhar, General manager Kochi(Refinery), Major General, Senior Manager (Kochi Refinery), DIG Sanatan Jena TM, Deputy commander no 2 and Commandant Vijay Singh,TM,Executive officer and Commandant K L Arun District operations and Plans officer, Commander (Dy) Dhanesh,Staff officer (coast guard), Thomas Vappu, Deputy Conservator (Cochin Port Trust).

This is the first time the Kerala PCB is organizing such a mock drill at Ernakulam.

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Exhibit RT(d)

Do's and Don'ts for an oil spill **Dated: 25.05.2025**

Do's:

- Act quickly. Immediately notify authorities: Report any spill, oiled shoreline, strong odours Call 112.
- Protect yourself and others: Wear protective gear to help with clean-up. Avoid areas where oil is visible or can be smelled, and wear gloves and boots when handling oil or contaminated materials.
- Contain the spill:Use absorbent materials like pads, cotton, natural materials. mats, card board, rags, sand, saw dust for shoreline clean-up.
- Spraying of dispersants to eliminate the oil sheen at sea with the help of Coast Guard/ Oil Handling Agencies.
- Helicopters may be arranged for spraying dispersants
- Arrangement of booms, skimmers, vacuum pumps, trucks for removal through Coast Guard/ Oil Handling Agencies.
- Wash your hands: Wash your hands thoroughly with soap and water after contact with oil or contaminated surfaces.
- Seek medical attention:If you experience any symptom .like headache, nausea, dizziness, chest pain, or breathing difficulty, seek medical attention immediately.
- Precautions shall be taken to prevent tampering/leakage of containers once taken to the shore.
- Safe anchoring of cranes/containers to the ground.
- Arrangement of cranes / machines, JCBs.
- Arrangement of lorries for carrying container for carrying removed oil/substance.
- Volunteer groups may be mobilized.
- There are chances of breaking of containers if it hits the shore, so stay away from the containers.

Don'ts:

- Don't ignite any flames near the spill: Oil spills can be flammable, and igniting flames can cause a fire.

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- Do not fish, swim, or engage in water sports in the waters that have been affected by the oil spill. This can expose you to the potential health risks.
- Don't go near the area, Call 112.
- Don't touch the containers/ oil spill, don't smell.
- Don't use water or chemicals to clean up the spill as it may result in serious pollution.
- Don't dispose any oil soaked material without bagging them safely. Such oil coated materials shall be collected, bagged properly and disposed safely as per the advice of State pollution Control Board

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Exhibit-R7(e)

e-mail: chiefkspcb@gmail.com, mskspcb@gmail.com FAX: 2318132 web: www.kspcb.kerala.gov.in

KERALA STATE POLLUTION CONTROL BOARD

കേരള സംസ്ഥാന മലിനീകരണ നിയന്ത്രണ ബോർഡ്

Parivesh P.O., Thiruvananthapuram – 695 004

പരിവേഷ് പി.ഒ., തിരുവനന്തപുരം - 695 004

KSPCB/460/2022-EE-5 Date:26/05/2025

From

Chairperson

To

Member Secretary
Kerala State Disaster Management Authority
Thiruvananthapuram

Sub: Ship accident occurred in Arabian Sea – reg

Sir,

In the event of the ship wreck off Kerala Coast, the following instructions are issued for containing pollution of the water bodies for urgent compliance

1. Instruct Coast Guard to deploy booms around the sunken ship to contain possible oil spill
2. To interact with coast guard and get samples of water from deep sea near the ship wreck location
3. Action to be initiated to provide booms at lake mouths and river mouths at Neendakara and Thottappally spillway to contain oil ingress into lake/river. If there are any chances any other inland water body getting affected the same may be addressed
4. Urgently arrange for using saw dust filled jute bags at shoreline to contain the thickened oil below water surface

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5. Give instructions to Coast Guard – In the case of oil spill reaching near the coast, dispersants are to be used to prevent oil pollution of shore area.
6. Give necessary instructions to Fossil Safety Authority regarding precautions to be taken.

Yours faithfully,

CHAIRPERSON

Copy to:

Special Secretary,
Environment Department

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Exhibit R7(f)

KERALA STATE POLLUTION CONTROL BOARD
Patom P.O., Thiruvananthapuram – 695 004

KSPCB/460/2022-EE-5 Dated: 26/05/2025

From
Chairperson

To
1. The Chief Environmental Scientist
Central Laboratory, Ernakulam

2. Environmental Engineer,
District Office,
Thiruvananthapuram/Kollam/Alappuzha/Ernakulam DO-1/
Ernakulam DO-2/ESC Floor/Thrissur/Kozhikode/Malappuram/
Kannur/Kasargod

Sub: Action required- Safety measures following Cargo ship accident in Arabian Sea

Sir/Madam,

Kind attention is invited to the above subject matter. As you are aware, an accident involving a Cargo ship occurred in Arabian Sea in the afternoon of 24.05.2025 near Kochi coast. The officers stationed at the possible sites where containers are likely to beach are directed to follow the instructions given under:

1. Identify the containers of concern and follow the safety measures prescribed in consultation with Factories & Boilers. Instructions from PESO with respect to Calcium Carbide and Chemical Disaster and risk deduction guidelines are enclosed for reference.

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2. The details regarding containers beached have to be entered in the list provided. Currently action is being taken by Kollam and Alappuzha DOs, as containers are beached within their jurisdiction.
3. All DOs having jurisdiction of coastal area shall take samples at appropriate locations. In districts having coastal areas where containers are beached samples shall be taken from unaffected areas as well for enabling comparison.
4. The samples collected shall be analysed and the analysis reports are to be furnished to Head office promptly without any delay.

Yours faithfully,

CHAIRPERSON

Copy to:
The Chief Environmental Engineer,
Thiruvananthapuram/Ernakulam/Kozhikode

KERALA STATE POLLUTION CONTROL BOARD

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Exhibit R7(g)

Phone: 0471- 2312940, 2318188, 2318189, 2318190 Chairperson: 2318190 Member Secretary: 2318191
e-mail: pcbtvm@sancharnet.in; pcb.kspcb@gov.in FAX: 2318192 web: kspcb.kerala.gov.in

KERALA STATE POLLUTION CONTROL BOARD

Pattom P.O., Thiruvananthapuram – 695 004
പട്ടം പി.ഒ., തിരുവനന്തപുരം - 695 004

KSPCB/660/2022-RP-5 Date: 28/05/2025

From

The Chairperson

To

The Principal Director,
Local Self Government Department
Swaraj Bhavan, Nanthancode
Thiruvananthapuram

Sub: Sinking of MSC ELSA 3-Collection of legal samples

Sir,

In connection with ship wreck (MSC ELSA 3) it has been decided to collect legal samples as per section 21 of Water Act, 1974 from the sea at various locations. In this regards, please direct Secretaries of LSGIs concerned to present during the legal sampling procedure along with PCB officials and to sign the remission form in order to submit for further analysis as per the statute.

Yours faithfully,

CHAIRPERSON

Copy to:

The Environmental Engineer
District Office, TVM/KLM/ALP/EKM

True copy

KERALA STATE POLLUTION CONTROL BOARD

EBY VARGHESE
Senior Environmental Engineer

85

Exhibit R7(b)

Phone: 0471 2310010 2316151, 2318154, 2318155 Chairman 2318150 Member Secretary 2318151
e-mail: glm.kspcb@gov.in; ms.kspcb@gov.in FAX: 2318142
web:kspcb.kerala.gov.in

KERALA STATE POLLUTION CONTROL BOARD

പാളയം പി.ഒ., തിരുവനന്തപുരം – 695 004
Palayam P.O., Thiruvananthapuram – 695 004

KSPCB/Misc/2022-RE-5 Date: 24.05.2025

From

Chairperson

To

The Director
Directorate of Factories and Boilers,
"Suraksha Bhavan"
Kumarapuram, Medical College.P.O
Thiruvananthapuram, Kerala- 695011
Email: directorate.fb@kerala.gov.in

KERALA STATE POLLUTION CONTROL BOARD
RECEIVED
30 MAY 2025
DESPATCHED

Sub: MSC ELSA 3 capsized and sunk in the coast of Kerala in Arabian sea - reg.

Ref: Email from Environment Department secyenvt@gmail.com> dated 28.05.2025 enclosing letter No.ENVT-B2/30/2025-ENVT dated 27.05.2025

Sir,

Kind attention is invited to the subject matter. As you are aware, an accident involving a cargo ship capsized in the Arabian Sea, approximately 38 nautical miles southwest off the Kochi coast, in the afternoon of 24.05.2025. It is understood that several containers from the ship are now floating in the sea and some have already washed ashore. It has been reported that the cargo ship was carrying a total number of 643 containers. Upon reviewing the list of cargo materials in the 643 containers, as made available by KSDMA, it is understood that containers with hazardous materials like calcium carbide, hydrazine, rubber compound, etc., are also sunk alongwith the ship.

It has been instructed to the Board by the Environment Department vide reference cited to identify the containers of concern and to follow the safety measures prescribed in consultation with Factories and Boilers. In view of the above, it is kindly requested to identify all the containers including the containers of concern and inform the safety measures to be taken urgently. A preparedness plan in this regard may also be prepared to deal with an exigency.

Yours faithfully,

CHAIRPERSON

Encl: as above

Container details have been enclosed via email dated 31.05.2025 from <kspcbhosec2@gmail.com>

True copy

A/c

EBY VARGHESE
Senior Environmental Engineer

86

Exhibit R7(I)

Phone: General (0471) 2312601, 2318131, 2314154, 2318159, Chairman 2318450, Member Secretary 2318131
e-mail: chairman@kspcb.kerala.gov.in, mscb@kspcb.kerala.gov.in FAX: 2318152 web: www.kspcb.kerala.gov.in
KERALA STATE POLLUTION CONTROL BOARD
Parivesh Bhavan, Nalanda, Ambalamukal, Pattom P.O., Thiruvananthapuram – 695 004
പരിവേഷ് ഭവൻ, നളന്ദ, അമ്പലമുകൾ, പട്ടം പി.ഒ., തിരുവനന്തപുരം – 695 004

KSPCB/460/2022-EE-5

Date: 29/05/2025

From

CHAIRMAN

To

The Chairperson

The Director General of Shipping
9th Floor, Beta Building,
I-Think Techno Campus,
Kanjurmarg (East),
Mumbai- 400 042

Sub: - Information compilation on Containers in MSC ELSA 3-ship – reg

Ref: - CPCB letter no. CPCB/HWM/PCC-HO-C PCB-HO dated 27/05/2025 constituting Committee.

Sir,

Kind attention is invited to the subject matter. As you are aware an incident involving a cargo ship happened in the Arabian Sea, about 38 nautical miles southwest of the Kochi Coast in the afternoon of 24/05/2025. The committee constituted by Central Pollution Control Board (vide ref) based on the instruction from the Ministry of Environment, Forest and Climate Change had a meeting at the Head Office of the Kerala State Pollution Control Board. During the meeting the details of all containers and its contents were enquired into by the team. In connection with this, it is requested to kindly provide the details of materials, no. of containers, ship fuel, quantities etc., in the format enclosed, for onward submission to the Central Pollution Control Board (CPCB).

Yours faithfully

Xerox copy

CHAIRPERSON

Encl: as above

KERALA STATE POLLUTION CONTROL BOARD

EBY VARGHESE
Senior Environmental Engineer

87

Exhibit R7(J)

☎ General: 0471- 2312940, 2318153, 2318154, 2318155 Chairman: 2318150 Member Secretary: 2318151
e-mail: chn.kspcb@gov.in; ms.kspcb@gov.in FAX: 2318152 web: www.kspcb.kerala.gov.in
KERALA STATE POLLUTION CONTROL BOARD
കേരളസംസ്ഥാന മലിനീകരണ നിയന്ത്രണ ബോർഡ്
Pattom P.O., Thiruvananthapuram 695 004
പട്ടം പി.ഒ., തിരുവനന്തപുരം - 695 004

KSPCB/460/2022-EE-5 Date:30.05.2025

From
The Chairperson

To
The Officer in charge, MRSC
Kochi Head Quarters,
Coast Guard District No. 04,
Fort Kochi, Kerala-682001.

Sub: Request to report current status regarding the shipwreckincident on 24.05.2025- Reg.

Ref: Nil

Sir,

Kind attention is invited to the above subject matter. As you are aware, an incident involving a cargo ship happened in the Arabian sea about 38 nautical miles southwest of the Kochi coast in the afternoon of 24.05.2025. In connection with this, it is requested to kindly inform

i) the current status of the operations so far done and presently doing

ii) pertinent details regarding the ship's position, condition and other ongoing work or assessments

iii) any information of oil spill as of now from the shipwreck spot

iv) containment arrangements around the location of sunkenshipfor averting any possible drifting of oil such as deploying a boom around the ship so as to avoid any chances of oil spill that may happen from the sunken ship towards other parts of sea and seashore as well.

It is requested that if such a containment is not provided, its possibility may be explored at the earliest to put in place the same.

Yours faithfully,

True copy

EBY VARGHESE
Senior Environmental Engineer
CHAIRPERSON

88

Exhibit R7(K)

Phone: 0484-2312010, 2318150, 2311194, 2318188 (Chairman) 2300130 (Member Secretary) 2318131
e-mail: chairman@kspcb.gov.in; mskspcb@gmail.com FAX: 2318132 web: www.kspcb.kerala.gov.in
KERALA STATE POLLUTION CONTROL BOARD
Pattom P.O., Thiruvananthapuram – 695 004

KSPCB/450/2022-EE-5 Date: 29.05.2025

From

The Chairperson

To

The General Manager,
MSC SHIPMANAGEMENT LIMITED
MSC House, 8Spyrou Kyprianou Avenue,
Limassol, CY-3070, Cyprus

Sub:- Shipwreck off the Kerala coast –MSC ELSA-3 – urgent action required- request for information – reg.

Sir

In view of the ship wreck happened in Arabian Sea on 24.05.2025 and the subsequent incidents happened such as sinking and beaching of containers, it is hereby requested to take urgent necessary action to salvage the ship and its associated containers at the earliest and report. Also furnish the details of materials, no. of containers, ship fuel, quantities etc., in the format enclosed urgently

Yours faithfully

CHAIRPERSON

Encl: as above

KERALA STATE POLLUTION CONTROL BOARD

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Senior Environmental Engineer

89

Exhibit R7(1)

☎: General: 0471- 2312940, 2316153, 2318134, 2318155 Chairman: 2318150 Member Secretary: 2318151
e-mail: chn.kspcb@gov.in; ms.kspcb@gov.in FAX: 2318152 web: kspcb.kerala.gov.in
KERALA STATE POLLUTION CONTROL BOARD
കേരള സംസ്ഥാന മലിനീകരണ നിയന്ത്രണ ബോർഡ്
Pattom P.O., Thiruvananthapuram – 695 004
പട്ടം പി.ഒ., തിരുവനന്തപുരം – 695 004

File No. KSPCB/460/2022-EE-5 Date: 29.05.2025

From

The Chairperson

To

The District Collector
Trivandrum/Kollam/Alappuzha

Sub: Ship wreck incident-cleaning process-reg

Sir,

Kind attention is invited to the subject matter. In the unfolding of the events subsequent to the SMC SLSA 3 ship wreck, one of the major concerns is the spread of plastic nurdles along the beaches of Trivandrum, Alappuzha and Kollam. There are instances of containers beaching up the shore. Polyurethane foams are also seen spread along the shore areas in Kollam. The above scenario presents concerns regarding the safety and aesthesis aspects of beaches. Hence, adequate steps may be taken by DDMA to coordinate safe clean up of beaches.

Yours faithfully,

CHAIRPERSON

KERALA STATE POLLUTION CONTROL BOARD

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EBY VARGHESE
Senior Environmental Engineer

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Exhibit- R7(m)

Sampling

Protocol

Objective: Systematic, periodic monitoring of pollutants to assess the pollution load and trends, evaluate control measures, and ensure compliance with national and international standards

Coverage: Coastal waters (up to 5 km from shore), intertidal zones, estuaries/creeks, and adjacent soils/sediments.

Geotagging: All sampling locations must be geotagged for traceability and data integrity

1. WATER SAMPLING

A. Site Selection & Network Design

- Select sites based on monitoring objectives (e.g. beaches where the effluent load is visible, bathing areas or beaches, river mouths etc..

B. Frequency of Sampling

- Coastal/Marine Waters/ River mouths: At least once in 40 days for one week and at regular intervals thereafter.

C. Parameters to Monitor

- **General:** Colour, odour, temperature, pH, electrical conductivity (EC), dissolved oxygen (DO), turbidity, total nitrogen, COD, total dissolved solids (TDS), total suspended solids (TSS), biological oxygen demand (BOD), oil & grease, total petroleum hydrocarbons.
- **Nutrients:** Ammonia (NH_3-N), nitrate/nitrite (NO_3^-/NO_2^-), total phosphorus
- **Heavy Metals:** Cadmium, lead, mercury, and others as per site-specific requirements
- **Microbiological:** Total coliforms, faecal coliforms (where relevant)
- **Organic Pollutants:** VOCs, PAHs, as per risk assessment

D. Sampling Procedures

- **In-situ Measurements:** Temperature, pH, DO, EC must be measured immediately at site to prevent alteration

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Senior Environmental Engineer

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- **Sample Collection:** Use weighted bottles for wells; avoid surface skimming. For tube wells, run water for 5 minutes before sampling.
- **Sample Containers:** Use pre-cleaned polypropylene/polyethylene bottles for metals; hard borosilicate glass for organics.
- **Preservation:** Acidify metal samples to pH <2 with HNO_3; cool all samples to 4°C; add sodium thiosulfate if residual chlorine is present for PAH/VOC samples.
- **Transport:** Ship samples in ice boxes to the laboratory within 24 hours.

F. Sample Labelling

- Use waterproof ink/labels with:
  - Sample code/location
  - Date and time
  - Nature and type of sample (grab/composite/integrated)
  - Preservation method
  - Collector's name and signature

2. SOIL/SEDIMENT SAMPLING

A. Site Selection

- **Background/Reference:** Collect from at least two locations, each at three orthogonal directions ≥2 km from the contamination source (or >5 km if the background is impacted).
- **Contaminated Area:** Minimum of five locations (four at perimeter, one at centre).
- **Depths:** 0.5 m, 1.5 m, 3.0 m; extend deeper if contamination is suspected.

B. Frequency

- At least once per week initially or as required by site risk assessment and regulatory requirements.

C. Parameters

- **Physical:** Texture, total carbon

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Senior Environmental Engineer

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- **Heavy Metals:** Cadmium, lead, mercury
- **Organics:** VOCs, PAHs
- **Other:** As per site-specific contamination (e.g., petroleum hydrocarbons)

D. Sampling Procedures

- **Equipment:** Use stainless steel or lined tubes (25–100 mm diameter) for undisturbed samples; acid-base gauge immediately after collection
- **VOC Sampling:** Collect directly from auger, minimize agitation. Use pre-prepared 40 mL vials with organic-free water, preservative (methanol or sodium bisulfate as per Method 5035
- **Sediment Sampling:** Use scoops, spoons, or dredges. Store in wide-mouth glass bottles or zipped polypropylene bags
- **Transport:** Keep samples cool (4°C). VOC samples must reach the lab within 48 hours

E. Quality Control

- Collect duplicate and split samples, field blanks, and equipment blanks
- Use Certified Reference Materials (CRM) for laboratory analysis when available

F. Additional Points

- Please collect adequate samples for keeping in safe custody for any dispute. (5 Times minimum)
- Legal sample also shall be collected.

3. QUALITY ASSURANCE & DOCUMENTATION

- **Chain of Custody:** Maintain records from field to lab for all samples.
- **QA/QC:** Include field and laboratory blanks, duplicates, and CRMs in each batch
- **Data Management:** Ensure proper documentation, digital records, and geotagging of all sampling points

SREEKALA S
CHAIRPERSON

KERALA STATE POLLUTION CONTROL BOARD

EBY VARGHESE
Senior Environmental Engineer

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Sampling Protocol

Amendments

Objective: Systematic, periodic monitoring of pollutants to assess the pollution load and trends, evaluate control measures, and ensure compliance with national and international standards.

Coverage: Coastal waters (up to 5 km from shore), intertidal zones, estuaries/ lakes/ inland waters and adjacent soils/sediments

I. WATER SAMPLING

A. Site Selection & Network Design

- Select sites based on monitoring objectives (e.g., beaches where the pollutant load is visible/ where the containers beached/ bathing areas on beaches/ river mouths etc.)
- The sample collectors shall report whether the sampling location pertains to Salt Water-I or Salt Water -II or Salt Water -IV class as per water quality standards for coastal waters/marine outfall notified in the Environment (Protection) Rules, 1986 and record the same in the field observation sheet.
- Control samples shall also be taken from Ramsar sites (Ashtamudi & Vembanadu Lakes) and associated river mouths.

B. Frequency of Sampling

- At least daily from the same locations where the sampling started until further orders. Control samples (from unaffected area/ Ramsar sites) shall be taken once in a week.

KERALA STATE POLLUTION CONTROL BOARD

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Senior Environmental Engineer

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Senior Environmental Engineer

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C. Parameters to Monitor

General: Colour, odour, temperature, pH, electrical conductivity (EC), dissolved oxygen (DO), turbidity, total nitrogen, COD, total dissolved solids (TDS), total suspended solids (TSS), biological oxygen demand (BOD), oil & grease, total petroleum hydrocarbons, Calcium hydroxide (in all samples from affected & unaffected coastal waters) once in a week, Microplastics (identification & characterization) (if felt) once in a week.

- **Nutrients:** Ammonia (NH_4-N), nitrate/nitrite (NO_2^-/NO_3^-), total phosphorus
- **Heavy Metals:** Cadmium, lead, mercury, and others as per site-specific requirements
- **Microbiological:** Total coliforms, faecal coliforms (where relevant)
- **Organic Pollutants:** VOCs, PAHs, as per risk assessment
- Acetylene gas, if necessary, as per risk assessment

F. Additional Points

- Please collect adequate samples for keeping in safe custody for any dispute. (5 Litres minimum)
- Legal sample also shall be collected
- Ambient air quality monitoring shall be done at the selected locations along the beach area (baseline data) once. Routine parameters (PM 10, PM 2.5, SO_2, NOX, CO, VOC, TPH & PAH) shall be analyzed.
- Air samples shall be collected, as per risk assessment and the issue-specific parameters (hydrogen cyanide & hydrogen halides) shall be analyzed if necessary

All other matters in the previous protocol remains same.

KERALA STATE POLLUTION CONTROL BOARD

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Senior Environmental Engineer

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Exhibit-R7(n)

Minutes of the meeting chaired by Chairperson, Kerala State Pollution Control Board (KSPCB) on 07.06.2025 to discuss on the temporary storage and lifting of plastic nurdles from the beaches of Trivandrum district

The meeting started at 11 am chaired by Dr Sreekala S., Chairperson KSPCB. She welcomed all participants. The participants introduced themselves. The following officials attended the meeting.

1. Muhammed Ruwais M., Joint Director LSGD
2. Sareena Rahman, Joint Director, LSGD, Trivandrum District
3. Ketan Gajjar, Project Head, MERC
4. Amit Sahe Salvage Officer, MERC
5. Pradeep Khustwe, Shore Coordinator, MERC
6. Nandan Kilpadi, Shore Coordinator, MERC
7. Thomas Sturgeon, Technical Adviser, ITOPF
8. Richard Johnson, ITOPF
9. Susannah Constable, ITOPF
10. N. K. Pillai, CFO, KEIL
11. Beburajan P. K , Chief Environmental Engineer, KSPCB
12. Sunithra S., Chief Environmental Engineer, KSPCB
13. Krishnan M. N., Chief Environmental Engineer KSPCB
14. Eby Varghese Senior Environmental Engineer, KSPCB
15. Rincy B. S., Environmental Engineer, KSPCB
16. Rema Devi, Environmental Engineer, KSPCB
17. Benoy A. V., Assistant Engineer, KSPCB
18. Ajai R Prasad K. C, Assistant Engineer, KSPCB

Chairperson informed that on 06/06/2025 KSPCB had conducted a meeting with representatives of salvaging firm, technical team and KEIL to discuss on the temporary storage and lifting of plastic nurdles from the beaches of Trivandrum district based on the decision of the meeting of the District Collector, as informed by Assistant Environmental Engineer KSPCB District Office, Trivandrum. In the meeting on 06.06.2025, KSPCB had enquired the details of shore cleaning, collection and transportation of nurdles and the arrangements made for this by the salvaging company. Officials of MERC and ITOPF had explained their plans and at the same time had requested for clarifications on the matters of arrangement of storage spaces, transport to KEIL and the permissions needed. Today's meeting is a continuation of the above discussion. Officials of Local Self Government Department (LSGD) are also participating in today's meeting.

She also added that KSPCB had already conducted a discussion with LSGD, District Administration, Kerala State Disaster Management Authority (KSDMA) and Clean Kerala Company Limited (CKCL) on 07/06/2025 at 10 am and it was decided in the meeting that

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Senior Environmental Engineer

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LSGIs will identify the temporary storage yards under their purview. PCB officials will give approval to those storage yards considering the suitability aspects. This beach area to be cleaned falls under the purview of around 13 LSGIs. So the representatives from LSGIs must identify the temporary storage areas and KSPCB will inspect or check the yard to confirm its suitability. The salvaging company must have to ensure safe transfer of the materials from the sea shore to these temporary yards. In the SOP issued by KSDMA, the salvaging company has to coordinate with the Customs Department for verification. After the formalities are completed these materials are to be transferred from temporary storage yards to KEIL by the salvaging company itself. KSPCB will specify a manifest system to ensure that the materials reach KEIL safe and secure. Also if the plastic nurdles are filled with sand, shipping company must clean the materials from sand and has to transport it to temporary yards. Also all the logistics and expenses for the transportation of the plastic nurdles from sea shore to temporary yards and from there to KEIL should be borne by shipping company and KSPCB will supervise all these. KEIL will store these materials till its final disposal.

Mr. Thomas Sturgeon, ITOPF, delivered a powerpoint presentation showing the shore line areas so taken up so far. The materials are collected, sorted, safely packed and ready for transportation. Some pellets are small and round and some are long and tubular shaped. He also added it is understood that it takes nearly 8 hours to transport the materials to KEIL.

Mr N K Pillai, KEIL informed that,KEIL can facilitate for temporary storage of plastic pellets only and that too in an open area without roofing. They don't have any facilities for final disposal of such materials.

MERC official enquired with Chairperson about the final disposal of plastic pellets. He also requested KEIL to give a letter pointing out that KEIL can be used as a temporary storage space and that they cannot facilitate final disposal.

Mr. N K Pillai, KEIL agreed to issue a letter as requested. He also added that KEIL has a secured landfill for hazardous material but not for plastic materials.

Chairperson, KSPCB informed that the State Government has instructed that the plastic nurdles have to be transported to KEIL. For any deviation from the above instructions approval from State Government has to be obtained and that the matter has to be taken up with Secretaries of LSGD, Environment Department and KSDMA.

MERC official opined that the decision for transportation of plastic nurdles to KEIL which does not have a final disposal facility may be reconsidered. He also added that they will coordinate with LSGIs for identifying the temporary storage area. He also enquired with KSPCB about the final disposal procedure.

Chairperson replied that in this particular case, we need to follow very detailed procedures in consultation with the State Government because of the possible legal implications and that the general procedure of plastic disposal cannot be adopted.

Ms. Sarbeena Rahman, Joint Director, LSGD, Trivandrum District, who had participated in the meeting of the District Collector on 06.06.2025 informed that the instructions were given to

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Senior Environmental Engineer

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LSGIs to identify the storage areas. All the related expenses will have to be met by the salvaging company.

MERC official requested Joint Director, LSGD to help identify the warehouses immediately and to make available the necessary details for entering into an MoU with the concerned.

Mr. Muhammed Huwais M. , JD, LSGD replied that he will discuss this matter with their Government Secretary and do the needful

MERC officials stated that they will request Trivandrum District Collector to conduct a meeting with all the stakeholders on 06/2025 regarding the plan of storage and further disposal of plastic nurdles in line with KSPCB.

The MERC official informed that a temporary storage warehouse is required first following which a final disposal plan has to be formulated in coordination with the PCB. Answering a query raised by Shri Muhammed Huwais, MERC officials stated that nurdles are being temporarily stored on the beach, and emphasized the immediate need for storage facilities in two or three areas to shift the material. MERC official further mentioned that, as per the SOP published by the Government , shifting to KEIL and final disposal would be done subsequently. Shri Muhammed Huwais informed that the arrangement of temporary storage facility will be addressed soon after necessary discussions.

The Joint Director, LSGD informed that directions were already issued on 06.06.2025 to seven LSGIs to identify potential storage areas and informed that in some areas the quantity of nurdles is low and would only require small-scale storage and further suggested that a representative from MERC should communicate the exact storage space requirements to the concerned Secretaries, so they can plan accordingly

Shri V.K Pillai suggested that the plastic nurdles can be utilized for manufacturing purposes or could be sent to plastic recycles or to cement kilns for co-processing.

The Chairperson emphasized that once the LSGD identifies the warehouse, PCB officials will inspect the safety and security aspects, take stock of the collected nurdles, and create a database. After the formalities of Customs Department are completed the nurdles will be transported to KEIL. The Chairperson stressed that collection of plastic nurdles from beaches must be carried out in an environmentally sound manner, with least effect on the beach ecosystem, for which advice from Shri. Muralee Thummarukudy has to be considered. She further enquired whether there is a mechanism to continuously collect nurdles being washed ashore. In reply, ITOPF informed that the beaching of nurdles may continue for several months and hence beach cleaning activities will have to go on further until the deposition of the nurdles decreases to a minimum level. Chairperson further informed MERC officials that all locations where nurdles are currently stacked in sacks must be geotagged, with proper documentation, photographs, and waterproof labelling. It was further stated that the warehouse must also be geotagged for record-keeping.

MERC officials requested a face-to-face meeting on Monday involving all concerned stakeholders. The MERC team confirmed their commitment to providing daily updates, and reiterated that disposal will be done in accordance with Government guidelines.

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Senior Environmental Engineer

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Sh. Krishnan M.N., Chief Environmental Engineer, KSPCB, enquired about the cleanup techniques being used to remove the nurdles, the technology being deployed for cleaning the nurdles, and whether further sorting would be done at the temporary storage sites. In response, Mr. Thomas explained that a range of techniques—from basic to sophisticated—are being considered, and detailed documentation outlining these methods will be shared at the meeting on Monday. He also proposed conducting a joint survey to show the techniques that will be used on-site. Shri Thomas added that cleaning would primarily be done at the shore itself, though some limited work might be required at the warehouses.

Smt. Rema Devi, Environmental Engineer, KSPCB, highlighted the need for data on the recyclability and reusability of the collected nurdles to develop an effective disposal plan. She enquired whether ITOPF would be able to provide this information. The ITOPF official confirmed that they would be able to do so and noted the importance of a technical meeting to understand the specific criteria of PCB. He also assured that MERC would quantify the materials that will be collected.

The following decisions were taken:

1. Secretaries of LSGI's with the advice of LSGI shall identify temporary storage yards and inform KSPCB and the salvaging firm. (Action : LSGIs, LSGD)
2. Inspection and approvals for temporary storage yards. (Action : KSPCB)
3. The salvaging firm shall enter into MoU with storage yards and transfer materials from the beach to the temporary yards. (Action : MERC)
4. Beach cleaning activities, collection of materials, labelling and geotagging and storage at temporary yards shall be properly documented under the supervision of KSPCB. (Action : KSPCB, MERC)
5. MERC has to submit transportation plan to KSPCB. (Action : MERC)
6. Approval for transportation plan made by the salvaging firm shall be done by KSPCB. (Action : KSPCB)
7. Transportation of materials to KEIL following the manifest system as per directions of KSPCB. (Action : MERC)
8. The salvaging firm shall bear the expenditure and arrange the logistics for transferring the materials to the storage yards and further transport to KEIL. (Action : MERC)
9. The entire activity shall be carried out in an environmentally sound manner. (Action : MERC, ITOPF)

It was decided that follow up meetings will be taken up soon and the entire procedure will be finalized. The meeting concluded at 12:30 pm.

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CHAIRPERSON, KSPCB

EBY VARGHESE
Senior Environmental Engineer

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Exhibit R7(o)

Dangerous Goods List

M.V.: MAERSK SEALAND Flag: SINGAPORE

Call Sign: 9V6472 MMSI No.: 563...

Date: 07-06-2023 Tug : NIL

Port: DEEP WATER

Sl	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Hazard Identification Number	Remarks	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Discharge	Description of the hazard, Special precautions and Limits	Remarks
1	100002	FH[illegible]	2211	POLYMERIC BEADS, EXPANDABLE evolving flammable vapor	9		630	III	25575	M		FA, S-F	KWH	KSA		SW PAPER BAG
2	100304	TLLU5937422	3082	METHANOL/PROPANOL	3		3223	III	24035	M		FE, S-D	KWH	KSA	Category A	1172DGM
3	100305	WHSU4035420	3082	METHANOL/PROPANOL	3		3223	III	24219	M		FE, S-D	KWH	KSA	Category A	1172DGM
4	100192	TRHLU3496948	2211	POLYMERIC BEADS EXPANDABLE evolving flammable vapor	9		630	III	25725	M		FA, S-F	KWH	KSA	Dangerous Goods List, Special Precautions and Limits shall be complied with as per IMDG Code	SW PAPER BAG
5	100304	WHSU4034591	3082	METHANOL/PROPANOL	3		3223	III	24219	M		FE, S-D	KWH	KSA	Category A	1172DGM
6	100305	WHSU4035775	3082	METHANOL/PROPANOL	3		3223	III	24219	M		FE, S-D	KWH	KSA	Category A	1172DGM
7	100302	WHSU3970308	3257	HIGH FLASH POINT LIQUID, FLAMMABLE, N.O.S. (CONTAINS ETHYLENE GLYCOL MONOBUTYL ETHER)	9			1	28700	M		FA, S-E	KWH	KSA	Category A Dangerous Goods List	
8	100302	EMLU5974206	1140	ACETONE/ACETONE	3		630	III	24044	M		FE, S-D	KWH	KSA	Category A	1172DGM
9	100304	WHSU3911980	1247	METHYL METHACRYLATE MONOMER STABILIZED	3		332	II	18900	M		FE, S-D	KWH	KSA	Liquids Class 3 Flammable	1172DGM

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Dangerous Goods List

LP:	MAERSK SEA	Port: SINGAPORE	
Call Sign:	5VAA2	IMO No.: 9336612	
Date:	[redacted]	Year: 2024	
Port:	SIN/SINGAPORE		

Sl No	Stowage position	Container No.	ISO type	Proper Shipping Name	IMDG Class	Sub-risk(s)	UN No.	Packing Group	Weight (KGS)	MP	LM Qty/Y	LM Ems	Packages used	Port of Discharge	Stowage requirement & Special instructions and others	Remarks
6	[redacted]	MSCU3[redacted]	22G1	[redacted]	3		1[redacted]	III	3[redacted]	N		F-E, S-D	60H	NSA	Category 4	11.[redacted]
11	1[redacted]	PONU[redacted]	22T1	[redacted]	9		3[redacted]	III	2[redacted]	Y		F-A, S-F	60H	NSA	Category 4	11.[redacted]
12	1[redacted]	TCKU[redacted]	22T1	[redacted]	9		3[redacted]	III	1[redacted]	Y		F-A, S-F	60H	NSA	Category 4	26.[redacted]
13	1[redacted]	MAEU[redacted]	22T1	[redacted]	8		1[redacted]	II	1[redacted]	N		F-A, S-B	60H	NSA	Category 4, Class 8 requirements Stowage Restriction	11.[redacted]
14	1[redacted]	CMAU[redacted]	22G0	[redacted]	3		3[redacted]	III	2[redacted]	N		F-E, S-D	60H	NSA	Category 4	11.[redacted]
15	1[redacted]	MAEU[redacted]	22G1	[redacted]	3		1[redacted]	II	1[redacted]	N		F-E, S-D	60H	NSA	Category 4, Class 3 requirements	11.[redacted]
16	1[redacted]	MAEU[redacted]	22G1	[redacted]	3		1[redacted]	II	1[redacted]	N		F-E, S-D	60H	NSA	Category 4	11.[redacted]
17	1[redacted]	[redacted]	22T1	[redacted]	9		3[redacted]	III	2[redacted]	Y		F-A, S-F	60H	NSA	Category 4	11.[redacted]
18	1[redacted]	CMAU[redacted]	22T1	[redacted]	8		1[redacted]	II	2[redacted]	N		F-A, S-B	60H	NSA	Category 4, Class 8 requirements	11.[redacted]

CONTROL BOARD • KERALA STATE POLLUTION

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Dangerous Goods List

Name: SEAMAX SIX Flag: SINGAPORE

Call Sign: S6AU7 IMO No.:

Date: Port:

No.	Stowage position	Container No.	UN No.	Proper Shipping Name	No. and kind of Packages	Class	Packing Group	Weight (KGS)	MP	Full/Empty (F/E)	Port of Load	Port of Discharge	Shipping Marks, Special Information and others	Remarks
1														
2														
3														
4														
5														
6														
7														
8														
9														
10														

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Dangerous Goods List

Sl. No.	Consignor Name	Consignee Name	Bill No.	Proper Shipping Name	IMO Class	Sub Risk (if any)	UN No.	Packing Group	Weight (KGS)	MP	LQ (Qty/Vol)	EmS	Permit Code	Permit Copy	Storage requirement Special Instructions etc.	Remarks
1																
2																
3																
4																
5																
6																
7																
8																
9																

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Dangerous Goods List

Call Sign

Date

No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk(s)	Packing Group	Weight (KGS)	MP	Dec. Cert/Pkg	EmS	Marine Pollutant	Additional Handling Information	Remarks
3					3		II		L					
5					3		II		L					
10					3		II		L					
4					3		II		L					
11					3		II		L					
4					3		II		L					
4					3		II		L					
4					5		III		L					
6					3		III		L					

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Dangerous Goods List

No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Sub-risk	Flashpoint	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Discharge	Stowage requirement, Special information and others	Remarks
46	130788	WHLU8652281	3082	METHYLMERCAPTAN	6		31°C	II	19720	N		F-E, S-C	KHH	USA	Category A	40 DRUM
47	130882	MCCU3223570	2348	BUTYLMERCAPTAN	3		52.2°C	II	23600	Y		F-E, S-C	KHH	USA	Category A	1 TANK
48	130884	RLTU0000480	1604	ETHYLENEDIAMINE	8	3	41.5°C	II	22000	N		F-E, S-C	KHH	USA	Category A, Clear of living quarters, Separated from acids	1 TANK
49	130886	WHSU8175369	2079	DIETHYLENETRIAMINE	8		104°C	II	19200	N		F-A, S-B	KHH	USA	Category A, Clear of living quarters, Separated from acids	80 DRUM
50	130892	SLZU0599778	1145	CYCLOHEXANE	3		-18°C	II	24844	N		F-E, S-C	KHH	USA	Category B	1 TANK
51	130894	WHSU0324881	1993	FLAMMABLE LIQUID, N.O.S. (ETHYL ACRYLATE)	3			I	3885	N		F-E, S-E	KHH	USA	Category B	
52	130902	MCCU1366177	1604	ETHYLENEDIAMINE	8	3	41.5°C	II	22000	N		F-E, S-C	KHH	USA	Category A, Clear of living quarters, Separated from acids	1 TANK
53	130904	WHSU0710500	2030	HEPTAMETHYLENEDIAMINE	8		171°C	III	17440	Y		F-A, S-B	KHH	USA	Category A, Separated from acids	80 DRUM
54	130906	WHSU0347216	2579	PIPERAZINE	8		74°C	III	7200	N		F-A, S-B	KHH	USA	Category A, Keep as cool as reasonably practicable, Separated from acids	72 DRUM

KERALA STATE POLLUTION CONTROL BOARD

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Dangerous Goods List

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Dangerous Goods List

M.V.	[illegible]	Rot.	[illegible]
Call Sign	[illegible]	IMO No.	[illegible]
Date	[illegible]	Voy.	[illegible]
Port	[illegible]		

No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary	Hazard	Packing Group	Weight (KGS)	MP	Ltd Qty (Y/N)	EmS	Port of Load	Port of Tranch	Stowage restriction Hold, Special Requirements others	Remarks
66	[illegible]	[illegible]	1825	[illegible]	8			II	22644	N		F-A, S-B	ASHI	USA	Category A	[illegible]
68	[illegible]	[illegible]	2215	[illegible]	8		1223	II	19220	N		F-A, S-B	ASHI	USA	Category A	[illegible]
69	[illegible]	[illegible]	2920	[illegible]	8		7720	II	19980	N		F-A, S-B	ASHI	USA	Category A Clear of Engine room	[illegible]
87	[illegible]	[illegible]	1823	[illegible]	8.1			II	22220	N		F-A, S-A	ASHI	USA	Category A	[illegible]
88	[illegible]	[illegible]	3016	[illegible]	6.1			II	19220	N		F-A, S-A	ASHI	USA	Category A Clear of Engine room	[illegible]
89	[illegible]	[illegible]	3016	[illegible]	6.1			II	19220	N		F-A, S-A	ASHI	USA	Category A Clear of Engine room	[illegible]
70	[illegible]	[illegible]	2215	[illegible]	8		1223	II	19220	N		F-A, S-B	ASHI	USA	Category A	[illegible]
71	[illegible]	[illegible]	3077	[illegible]	9			III	20000	Y		F-A, S-F	ASHI	USA	Category A	[illegible]
72	[illegible]	[illegible]	2078	[illegible]	6.1	III	3550	II	22640	N		F-A, S-B	ASHI	USA	Category A	[illegible]

KERALA STATE POLLUTION CONTROL BOARD

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Dangerous Goods List

Sl	Shipping number	Container No.	Vol No.	Proper Shipping Name	IMO Class	Subsidiary Risk	Packing Group	Weight (KGS)	MP	Limited Qty (Y/N)	EmS	Net of Load	Permit Date	Special Information	Remarks
21			1565		9		II		N		F-A, S-P	4944	NDA		1 PALLETS
22			1575		9		III		N		F-A, S-P	4944	NDA		1 PALLETS
23			1575		9		III		N		F-A, S-P	4944	NDA		1 PALLETS
24			1575		9		III		N		F-A, S-P	4944	NDA		1 PALLETS
25			1575		9		III		N		F-A, S-P	4944	NDA		1 PALLETS
26			1575		9		III		N		F-A, S-P	4944	NDA		1 PALLETS
27			1575		9		III		N		F-A, S-P	4944	NDA		1 PALLETS
28			1575		9		III		N		F-A, S-P	4944	NDA		1 PALLETS

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Dangerous Goods List

M.V.: WAN HAI 522 Flag: SINGAPORE

Call Sign: 9V6442 IMO No.: 9283...

Date: 07/05/25 Voy.: 0024

Port: COCHIN

No	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Addl. Hazard	Hazchem	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Discharge	Stowage requirement Special Precaution or others	Remarks
83	310586	[illegible]	2920	[illegible]	8		2TC	II	18500	N		F-A, S-B	KOCHI	USA	Category 2 Cool Refrig system	ON DECK
84	310682	[illegible]	3016	[illegible]	6.1			II	18000	N		F-A, S-A	KOCHI	USA	Category 6 Cool Refrig system	ON DECK
85	310684	[illegible]	3015	[illegible]	6.1			II	18000	N		F-A, S-A	KOCHI	USA	Category 6 Cool Refrig system	ON DECK
86	310686	[illegible]	1566	[illegible]	6.1	SW	6GC	I	4555	N		F-A, S-B	KOCHI	USA	Category 6 Cool Refrig system	1 TANK
86	310702	[illegible]	1830	[illegible]	8			III	23644	N		F-A, S-B	KOCHI	USA	Category 4	2 TANK
87	310704	[illegible]	2920	[illegible]	8		2TC	II	18500	N		F-A, S-B	KOCHI	USA	Category 2 Cool Refrig system	ON DECK
88	310802	[illegible]	3077	[illegible]	9			III	25000	Y		F-A, S-A	KOCHI	USA	Category 4	1 TANK
89	310804	[illegible]	3016	[illegible]	6.1			II	18000	N		F-A, S-A	KOCHI	USA	Category 6 Cool Refrig system	ON DECK
90	310806	[illegible]	2920	[illegible]	6.1		2TC	II	17442	N		F-A, S-A	KOCHI	USA	Category 2 Cool Refrig system	ON DECK

KERALA STATE POLLUTION CONTROL BOARD

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Senior Environmental Engineer

Dangerous Goods List

No.	Stowage position	Container No	UN No.	Proper Shipping Name	IMDG Class	Subsidiary Risk	Packing Group	Weight (KGS)	MP	Excl Qty (Y)	Port of Load	Port of Discharge	Dangerous goods marks (Special information and remarks)	Remarks
1														
2														
3														
4														
5														
6														
7														
8														
9														

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KERALA STATE POLLUTION CONTROL BOARD

Dangerous Goods List

No	Shipping Agent	Container No.	Size/Type	Proper Shipping Name	IMO Class	Sub-class / Div.	Number	Packing Group	Weight (KGS)	MP	Limited Quantity (Y/N)	EmS	Net wt of Load	Port of Load	Shipping Agent's Specific Information and Remarks	Remarks

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KERALA STATE POLLUTION CONTROL BOARD

THE HIGH COURT OF KERALA

Dangerous Goods List

M.V.: WAN HAI 503 Flag: SINGAPORE
Call Sign: S6AV2 IMO No: 9234881
Date: 07-08-2023 Voy: 0219
Port: DEP: JNCH

No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary risk / Hazard	Packing Group	Weight (KGS)	MP	Ltd Qty (Y/N)	EmS	Port of Load	Port of Discharge	Stowage requirement (special requirement and others)	Remarks
109	380584	MH5U2924947	1334	NAPHTHALENE CRUDE or NAPHTHALENE REFINED	4.1		III	15244	Y		F-A, S-G	KHH	NSA	Category A	600 BAG
110	380585	MH5U2929584	1334	NAPHTHALENE CRUDE or NAPHTHALENE REFINED	4.1		III	15244	Y		F-A, S-G	KHH	NSA	Category A	600 BAG
111	380782	MH5U2944982	1334	NAPHTHALENE CRUDE or NAPHTHALENE REFINED	4.1		III	15244	Y		F-A, S-G	KHH	NSA	Category A	600 BAG
112	380784	MHLU2988371	1334	NAPHTHALENE CRUDE or NAPHTHALENE REFINED	4.1		III	15244	Y		F-A, S-G	KHH	NSA	Category A	600 BAG
113	380785	[illegible]	2215	MALEIC ANHYDRIDE	8		III	15120	N		F-A, S-B	KHH	NSA	Category A	18 PALLETS
114	380786	MH5U2988556	2215	MALEIC ANHYDRIDE	8		III	15120	N		F-A, S-B	KHH	NSA	Category A	720 paper bag
115	380982	MH5U2189747	2215	MALEIC ANHYDRIDE	8		III	15120	N		F-A, S-B	KHH	NSA	Category A	[illegible]
116	380984	MH5U2912654	2215	MALEIC ANHYDRIDE	8		III	15120	N		F-A, S-B	KHH	NSA	Category A	18 PALLETS
117	380986	MH5U2491372	2215	MALEIC ANHYDRIDE	8		III	15120	N		F-A, S-B	KHH	NSA	Category A	3 PALLETS

KERALA STATE POLLUTION CONTROL BOARD

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Dangerous Goods List

M.V.: M.V. MAERSK SEOUL Flag: SINGAPORE
Call Sign: 9V6W72 IMO No.: 9334554
Date: 07-08-2020 Voy.: W218
Port: DEP KOCHI

No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Additional / Sub.	Hazard No.	Packing Group	Weight (KGS)	MP	Ltd Qty (Y/N)	EmS	Port of Load	Port of Discharge	Stowage requirement / Segregation / Special Instructions	Remarks
118	330080	MRKU0225414	1224	[illegible]	4.1		78C	II	13244	Y		FA, SA	KHI	USA	Category A	60 BAG
			1993	FLAMM [illegible]	3		33C	II	428	Y		FE, SE			Category B	2 DRUM
			1307	[illegible]	3		26C	II	7360	Y		FE, SE			Category B	16 DRUM
			1263	[illegible]	3		30C	III	336	Y		FE, SE			Category B	2 DRUM
119	170082	BMTU0020122	1263	[illegible]	3			II	24048	N		FA, SA	HKG	USA	Category A	960 BAG
120	170084	BMTU0451616	1307	[illegible]	3			II	24048	N		FA, SA	HKG	USA	Category A	960 BAGS
121	180582	MRSU0036960	3082	SETAC (1820) [illegible]	9		240C	III	3784	Y		FA, SF	HKG	USA	Category A	36 DRUMS
122	180584	MRSU0727736	3077	[illegible]	9			III	2339.6	Y		FA, SF	HKG	USA	Category A	4 PALLET
123	180782	MRSU0864742	1210	[illegible]	3		40C	II	7778.48	N		FE, SA	HKG	USA	Category B	970 BOX
			1210	[illegible]	3		40C	II	866.56	N		FE, SA	HKG	USA	Category B	108 BOX
			1210	[illegible]	3		40C	II	5.22	N		FE, SA	HKG	USA	Category B	1 BOX
			1210	[illegible]	3		40C	II	1957.92	N		FE, SA	HKG	USA	Category B	264 BOX
			1210	[illegible]	3		40C	II	1278.65	N		FE, SA	HKG	USA	Category B	186 BOX
124	180784	MRSU0134899	1210	[illegible]	3		40C	II	4167.47	N		FE, SA	HKG	USA	Category B	767 BOX

KERALA STATE POLLUTION CONTROL BOARD

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Cargo Goods List

MV. KOUN HOUSE Voy. 2324/25

Call Sign: 5BAA7 MV No.: 9206855

Dep.: 07.05.2025 Arr.: KOT

Port: CBT / KOCHI

Sl.	Storage position	Container No.	Bill No.	Proper Shipping Name	No. and Kind of Packages	Technical Name	Packing Group	Weight (KGS)	IMO	Addl. Quantity (if any)	Port of Loading	Port of Discharge	Storage instructions, Special Information and others	Remarks
			1071		1		4G	L	11174	9		KOT	KSA	Category I	148200
			1211		1		4G	I	2165	4		KOT	KSA	Category I	60830
			1221		1		4G	II	1227	8		KOT	KSA	Category I	35820
			1123		1		4G	I	5270.01	4		KOT	KSA	Category I	530 000
01	010102	MSKU8078571	1210		3		4G	II	5547.1	5		KOT	KSA	Category I	841 9000
			1217		3		4G	II	8048.48	8		KOT	KSA	Category I	43 0400
			1223		3		4G	II	6000	8		KOT	KSA	Category I	138 6910
			1231		3		4G	II	5535.35	8		KOT	KSA	Category I	55 0000
			1118		3		4G	II	3973.9	8		KOT	KSA	Category I	226 8000
02	010103	MSKU8078571	1220		3		4G	II	7241	8		KOT	KSA	Category I	1250 0000
			1211		3		4G	II	2165	8		KOT	KSA	Category I	6 0000
			1221		3		4G	II	2165.35	8		KOT	KSA	Category I	60 0000
	1		1213		3		4G	I	1235.35	8		KOT	KSA	Category I	34 0000
03	010201	MSKU8078571	1210		3		4G	II	5547.1	8		KOT	KSA	Category I	154 0000
			1215		3		4G	II	5535.35	8		KOT	KSA	Category I	153 0000
			1217		3		4G	II	8048.48	8		KOT	KSA	Category I	43 0400
04	010202	MSKU8078571	1212		3		4G	II	11174	9		KOT	KSA	Category I	310 0000

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Dangerous Goods List

39	[illegible]	[illegible]	[illegible]	[illegible]	4.2	[illegible]		II	[illegible]	Y		[illegible]	324	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
40	[illegible]	[illegible]	[illegible]	[illegible]	3		50C	II	[illegible]	Y		[illegible]	324	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1 TANK
41	[illegible]	[illegible]	[illegible]	[illegible]	3		45C	II	[illegible]	Y		[illegible]	324	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
42	[illegible]	[illegible]	[illegible]	[illegible]	3		60C	II	[illegible]	Y		[illegible]	324	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
43	[illegible]	[illegible]	[illegible]	[illegible]	3		50C	II	[illegible]	Y		[illegible]	324	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1 TANK
44	[illegible]	[illegible]	[illegible]	[illegible]	3		50C	II	[illegible]	Y		[illegible]	324	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1 TANK
45	[illegible]	[illegible]	[illegible]	[illegible]	3		45C	II	[illegible]	Y		[illegible]	324	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
46	[illegible]	[illegible]	[illegible]	[illegible]	3			II	[illegible]	Y		[illegible]	324	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1 TANK
47	[illegible]	[illegible]	[illegible]	[illegible]	3			II	[illegible]	Y		[illegible]	324	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1 TANK
48	[illegible]	[illegible]	[illegible]	[illegible]	3		50C	II	[illegible]	Y		[illegible]	324	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1 TANK
49	[illegible]	[illegible]	[illegible]	[illegible]	3		50C	II	[illegible]	Y		[illegible]	324	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1 TANK
50	[illegible]	[illegible]	[illegible]	[illegible]	3			II	[illegible]	Y		[illegible]	324	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
			[illegible]	[illegible]	3			II	[illegible]	Y		[illegible]	324	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
51	[illegible]	[illegible]	[illegible]	[illegible]	4.1			III	[illegible]	Y		[illegible]	324	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
			[illegible]	[illegible]	3			II	[illegible]	Y		[illegible]	324	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
			[illegible]	[illegible]	3		50C	II	[illegible]	Y		[illegible]	324	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
52	[illegible]	[illegible]	[illegible]	[illegible]	8	[illegible]	[illegible]	II	[illegible]	Y		[illegible]	324	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
53	[illegible]	[illegible]	[illegible]	[illegible]	9	[illegible]	[illegible]	II	[illegible]	Y		[illegible]	324	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

KERALA STATE POLLUTION CONTROL BOARD

EBY VARGHESE
Senior Environmental Engineer

Exhibit R7(p)

Gmail

Senior Environmental Engineer 2 <kspcbhosae2@gmail.com>

URGENT- FIRE BROKE OUT ABOARD A CARGO SHIP- 40KMS WEST OF BEYPORE -AZIKKAL PORT

1 message

Senior Environmental Engineer 2 <kspcbhosae2@gmail.com> Mon, Jun 9, 2025 at 4:23 PM
To: dcslp.ker@nic.in, dcskm.ker@nic.in, dctsr.ker@nic.in, dcmlp.ker@nic.in, dckas.ker@nic.in, dckkr.ker@nic.in, dcklk.ker@nic.in
Cc: CHAIRMAN KSPCB <chn.kspcb@gmail.com>

SIR,

A fire broke out aboard a cargo ship navigating Kerala's maritime boundary, a Singapore vessel en route from Colombo to Mumbai. The incident occured approximately 40 kilometers west of Beypore - Azikkal port stretch deep in Arabian sea. Initial reports suggests that the ship was carrying 650 containers at the time of incident and more than 40 crew members were aboard. Around 50 containers are said to have fallen into the sea during the fire. There are chances of contamination of the sea, coast or beaches due to the oil spill. As the location of the accident is more than 12 nautical miles off the coastline, Indian Coast Guard is responsible for containing the spill and preventing the oil spill from reaching the coast. If the oil spill reaches within 12 nautical miles of the coast, preparedness is required. Therefore it is requested to take urgent action for the following:

1. Activation of District/Local level crisis management groups
2. Arrangement of equipment/Support facilities/ oil spill dispersant for shoreline cleanup/recovery storage/disposal of pollutants
3. Request Indian Coast Guard, to co-ordinate/guide the Local District Disaster Management Authority of Kozhikkode district to keep the pollution prevention and oil spill cleanup equipments in a state of readiness to meet any emergency.
4. Request Indian Coast Guard, to coordinate with the DDMs/KSPCB of the districts viz. Ernakulam, Thrissur, Alappuzha, Kozhikkode, Malappuram, Kannur and Kasaragod, Mercantile Marine Department, Kochi and Kerala Maritime Board for urgent action

Regards,
Kerala State Pollution Control Board
Head Office, Thiruvananthapuram

True copy

KERALA STATE POLLUTION CONTROL BOARD

BIJY VARGHESE
Senior Environmental Engineer

Exhibit R7(q)

Gmail

Senior Environmental Engineer 2 <kspcbhosee2@gmail.com>

URGENT- FIRE BROKE OUT ABOARD A CARGO SHIP- 40KMS WEST OF BEYPORE -AZIKKAL PORT

1 message

Senior Environmental Engineer 2 <kspcbhosee2@gmail.com> Mon, Jun 9, 2025 at 5:03 PM
To: DHQ FOUR INDIAN COAST GUARD KOCHI <dhq4@indiancoastguard.nic.in>
Cc: CHAIRMAN KSPCB <chn.kspcb@gmail.com>

A fire broke out aboard a cargo ship navigating Kerala's maritime boundary, a Singapore vessel en route from Colombo to Mumbai. The incident occured approximately 40 kilometers west of Beypore - Azikkal port stretch deep in Arabian sea. Initial reports suggests that the ship was carrying 650 containers at the time of incident and more than 40 crew members were aboard. Around 50 containers are said to have fallen into the sea during the fire. There are chances of contamination of the sea, coast or beaches due to the oil spill. You are requested to take urgent action to contain the oil spill, if any, so that the spill does not cause contamination in the sea, coast or beaches. Containing the spill by using appropriate equipment / boom and sucker / skimmer / dispersants shall be adopted. Action shall be taken in coordination with Kochi Port Trust, Kochi Shipyard and Kochi Refinery. An action taken report shall be furnished to the Board at the earliest.

–
Regards,
Kerala State Pollution Control Board
Head Office, Thiruvananthapuram

KERALA STATE POLLUTION CONTROL BOARD

EBY VARGHESE
Senior Environmental Engineer

True copy

Exhibit R7(r)

Gmail

Senior Environmental Engineer 2 <kspcbhosee2@gmail.com>

URGENT- FIRE BROKE OUT ABOARD A CARGO SHIP- 40KMS WEST OF BEYPORE -AZIKKAL PORT

2 messages

Senior Environmental Engineer 2 <kspcbhosee2@gmail.com> Mon, Jun 9, 2025 at 4:30 PM
To: gallodc@cochinport.gov.in, dc@cochinport.gov.in, tm@cochinport.gov.in, dm@cochinport.gov.in, mmpr@cochinport.gov.in, mfn@bharatpetroleum.in, vaishneysk@bharatpetroleum.in, ssaiju@bharatpetroleum.in, TITOJOSE@indianoil.in, anandank@indianoil.in, Balakrishnan k k <balakrishnankk@indianoil.in>, vkdubare@hpcl.in, sunilts@hpcl.in, aboobackersainaco@hpcl.in, avarghe@hpcl.in, PEL@petronetlng.in, CEO@petronetenergy.in, investors@petronetlng.in, habin.c@adani.com
Cc: CHAIRMAN KSPCB <cha.kspcb@gmail.com>

SIR/MADAM,

A fire broke out aboard a cargo ship navigating Kerala's maritime boundary, a Singapore vessel en route from Colombo to Mumbai. The incident occured approximately 40 kilometers west of Beypore - Azikkal port stretch deep in Arabian sea. Initial reports suggests that the ship was carrying 650 containers at the time of incident and more than 40 crew members were aboard. Around 50 containers are said to have fallen into the sea during the fire. There are chances of contamination of the sea, coast or beaches due to the oil spill. There are chances of contamination of the sea, coast or beaches due to the oil spill. As the location of the accident is more than 12 nautical miles off the coastline, Indian Coast Guard is responsible for containing the spill and preventing the oil spill from reaching the coast. If the oil spill reaches within 12 nautical miles of the coast, preparedness is required. Therefore it is requested to take urgent action to keep your Pollution Response team and equipments/absorbents/ support facilities in a state of readiness and share with the State Govt. in case of any emergency for shoreline cleanup and to share the same to your sister concerns also in Kerala, having the PR facilities.

Regards,
Kerala State Pollution Control Board
Head Office, Thiruvananthapuram

---

postmaster@hpcl.co.in <postmaster@hpcl.co.in> Mon, Jun 9, 2025 at 2:30 PM
To: kspcbhosee2@gmail.com

Delivery has failed to these recipients or groups:

avarghe@hpcl.in

The email address you entered couldn't be found. Please check the recipient's email address and try to resend the message. If the problem continues, please contact your email admin

"True copy

KERALA STATE POLLUTION CONTROL BOARD

BIJY VARGHESE
Senior Environmental Engineer

Diagnostic information for administrators:

https://mail.google.com/mail/u/0/?ik=1adb7a4176&view=pt&search=all&permmsg=msg-a:r1359473410437880182&simpl=msg-a:r4886546001 1/8

Gmail

Senior Environmental Engineer 2 <kspcbhosee2@gmail.com>

URGENT- FIRE BROKE OUT ABOARD A CARGO SHIP- 40KMS WEST OF BEYPORE -AZIKKAL PORT

2 messages

Senior Environmental Engineer 2 <kspcbhosee2@gmail.com> Mon, Jun 9, 2025 at 9:56 PM
To: pollution control board kozhikode region <pcbrokkd@gmail.com>, KSPCB M_PM <kspcbmlpm@gmail.com>, KSPCB KANNUR <kspcbdoknr@gmail.com>, pcbdo kkd <pcbdokkd@gmail.com>, KSDPCB KSGD <ksdpcbksew2@gmail.com>

SIR/MADAM,

A fire broke out aboard a cargo ship navigating Kerala's maritime boundary, a Singapore vessel en route from Colombo to Mumbai. The incident occured approximately 40 kilometers west of Beypore - Azikkal port stretch deap in Arabian sea at around 9:30am on 09/06/2025. Initial reports suggests that the ship was carrying 650 containers at the time of incident and more than 40 crew members were aboard. Around 50 containers are said to have fallen into the sea during the fire. There are chances of contamination of the sea, coast or beaches due to the oil spill. As the location of the accident is more than 12 nautical miles off the coastline, Indian Coast Guard is responsible for containing the spill and preventing the oil spill from reaching the coast. If the oil spill reaches within 12 nautical miles of the coast, preparedness is required. You are requested to do water sampling from 10.06.2025 itself in the same protocol which is being used for MSC Elza 3 ship wreck and to coordinate with CPCB officials for monitoring and sampling activities.

Regards,
Kerala State Pollution Control Board
Head Office, Thiruvananthapuram

Senior Environmental Engineer 2 <kspcbhosee2@gmail.com> Mon, Jun 9, 2025 at 9:59 PM
To: kspcblegalgeneral@gmail.com
Cc: CHAIRMAN KSPCB <chn.kspcb@gmail.com>

[Quoted text hidden]

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KERALA STATE POLLUTION CONTROL BOARD

EBY VARGHESE
Senior Environmental Engineer

Gmail Senior Environmental Engineer 2 <kspcbhosee2@gmail.com>

URGENT- FIRE BROKE OUT ABOARD A CARGO SHIP- 40KMS WEST OF BEYPORE -AZIKKAL PORT

1 message

Senior Environmental Engineer 2 <kspcbhosee2@gmail.com> Mon, Jun 9, 2025 at 4:35 PM
To: po.mmd-ker@gov.in
Cc: CHAIRMAN KSPCB <chn.kspcb@gmail.com>

Sir/Madam,

A fire broke out abcard a cargo ship navigating Kerala's maritime boundary, a Singapore vessel en route from Colombo to Mumbai. The incident occured approximately 40 kilometers west of Beypore - Azikkal port stretch deep in Arabian sea. In tial reports suggests that the ship was carrying 650 containers at the time of incident and more than 40 crew members were aboard. Around 50 containers are said to have fallen into the sea during the fire. There are chances of contamination of the sea, coast or beaches due to the oil spill. There are chances of contamination of the sea, coast or beaches due to the oil spill. As the location of the accident is more than 12 nautical miles off the coastline, Indian Coast Guard is responsible for containing the spill and preventing the oil spill from reaching the coast. If the oil spill reaches within 12 nautical miles of the coast, preparedness is required. Therefore it is requested to take immediate action and precautionary measures.

Regards,
Kerala State Pollution Control Board
Head Office, Thiruvananthapuram

KERALA STATE POLLUTION CONTROL BOARD

ESY VARGHESE
Senior Environmental Engineer

True copy

Ph: General 0471-2312940, 2318153, 2318154, 2326755 Chairman 2318130 Member Secretary 2318151
e-mail: chn.kspcb@gov.in ms.kspcb@gov.in FAX: 2318152 web: kspcb.kerala.gov.in
KERALA STATE POLLUTION CONTROL BOARD
കേരള സംസ്ഥാന മലിനീകരണ നിയന്ത്രണ ബോർഡ്
Pattom P.O., Thiruvananthapuram – 695 004
പട്ടം പി.ഒ., തിരുവനന്തപുരം - 695 004

KSPCB/460/2068-EE-5 Date: 09/06/2025

From
The Chairperson

To
Special Secretary
Environment Department

Sub: Fire broke out aboard a cargo ship- 40kms west of Beypore -Azheekkal port- reg.

Sir,

Kind attention is invited to the above subject matter. A fire broke out on board a cargo ship navigating Kerala's maritime boundary on 09.06.2025. It is understood to be a Singapore vessel en route from Colombo to Mumbai. The incident occured approximately 76 nautical miles west of Beypore - Azikkal port stretch deep in Arabian sea. Initial reports suggests that the ship was carrying 650 containers at the time of incident and more than 22 crew members were aboard. Around 50 containers are said to have fallen into the sea during the fire. Out of the containers,157 nos. are said to have hazardous contents. There are chances of contamination of the sea, coast or beaches due to the oil spill. As the location of the accident is more than 12 nautical miles off the coastline, Indian Coast Guard is responsible for containing the spill and preventing the oil spill from reaching the coast. Instructions were given to District Collectors of Alappuzha, Ernakulam, Thrissur, Malappuram, Kasargod, Kannur and Kozhikode requesting to take urgent action for the following:

1. Activation of District/Local level crisis management groups

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EBY VARGHESE
Senior Environmental Engineer

EBY VARGHESE
Senior Environmental Engineer

2. Arrangement of equipment/Support facilities/ oil spill dispersant for shoreline cleanup/recovery storage/disposal of pollutants

3. Request Indian Coast Guard, to co-ordinate/guide the Local District Disaster Management Authority of Kozhikkode district to keep the pollution prevention and oil spill cleanup equipments in a state of readiness to meet any emergency.

4. Request Indian Coast Guard, to coordinate with the DDMs/KSPCB of the districts viz. Ernakulam, Thrissur, Alappuzha, Kozhikkode, Malappuram, Kannur and Kasaragod, Mercantile Marine Department (MMD), Kochi and Kerala Maritime Board for urgent action.

Instructions were also given to Cochin port, Bharath Petroleum, Indian oil, HPCL, Petronet LNG, Petronet energy, Adani Port and Azhoekkal port requesting to keep their pollution response team and equipments/absorbents/ support facilities in a state of readiness and share with the State Govt. in case of any emergency for shoreline cleanup and to share the same to their sister concerns also in Kerala, having the PR facilities.

Instructions were also given to MMD requesting to take immediate action and precautionary measures.

Instructions were given to Coast Guard Kochi requesting to contain the spill by using appropriate equipment / boom and sucker / skimmer / dispersants shall be adopted. Action shall be taken in coordination with Kochi Port Trust, Kochi Shipyard and Kochi Refinery.

Instructions were also given to Chief Environmental Engineer (CEE), Kozhikode Regional Office (RO) and District Officers all Coastal districts from Malappuram to Kasargod to do water sampling from 10.06.2025 itself in the same protocol which is being used for MSC Elza 3 shipwreck. Smt. Vinaya, CEE, RO Kozhikode instructed to coordinate with officials of CPCB for monitoring and sampling activities.

Yours faithfully,

CHAIRPERSON

True copy

EBY VARGHESE
Senior Environmental Engineer

Copy to,

The Director, Directorate of Environment and Climate Change

True copy

EBY VARGHESE
Senior Environmental Engineer

Tel: (Gen) 0471 2312010, 2316139, 2316154, 2316155 Chairman 2315850 Member Secretary 2316131
e-mail: chn.kspcb@gov.in; ms.kspcb@gov.in FAX: 2317152 web kspcb.kerala.gov.in
KERALA STATE POLLUTION CONTROL BOARD
കേരള സംസ്ഥാന മലിനീകരണ നിയന്ത്രണ ബോർഡ്
Pattom P.O., Thiruvananthapuram - 695 004
പട്ടം പി.ഒ., തിരുവനന്തപുരം - 695 004

KSPCB/460/2022-EE-5 Date: 09.06.2025

From
The Chairperson

To
Member Secretary
Central Pollution Control Board
Parivesh Bhavan,
East Arjun Nagar,
Delhi - 110032

Sub: Fire broke out aboard a cargo ship- 40kms west of Beypore -Azheekkal port- reg.

Sir,

Kind attention is invited to the above subject matter. A fire broke out on board a cargo ship navigating Kerala's maritime boundary on 09.06.2025. It is understood to be a Singapore vessel en route from Colombo to Mumbai. The incident occured approximately 76 nautical miles west of Beypore - Azikkal port stretch deep in Arabian sea. Initial reports suggests that the ship was carrying 650 containers at the time of incident and more than 22 crew members were aboard. Around 50 containers are said to have fallen into the sea during the fire. Out of the containers,157 nos. are said to have hazardous contents. There are chances of contamination of the sea, coast or beaches due to the oil spill. As the location of the accident is more than 12 nautical miles off the coastline, Indian Coast Guard is responsible for containing the spill and preventing the oil spill from reaching the coast. Instructions were given to District Collectors of Alappuzha, Ernakulam, Thrissur, Malappuram, Kasargod, Kannur and Kozhikode requesting to take urgent action for the following:

True copy

EBY VARGHESE
Senior Environmental Engineer

1. Activation of District/Local level crisis management groups

2. Arrangement of equipment/Support facilities/ oil spill dispersant for shoreline cleanup/recovery storage/disposal of pollutants

3. Request Indian Coast Guard, to co-ordinate/guide the Local District Disaster Management Authority of Kozhikkode district to keep the pollution prevention and oil spill cleanup equipments in a state of readiness to meet any emergency.

4. Request Indian Coast Guard. to coordinate with the DDMs/KSPCB of the districts viz. Ernakulam, Thrissur, Alappuzha, Kozhikkode, Malappuram, Kannur and Kasaragod, Mercantile Marine Department (MMD), Kochi and Kerala Maritime Board for urgent action.

Instructions were also given to Cochin port, Bharath Petroleum, Indian oil, HPCL, Petronet LNG, Petronet energy, Adani Port and Azheekkal port requesting to keep their pollution response team and equipments/absorbents/ support facilities in a state of readiness and share with the State Govt. in case of any emergency for shoreline cleanup and to share the same to their sister concerns also in Kerala, having the PR facilities.

Instructions were also given to MMD requesting to take immediate action and precautionary measures.

Instructions were given to Coast Guard Kochi requesting to contain the spill by using appropriate equipment / boom and sucker / skimmer / dispersants shall be adopted. Action shall be taken in coordination with Kochi Port Trust, Kochi Shipyard and Kochi Refinery.

Instructions were also given to Chief Environmental Engineer (CEE), Kozhikode Regional Office (RO) and District Officers all Coastal districts from Malappuram to Kasargod to do water sampling from 10.06.2025 itself in the same protocol which is being used for MSC Elza 3 shipwreck. Smt. Vinaya, CEE, RO Kozhikode instructed to coordinate with officials of CPCB for monitoring and sampling activities.

Yours faithfully,

True copy

CHAIRPERSON

EBY VARGHESE
Senior Environmental Engineer

FSO VERIFIED - 28

1. The Regional Director, CPCB
   Zonal Office, Bangalore

2. The Regional Director, CPCB
   Regional Directorate, Chennai

3. Chief Environmental Engineer, Regional Office , Kozhikkode (for necessary action)

4. Environmental Engineers of Malappuram, Kozhikkode, Kannur, Kasargod (for necessary action)

KERALA STATE POLLUTION CONTROL BOARD

COURT OF KERALA

EBY VARGHESE
Senior Environmental Engineer

True copy

☎ General: 0471-2302040, 2302043, 2318311, 2318155 Chairman: 2318158 Member Secretary: 2318151
e-mail: chn.kspcb@gov.in; ms.kspcb@gov.in FAX: 2318152 web.
www.kspcb.kerala.gov.in

KERALA STATE POLLUTION CONTROL BOARD

Pattom P.O., Thiruvananthapuram – 695 004

KSPCB/460/2022-EE-5 Date: 19.06.2025

From

The Chairperson

To

The Member Secretary
Kerala State Disaster Management Authority
Thiruvananthapuram

Sub Shipwreck off the Kerala coast on 09.06.2025 – Wan Hai 503 – Urgent action required - reg.

Sir,

In view of the shipwreck off the Kerala coast, it is requested to give necessary instructions to District Administration and Rapid Response Team to take necessary mitigative measures on the matter.

Yours faithfully

CHAIRPERSON

True copy

EBY VARGHESE
Senior Environmental Engineer

☎ General: 0471- 23 2940, 2318153, 2318154, 2318155 Chairman 2318150 Member Secretary: 2318151
e-mail: chn.kspcb@gov.in; ms.kspcb@gov.in FAX: 2318157 web:
www.kspcb.kerala.gov.in

KERALA STATE POLLUTION CONTROL BOARD

Pattom P.O., Thiruvananthapuram - 695 004

KSPCB/460/2022-HE-5 Date: 19.06.2025

From
Chairperson

To
The Director
Directorate of Factories and Boilers,
"Suraksha Bhavan"
Kumarapuram, Medical College P.O
Thiruvananthapuram, Kerala- 695011
Email: directorate.fab@kerala.gov.in

Sub: - Fire incident reported aboard the Singapore flagged vessel WAN HAI 503 on 09.06.2025 - reg.

Sir,

Kind attention is invited to the subject matter. As you are aware a fire incident was reported aboard the Singapore - flagged container vessel WAN HAI 503, under the direct management of WAN HAI Lines. It is understood that containers from the ship are being beached in Kerala coast. In view of the above, it is kindly requested to identify all the containers including the containers of concern and inform the safety measures to be taken urgently. A preparedness plan in this regard may also be prepared to deal with an exigency

Yours faithfully

CHAIRPERSON

True copy

BOY VARGHESE
Senior Environmental Engineer

☎ General: 0471-2312940, 2318163, 2302154, 2318155 Chairman: 2318150 Member Secretary: 2318151
e-mail: chn.kspcb@gov.in; ms.kspcb@gov.in FAX: 2318152 web: www.kspcb.kerala.gov.in
KERALA STATE POLLUTION CONTROL BOARD
കേരള സംസ്ഥാന മലിനീകരണ നിയന്ത്രണ ബോർഡ്
Pattom P.O., Thiruvananthapuram – 695 004
പട്ടം പി.ഒ., തിരുവനന്തപുരം – 695 004

KSPCB/460/2022-EE-5 Date: 19.06.2025

From
The Chairperson

URGENT

To
The Director General of Shipping
9th Floor, Beta Building,
i-Think Techno Campus,
Kanjurmarg (East),
Mumbai- 400 042

Sub : Fire incident reported aboard the Singapore flagged vessel, Wan Hai 503, on 09.06.2025 - reg

Sir,

Kind attention is invited to the subject matter. As you are aware, a fire incident was reported aboard the Singapore – flagged container vessel Wan Hai 503. It is requested to kindly provide the details of materials, no. of containers, ship fuel quantities, etc. It is also requested to kindly take urgent action to move the ship and it's containers at the earliest to prevent any contamination.

Yours faithfully

CHAIRPERSON

True copy

KERALA STATE POLLUTION CONTROL BOARD

EBY VARGHESE
Senior Environmental Engineer

☎ (General: 0471- 2318141, 2318193, 2318154, 2318835 Chairman: 2318150 Member Secretary: 2318151
e-mail: chn.kspcb@gov.in; ms.kspcb@gov.in FAX: 2318152 web.
www.kspcb.kerala.gov.in

KERALA STATE POLLUTION CONTROL BOARD

കേരള സംസ്ഥാന മലിനീകരണ നിയന്ത്രണ ബോർഡ്
Pattom P.O., Thiruvananthapuram – 695 004
പട്ടം പി.ഒ., തിരുവനന്തപുരം – 695 004

KSPCB/466/2022-DE-5 Date: 19.06.2025

From
The Chairperson

URGENT

To
The General Manager
Wan Hai Lines
19th Floor, 136,
Sung Chiang Road,
Taipei, Taiwan

Sub: - Shipwreck off the Kerala coast that occured on 09.06.2025 - WAN HAI 503 urgent action required - request for information - reg.

Sir,

In view of a fire incident occurred onboard the Singapore - flagged container vessel Wan Hai 503, under the direct management of Wan Hai Lines and the subsequent incidents happened including beaching of containers, it is hereby requested to take urgent necessary action to salvage the ship and its associated containers at the earliest and report. Also furnish the details of materials, no. of containers, ship fuel, quantities etc., in the format enclosed urgently.

Yours faithfully

CHAIRPERSON

Encl: as above

True copy

EBY VARGHESE
Senior Environmental Engineer

☎. General: 0471- 2312940, 2318488, 2318154, 2318155 Chairman 2318490 Member Secretary: 2318491
e-mail: chn.kspcb@gov.in; ms.kspcb@gov.in FAX: 2318152 web:
www.kspcb.kerala.gov.in
KERALA STATE POLLUTION CONTROL BOARD
കേരള സംസ്ഥാന മലിനീകരണ നിയന്ത്രണ ബോർഡ്
Pattom P.O., Thiruvananthapuram 695 004
പട്ടം പി.ഒ., തിരുവനന്തപുരം – 695 004

KSPCB/460/2022-EE-5 Date. 19.06.2025

From
The Chairperson

To
The Officer in charge, MRSC
Kochi Head Quarters,
Coast Guard District No. 04.
Fort Kochi, Kerala-682001

Sub: Request to report current status regarding the fire incident reported aboard the Singapore - flagged vessel WAN HAI 503 on 09.06.2025 - reg

Sir,

Kind attention is invited to the above subject matter. As you are aware, an incident involving a fire incident occurred aboard the Singapore - flagged container vessel Wan Hai 503. In connection with this, it is requested to kindly inform

1) the current status of the operations so far done and presently doing

2) pertinent details regarding the ship's position, condition and other ongoing work or assessments

3) any information of oil spill as of now from the shipwreck spot and containment arrangements around the location of ship for averting any possible drifting of oil such as deploying a boom around the ship so as to avoid any chances of oil spill that may happen from the ship towards other parts of sea and seashore as well.

It is requested that if such a containment is not provided, its possibility may be explored at the earliest to put in place the same.

Yours faithfully

CHAIRPERSON

True copy

KERALA STATE POLLUTION CONTROL BOARD

EBY VARGHESE
Senior Environmental Engineer

☎ General: 0471 2302010, 2318130, 2318154, 2318131 Chairman: 2318130 Member Secretary: 2318141
e-mail: chairman@kspcb.gov.in; mskspcb@gov.in FAX: 2318152 web: www.kspcb.kerala.gov.in
KERALA STATE POLLUTION CONTROL BOARD
കേരള സംസ്ഥാന മലിനീകരണ നിയന്ത്രണ ബോർഡ്
Pattom P.O., Thiruvananthapuram – 695 004
പട്ടം പി.ഒ., തിരുവനന്തപുരം - 695 004

KSPCB/460/2022-PE-5 Date:19.06.2025

From

The Chairperson

To

The District Collector
Trivandrum / Kollam/ Alappuzha/ Ernakulam/ Thrissur/ Malapparam/ Kozhikode/ Kannur/ Kasaragod

Sub: Fire incident reported aboard the Singapore flagged vessel WAN HAI 503 on 09.06.2025- cleaning process - reg.

Sir,

Kind attention is invited to the subject matter. In the unfolding of the events subsequent to the fire incident aboard the Singapore – flagged container vessel WAN HAI 503, one of the major concerns is the instances of containers beaching up the shore. The above scenario presents concerns regarding the safety and aesthetic aspects of beaches. Hence, adequate steps may be taken by DDMA to coordinate safe clean-up of beaches.

Yours faithfully

CHAIRPERSON

True copy

EBY VARGHESE
Senior Environmental Engineer

Exhibit R7(z3)

PROCEEDINGS

Sub: Constitution of the committee in connection with the preparation of the State Oil Spill Contingency Plan - Sanctioned – orders issued

KERALA STATE POLLUTION CONTROL BOARD

No.PCB/HO/TAMS/19/2005 Thiruvananthapuram, Dated 18 .11.2016

Read: 1. The Chemical Accidents (Emergency Planning, Preparedness and Response) Rules, 1996

2. Letter No3281/B2/12/Envt. dated 24.06.2016 from the Additional Chief Secretary, Environment Department

ORDER

As per the Chemical Accidents (Emergency Planning, Preparedness and Response) Rules, 1996, crisis groups have to review the status of onsite and offsite emergency plans. A review meeting was held by the Additional Chief secretary, Environment on 16.06.2016 to review the level of preparedness of major accident hazard units to deal with chemical accidents. In the meeting, it was decided that Kerala State Pollution Control Board in association with the Central Coast Guard shall prepare oil spill emergency plan for the State and furnish it to government for approval.

Notice inviting Expression of Interest (EOI) from competent parties was published in the dailies on 18.10.2016 and is being processed with expert opinion. In the above circumstances, a committee is constituted, with the following members in connection with the preparation of the State Oil Spill Contingency Plan.

1. The Officer-in-Charge MRSC
   Kochi Headquarters , Coast Guard
   or his representative - Member
2. Chief Manager, BPCL-Kochi Refinery
   or his representative - Member
3. Member Secretary
   Kerala State Disaster Management Authority - Member
4. Chief Environmental Engineer-1,
   Kerala State Pollution Control Board
   Head Office, Thiruvananthapuram - Member

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Senior Environmental Engineer

5. Chief Environmental Engineer
   Kerala State Pollution Control Board
   Regional Office, Ernakulam - Member
6. Accounts Officer
   Kerala State Pollution Control Board,
   Head Office, Thiruvananthapuram - Member

Environmental Engineer-I, Kerala State Pollution Control Board, Head Office shall be the member convenor of the committee.

The committee shall verify the proposals and recommend further course of action. Expenditure of the Committee shall be met from the head of account 'Contingency' from the current year's budget.

Sd/-
CHAIRMAN

To

1. The Officer-in-Charge MRSC
   Kochi Headquarters
   Coast Guard , District No. 04 (Kerala)
   Fort Kochi Kerala – 682001
   0484-2218969, 2217264
2. The Member Secretary
   Kerala State Disaster Management Authority
   Second Floor, Revenue Complex
   Public Office Building, Opp. Museum
   Thiruvananthapuram, Kerala 695033
   Phone:0471 233 1345
3. The General Manager
   BPCL – Kochi Refinery
   Ambalamugal, Kochi, Kerala 682302
4. The Chief Environmental Engineer-I, Kerala State Pollution Control Board, Head Office , Thiruvananthapuram
5. The Chief Environmental Engineer, Kerala State Pollution Control Board, Regional Office , Ernakulam
6. The Accounts Officer, Kerala State Pollution Control Board, Head Office
7. The Environmental Engineer-I, Kerala State Pollution Control Board, Head Office

Copy to:

1. Additional Chief Secretary, Environment Department
2. Stock file

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FORWARDED / BY ORDER

EBY VARGHESE
Senior Environmental Engg

ENVIRONMENTAL ENGINEER – I

Exhibit R7(z4)

MINUTES OF THE EXPERT COMMITTEE FIRST MEETING (HYBRID) HELD ON 2/6/2025 AT 2:30 PM

The Chairperson, KSPCB chaired the meeting and welcomed all committee members. The meeting commenced at 2:30 P.M in the chamber of Chairperson. The Committee members introduced themselves.

The following members were present.

1. Commandant (JG) Deependra Chauhan, 4217-V, Indian Coast Guard Station Vizhinjam

2. Shri. Jeevanand M., Mechanical Marine Engineer(I/C), Kerala Maritime Board

3. Capt. Sam Abraham, Manager, Marine Pollution Control, Cochin Port Trust

4. Shri Anoop Johny, Manager – HSE, Port Terminal, India Gateway Terminal Pvt Ltd, Kochi

5. Capt. G P Shenoy, Nautical Surveyor-cum DDG (Tech), Mercantile Marine Department, Kochi

6. Er. Kalaamasan P, Environmental Engineer, Directorate of Environment & Climate Change, Thiruvananthapuram

7. Senior Environmental Engineer-1, Head Office, KSPCB

8. Senior Environmental Engineer-2, Head Office, KSPCB

9. The Accounts Officer, Head Office, KSPCB

10. Assistant Engineer-13, Head Office, KSPCB (Convenor)

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KERALA STATE POLLUTION CONTROL BOARD

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Senior Environmental Engineer

Chairperson briefed the background of preparation of Oil Spill Emergency Plan (OSCP) since 2016. The Government had entrusted KSPCB to prepare Oil Spill emergency plan for the state in association with the Indian Coast Guard in par with National OSCP. In the present re-tendering, 2 bids were received - one from M/s. KITCO and other from M/s. Environ Software Private Limited

Captain Sam Abraham from Cochin Port Authority said that the 7th point under the heading Salient Features and Scope of Work in the tender document is not necessary. Chairperson replied that, tender document was prepared in consultation with the Indian Coast Guard

EE, DoECC said that in the tender document of KSPCB it is only mentioned about 590 km of coastal line and the entire coast is prone to oil spill disasters. He opined that the intrusion of tidal effects into inland water bodies must also have to be taken into consideration and the scope of work includes the riverine system extending upto 40 kms towards the inland or till the tidal effect is evident whichever is more.

SEE-2, IIO informed that tender document was prepared in consultation with all stakeholder departments/agencies.

The Committee suggested to invite two bidders for the detailed-presentations before the technical committee.

Commandant (JO), ICG suggested to share tender document to all committee members, so that they can study and make a compliance matrix which will help to clarify doubts during bidders presentation.

Chairperson concluded the meeting at 3:30 pm informing that PCB will share the soft copy of tender document and the proposals received to all committee members. She further stated that the bidders will be invited to be present before the committee on 10.06.2025 for making presentations

CHAIRPERSON

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1 Commandant (JG) Deependra Chauhan, 4212-V, Indian Coast Guard Station Vizhinjam

2. Shri. Jeevanand M., Mechanical Marine Engineer(I/C), Kerala Maritime Board

3. Capt. Sam Abraham, Manager, Marine Pollution Control, Cochin Port Trust

4 Shri. Anoop Johny, Manager – HSE, Port Terminal, India Gateway Terminal Pvt Ltd, Kochi

5. Capt. G P Shenoy, Nautical Surveyor-cum-DDG (Tech), Mercantile Marine Department, Kochi

6. Er. Kalaiarasan P, Environmental Engineer, Directorate of Environment & Climate Change, Thiruvananthapuram

7. Senior Environmental Engineer-1, Head Office, KSPCB

8. Senior Environmental Engineer-2, Head Office, KSPCB

9. The Accounts Officer, Head Office, KSPCB

10. Assistant Engineer-13, Head Office, KSPCB (Convenor)

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Senior Environmental Engineer

Exhibit R7(z5)

MINUTES OF THE EXPERT COMMITTEE SECOND MEETING HELD ON 10.06.2025 AT 2:30 P.M –REGARDING THE EVALUATION OF TECHNICAL BIDS

The meeting commenced at 2:30 P.M in the chamber of Chairperson, KSPCB in the chair. The following members were present;

Committee Members

1. Sri. P. Kalaivanan , Environmental Engineer (EE), DoPCC
2. Capt. G P Shenoy Nautical Surveyor cum-DDG (Tech), Mercantile Marine Department
3. Capt. Sam Abraham, Manager, Marine Pollution Control, Cochin Port Authority
4. Sri.Jeevanand M, Mechanical Marine Engineer, KVD
5. Sri.T Vijayakumar, Retd. IndianCoast Guard ; ICG official
6. Sri. Deependra Chauhan, Commandent, ICG
7. Sri. Anoop Jubny, Manager, DP World
8. Smt. Viji V.Vijoy, ACO, KSPCB
9. Sri.Krishnan M.N, CEE, Head Office
10. Smt.Sumithra.S, CEE, Regional Office, Thiruvananthapuram
11. Smt.Remya.G, SEE-1, Head Office, KSPCB
12. Sri.Eby Varghese, SEE-2,Head Office, KSPCB

Representatives of Bidders

1. Dr. P V. Benjamin, KITCO Ltd, Thiruvananthapuram
2. Dr. K P.S Nair, KITCO Ltd, Thiruvananthapuram
3. Sri. Vinod Kumar. L, Expert, KITCO Ltd, Thiruvananthapuram
4. Ms. Annu Antony, Consultant, KITCO Ltd, Thiruvananthapuram
5. Sri. V. Kesava Das, EIA Coordinator, KITCO Ltd, Thiruvananthapuram
6. Dr. G.S Reddy, Managing Director, Environ Software Pvt. Ltd
7. Sri. G S Pavan, Ocean Engineer, Environ Software Pvt. Ltd

The Chairperson welcomed all committee members. As per the 1st Expert Committee meeting decision the bidders M/s. KITCO and M/s. Environ Software Private Limited

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KERALA STATE POLLUTION CONTROL BOARD

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were invited for presentation. The summary of presentation and discussion points are given below:

TECHNICAL BID OF M/s KITCO Ltd.

KITCO presented the project proposal, covering aspects such as oil spill threats, oil pollution preparedness, and various oil spill contingency plans. They also highlighted the contribution of NOS DCP in preparing documents for oil spill disaster contingency planning. Furthermore, KITCO discussed their current proposal for developing a state level oil spill contingency plan for the State of Kerala, in line with the latest Indian Coast Guard guidelines. The proposal also outlined the scope of work and the proposed methodology, which includes strategy formulation, operational actions, and the development of a comprehensive data directory. M/s KITCO stated that they have prepared an oil spill contingency plan for coastal line of Gujarat extending to 1600km

The queries of EE, DoECC and replies given by KITCO follow:

Extent of the Oil Spill Contingency Plan (OSCP) as mentioned in Task 2 of the project proposal is not clarified. KITCO replied that they intend to cover 590 km of the Kerala Coast. They also expressed concern that the riverine systems have to be mentioned in the study extending 40km inland where tidal effect is evident or whichever is more. The EE, DoECC said that the study must include areas up to a maximum of 40 km inland of tidal effect. He also pointed out that as per Task 2, the project proposal does not include any primary data collection related to coastal, marine, meteorological parameters and other relevant data, nor does it include model validation based on such primary data.

As per Coastal Zone Management Plan (CZMP) 2019, all the tidal influenced water bodies shall be taken into account. The Chairperson enquired who would be responsible for the riverinesystem extending up to 40 km. The EE, DoECC, replied that the responsibility lies with the concerned local bodies. The Chairperson directed KITCO to clearly mention in the plan that the local bodies are responsible for the riverine system extending up to 40 km. The EE, DoECC, also added that in Task 2 of the proposal, it is mentioned that the riverine modelling will be studied based on secondary data.

Clarification was sought on the secondary data especially the parameters and duration, frequency etc., intend to use for the modelling, and the modelling software. KITCO replied that the software used is 'GEEM/MIKE'. The EE, DoECC noted that this information was not mentioned

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on their proposal. KITCO further clarified that the secondary data they intend to use is IMD (India Meteorological Department) data, covering a duration of one year, and the secondary data parameter is surface water characteristics. The EE, DoECC, then enquired about the inclusion of the INCOIS trajectory model in their proposal and asked how their proposed model would differ from the INCOIS model in the event of an oil spill and that the bidder should explain it in writing.

The environmental attributes covered in the Environmental Sensitivity mapping was enquired. Proponent replied that three layers are included in the sensitivity mapping

i)Shoreline characteristics such as sand, beaches, rocky coasts, marshes, etc

ii) Biological resources including coastal and sub-tidal habitats

iii) Human resources/receptorssuch as bathymetric contours, administrative towns and villages, administrative limits, place names, roads, railway lines, and major infrastructure

The EE, DoECC, further enquired about the inclusion of ecologically sensitive areas as classified in the Coastal Regulation Zone Notification, KITCO responded that those areas will also be included. The Chief Environmental Engineer (CEE), Regional Office (RO) Thiruvananthapuram, pointed out that the proposal mentions "Based on the inventory, the environmental sensitivity of the port limit would be completed with the preparation of an Environmental Sensitivity Index (ESI) map." KITCO clarified that the mapping is not confined to the port limits alone, but will also cover the entire stretch of the coast.

Proponent was asked for an explanation regarding the oil spill sensitivity mapping of the Gulf of Kutch as shown in the proposal. However, KITCO was unable to provide a proper explanation. The EE, DoECC, further raised the following queries with respect to Task 1 of the project proposal:

a) Types of marine environmental conditions and coastal zone characteristics are being considered

b) Whether scope is limited only to the port limits

He also noted that these aspects are not clearly addressed in the project proposal submitted by KITCO.

M/s KITCO clarified that the contingency plan will be prepared based on scope of work as per the tender document. EE, DoECC instructed that the plan shall be prepared as per scope of work in the tender document.

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M/s KITCO assured that provisions for training and support will be given. Capacity building will be given during all phases covering all aspects.

As per the proposal it is mentioned that the Incident Management Mechanism would be formulated and will be presented before the port authorities. CEE, RO TVM asked whether this is to be presented before port authorities or State Govt. M/s KITCO clarified that the Incident Management Mechanism would be formulated and presented before the State Govt.

Chairperson opined that all clarifications shall be collected from proponent in written form

CEE RO TVM opined that the Environment Sensitivity Index Mapping is to be done along the entire coast under consideration and not restricted to port limits. M/s KITCO agreed on the matter and assured to make necessary corrections in the proposal.

The committee members instructed that any corrections as suggested by the Indian Coastguard shall be made in the proposal and the proponent is bound to ensure the same. Technical assistance shall be extended up to the final approval of contingency plan by Indian Coast Guard.

The committee members enquired about the duration required for the preparation of contingency plan. The proponent agreed to complete the same by 8 months from the date of award of work and release of first installment. The committee members also informed that financial commitments will be done according to Store purchase rules

Mechanical Marine Engineer, Kerala Maritime Board asked to ensure that all pages of bid received shall be signed and submitted by proponent. He also enquired about the exemption of Earnest Money Deposit and Tender fee for M/s KITCO, the same was clarified.

The committee members also verified the validity of MSME certificate of the bidder.

TECHNICAL BID OF M/s. ENVIRON SOFTWARE PVT. LTD

Dr. G.S. Reddy, Managing Director of Environ Software Pvt. Ltd., conveyed that their firm had submitted a proposal in response to the tender issued by the Kerala State Pollution Control Board on 30th September 2024 for the preparation of an Oil Spill Contingency Plan (OSCP) for the Kerala coast. He stated that the company had experience in conducting similar studies and was confident in executing the proposed work as per the defined scope

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KERALA STATE POLLUTION CONTROL BOARD

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Senior Environmental Engineer

He explained that the OSCP would be prepared in accordance with the guidelines of the National Oil Spill Disaster Contingency Plan (NOS-DCP) of 2015, 2018, and 2024. The objectives of the study, as presented, included controlling and mitigating oil spills, protecting marine and coastal environments, conducting hydrodynamic and oil spill modelling, and preparing Environmental Sensitivity Index (ESI) mapping and Net Environmental Benefit Analysis (NEBA).

Dr. Reddy further mentioned that the study would cover the entire 590 km of Kerala's coastline, including riverine systems affected by tidal influence. The deliverables would be completed in a period of eight months, and would consist of inception, draft, and final reports, incorporating stakeholder feedback.

The methodology was outlined to include literature review, data collection, model calibration and validation, oil spill simulation under various scenarios, and development of detailed response strategies. He affirmed that the plan would align with international standards and best practices as recommended by bodies like IMO and IPIECA.

EE, DOECC enquired about bathymetric depth and its interval as task 2 of the proposal. The proponent replied that bathymetric data will be collected at 500m intervals along the seacoast upto the depth of 100m offshore. He further added that in the shelf side the same will be carried out at 25 m grid interval and 2m depth.

EE, DOECC asked the duration and season to carry out bathymetry and analysis also the equipments proposed to accomplish the survey. The proponent replied that they are proposing bathymetric study only as per requirement and wherever the data available the same will be used for the contingency plan. EE, DOECC asked for further clarification to the matter and proponent said that they are having data for 500m stretch and bathymetric study is to be done for balance 530 km.

The secondary data source and the list of parameters enquired by EE, DOECC and the proponent replied that the available authenticated data will be used for modelling and duration of data collection proposed is minimum period of 5 years and may be extended based on the availability.

Regarding frequency of offshore deployment, monitoring and the instruments used for collecting the data was enquired by EE, DOECC. The proponent said that they are using current

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Senior Environmental Engineer

PSO VERIFIED - 28

meter and monitoring duration is 15 days. The proponent also stated that tidal characteristics can also be simulated in the model for offshore deployment

The Committee members suggested that the scope of the study as reported in the bid document for 24 kms towards seaward side is to be corrected to 12 nautical miles.

The committee noted that as per the tender document incepto-on report should be submitted within 15 days of payment.

CEE RO TVM opined that necessary corrections shall be made in the proposal up to the final approval of contingency plan by Indian Coast Guard. The proponent agreed to the same.

Sri.P Vijayakumar enquired about chemical pollution mentioned in the proposal. Proponent clarified that they have dispersion model and the same will be used to assess the hazardous chemical dispersion.

Sri.P Vijayakumar suggested KSPCB that the agreement shall be signed however the points after incorporating all points discussed in the meeting.

Sri. P Vijayakumar also suggested that the Oil Spill Contingency Plan shall be prepared as per NOS-DCP in force and also the agreement will be in effect till the Oil Spill Contingency Plan shall be approved by Indian Coast Guard.

The meeting concluded at 4:30pm. The committee approved both the technical bids and decided to open the financial bids

CHAIRPERSON

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Senior Environmental Engineer

1. Sri. P. Kalidasan, Environmental Engineer (Elt), DoECC

2. Capt. C P Sreejoy, Nautical Surveyor-cum-DDG (Tech), Mercantile Marine Department

3. Capt. Sam Abraham, Manager., Marine Pollution Control, Cochin Port Authority

4. Sri.Jeevanand M, Mechanical Marine Engineer, KMB

5. Sri.P Vijayakumar, Retd. IndianCoast Guard (ICG)officio.

6. Sri. Deepanshu Chauhan, Commandant, ICG

7. Sri. Anoop Johny, Manager, DP World

8. Smt. Viji V.Vijay, ACO, KSPCB

9. Sri.Krishnan U.N, CEE, Head Office

10. Smt.Sumitra.S, CEE, Regional Office, Thiruvananthapuram

11. Smt.Ramya.G, SEE-1, Head Office, KSPCB

12. Sri.Eby Varghese, SEE-2,Head Office, KSPCB

EBY VARGHESE
Senior Environmental Engineer

M. Control: 0471-2312940, 2318193, 2318154, 2313155 Chairman: 2315150 Member Secretary: 2318151
e-mail: pb.kspcb@gov.in, ms.kspcb@gov.in FAX: 2318192 web: kspcb.kerala.gov.in
STATE POLLUTION CONTROL BOARD
പരിസ്ഥിതി ഭവൻ, പട്ടം പി.ഒ., തിരുവനന്തപുരം - 695 004
Pattom P.O., Thiruvananthapuram – 695 004
പട്ടം പി.ഒ., തിരുവനന്തപുരം - 695 004

KSPCB/127/2022-EE-S Date 27.06.2025

From
Chairperson

To
Dr. G S Reddy
Managing Director,
Environ Software (P) Ltd,
604, Environ Towers/4th Floor,
Hosur Main Road,
KonappanaAgrahara,
Electronic city,
Banglore

Sub: Work Order - Environ Software Pvt. Ltd for the preparation of Oil Spill Contingency Plan for shoreline clean up for the state of Kerala

Ref: 1. Tender id: 2024_KSPCB_687146_1
2. Bidder Id. 1988094

Sir,

Your offer for the preparation of Oil Spill Contingency Plan (OSCP) for shoreline clean up for the state of Kerala is accepted subject to the conditions mentioned herein. Please effect the OSCP according to the instructions in the note below and the conditions mentioned in the list of acceptance.

1. An agreement has to be executed by you on a non-judicial Kerala stamp paper of value minimum Rs.500/- (stamp duty to be paid by the successful bidder) within 15 days from the date of acceptance of the bid. Security Deposit will be @ 2.5% of the gross amount of each running bill so that the amount so retained shall be 2.5% of the value of the work done till then. The security deposit should be paid on or before the due date fixed by the KSPCB in the form of DD drawn in favour of Kerala State Pollution Control Board payable at Thiruvananthapuram.

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Senior Environmental Engineer

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Senior Environmental Engineer

2. The amount collected at the time of executing contract agreement will be 5% of the contract value and the deposit will be retained till the expiry of Defect Liability Period, that is one to two years after completion of work. At least fifty percent (50%) of this deposit shall be collected in the form of Treasury Fixed Deposit and the rest in the form of Bank Guarantee or any other forms prescribed in the revised Kerala PWD Manual.

3. You shall ensure that the work is completed within a period of 8 months from the date of release of first instalment and the technical assistance shall be provided for the approval of the Indian Coast Guard (ICG) and shall pay an amount equal to 1 percent of the total cost of the work as compensation for every month delay after the due period, provided that the entire amount of compensation to be paid under the provisions of this clause shall not exceed 10 percent of the total cost of the work.

4 In case dispute arises while work is in progress or after the completion, matter shall be referred to the Chairperson, Kerala State Pollution Control Board for decision. The decision of Chairperson, KSPCB will be final.

5. The OSCP shall include mapping of Environmental Sensitive Index of oil spills at the seacoast of Kerala, preparation of response focused oil spill contingency plans and associated documentation including:

1. Crisis Management Plans
2. Marine Emergency Response Plans
3. State Oil Spill Contingency Plans
4. Oil Spill Contingency Planning Guidelines (Indian Coast Guard, industries)
5. Oil Spill Contingency Plans (site-specific, regional and corporate)
6. Wildlife Response Plans
7. Ship Board Pollution Emergency Plans
8. Tactical Oil Spill Booming/ Site Response Plans

6. Following are the aspects that should be highlighted in the Oil Spill Contingency Plan

1. Incident Reporting - who to report, whom to report
2. Measures to make the locals aware of the incident
3. Mitigation measures to be followed
4. Policy and responsibility of various departments/ agencies and their contact details

SBY VARGHESE
Senior Environmental Engineer

5. Oil spill risks and protection priorities

6. Shoreline oil spill response elements

7. Shoreline response operations

8. Administrative action for shoreline clean-up

9. Machines/ Equipments to be kept available in each department

10. Availability of control equipments in ports, harbours, etc and their contact details

11. Custodian of machines/ equipments and his/her contact details

12. Deployment of machines/ equipments in cleaning operations

13 Compatability of equipments

14. Data base of Authorities to be contacted in case of oil spill

15. Data base of available machinery/ equipments for cleaning

16. Important telephone directory & Institutional arrangements

17. Arrangement of periodic mock drills

18 Necessity to contact Indian Coast Guard (ICG) for advice/ assistance

19 Keeping ICG appraised of actions being taken

20. Safety measures to be followed

21 Meeting of Task Force

22. Cleaning on beaches

23 Manual cleaning of waste

24 Transportation of waste

25. Disposal of waste

26 Collection and accumulated oil in breaches, temporary storage and final disposal of the same

27 Inspection at the site

28. Rock boulders cleaning

29. Medical camps

30. Filing case against the accused

31. Formation of volunteer groups

32. To identify the areas along the coast for oil spill that may occur due to the operation of fishing boats, boats, ships

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Senior Environmental Engineer

33.To identify all areas along the coast which are environmentally vulnerable, due to bunkering of fuel by numerous numbers of boats, beaches, fishing huven, water intakes, etc.

34.To seek help and assistance from the Nodal agencies like Coast Guard, Navy who will be of assistance if needed, to control the spread of oil spill

35.To assess the availability of boats / aerial surveillance, etc., if needed to monitor and control the oil spread.

36.Detailed plan with chain of command, duties and responsibilities, contact details, list of all available resources, useful outside agencies and their field of expertise and how to get their help ifneeded, etc.

37 Arrangement with private agencies who deal with oil spill cleaning jobs.

38.Decide on the responsible officers in charge to collect information regarding spill, command centre, response team, implementing control measures, availability of resources. Their contact details shall be available

39.Procure and stock a reasonable amount of shoreline clean up equipment at nearby locations of all vulnerable areas in line with direction with Indian coast guard.

40.Decide on the other agencies that will be of assistance if needed, to control the spread of spill and reduce the damages.

41.Indian Coast Guard is the Nodal agency for oil spill response and management in Indian Waters. Point of contact shall be specified. The details of responsible officers shall be included

42.Bunkering Operation

43.Model Study to analyze the likely impact & develop a mitigation plan

44.KCZMA has prepared the Coastal Zone Management plan with regard to ecologically fragile areas, details of tourist spots, harbour, fishing landing centres, etc. and it can be used from the plan for preparing the contingency plan

45.The entire area, where the CRZ notification is made applicable shall be included in the plan as CRZ areas are basically the areas having tidal influence.

46.Shoreline Oil Spill response and operations

47. Inland water body Oil Spill response and operation methodology

48.Administration & funding for coastal and inland ecological profiling including cost for clean up

EBY VARGHESE
Senior Environmental Engineer

49 Oil Spill Response Management Team

50.The oil spill contingency plan shall be prepared with due regard to the relevant international best practices, international conventions, and domestic legislations and National Oil Spill Contingency Plan.

51.The nature of the possible threat including the worst case scenario, and the resources consequently at risk shall be realistically assessed bearing in mind the probable movement of any oil spill.

52.The priorities for protection shall be fixed taking into account the viability of the various protection and clean-up options.

53.The strategy for protecting and cleaning the various areas shall be clearly explained.

54.The necessary organizations shall be outlined, the responsibilities of all those involved shall be clearly stated and all those who have a task to perform shall be aware of what is expected of them

55.The levels of equipment, materials and manpower sufficient to deal with the anticipated size of spill shall be clearly explained. If not, back-up resources shall be identified and, wherever necessary, mechanisms for obtaining their services and entry to the country shall be established.

56. Temporary storage sites and final disposal routes for collected oil and debris shall be identified.

57.The alerting and initial evaluation procedures shall be fully explained as well as arrangement for continual review of the clean-up operation shall be explained.

58.The arrangements for ensuring effective communication between shore, sea and air shall be described.

CONDITIONS

1. ERA5 provides horizontal resolution of 39km. Keep the grid size of 4 km x 4 km or better to ensure the higher accuracy

2. To do the model calibration minimum 30 days data of spring and neap tides should be used instead of 15 days.

EBY VARGHESE
Senior Environmental Engineer

3. A minimum number of 10 sampling locations in the offshore and atleast each one sample from the tidal influenced water bodies shall be collected and analysed.
4. The geodetic datum WGS 84 shall be converted into UTM with orthometric height (With respect to MSL) by applying correction as per the Survey of India Benchmarks.
5. Survey transects shall be planned at 500 m intervals in 12 nautical miles
6. It is directed to complete the OSCP with the following additional conditions:
   - *The methodology stipulated in the project proposal shall strictly be performed:*
   - *All the conditions specified in the tender document and the Terms of Reference (ToR) issued by the KSPCB shall be complied*
   - *Both the primary and secondary data used for the preparation of the Oil Spill Contingency Plan (OSCP) shall be shared with KSPCB*
   - *The model inputs, outputs and expected outcomes, for the models/softwares proposed shall be discussed separately in the report.*
   - *Field photographs including details such as latitude, longitude, date and time shall be included in the report*
   - *No secondary data shall be provided by the KSPCB*
   - *The total financial commitment of the work study should be limited to the quoted amount of financial bid*

Yours faithfully,

CHAIRPERSON

KERALA STATE POLLUTION CONTROL BOARD

EBY VARGHESE
Senior Environmental Engineer

Presented on : 18-06-2025

Vs

ners : Respondents

FILED ON BEHALF OF RESP

(AS DIRECTED BY THIS HONOURABLE COURT AS PER THE ORDER DATED 05.06.2025 & 12.06.2025)

Sd/-

1070
Presented on : 10-06-2025

BEFORE THE HONOURABLE HIGH COURT OF KERALA AT ERNAKULAM

_____ Of Year 2025

In

WP(PIL) No 50/2025

MR. T.N. PRATHAPAN . Petitioner

V/S

UNION OF INDIA and others : Respondent

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9	Exhibit R3(H) : A true copy of the Statutory Notice F.No. MMD KO-13028/1/2020-CASUALTY issued against the Master, Owner, Operator, P and I Insurer and Agents of WAN HAI 503 under Section 356-J of the MS Act, 1956 dated 09.06.2025 by the MMD, Kochi	60-61
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11	Exhibit R3(J) : A true copy of the Statutory Notice issued under Section 356-K and 356-L of the MS Act, 1956 dated 12.06.2025 by the MMD, Kochi authurising the deployment of SCI Purna	64-66
12	Exhibit R3(K) : A consolidated copy of all the situation reports ('SITREP'), including SITREP 01 dated 24.05.2025 to SITREP 24 dated 16.06.2025 in respect of 'MSC-ELSA 3	67-170

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THE HIGH COURT OF KERALA
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IN THE HON'BLE HIGH COURT OF KERALA

AT ERNAKULAM

WP(PIL) NO. 50 OF 2025(S)

T.N. PRATHAPAN : Petitioner

Vs.

UNION OF INDIA & OTHERS : Respondents

AFFIDAVIT FILED ON BEHALF OF RESPONDENTS NO. 1 AND 3
(AS DIRECTED BY THIS HONOURABLE COURT AS PER THE ORDER DATED 05.06.2025 & 12.06.2025)

I, Shitesh Ranjan S/o. Shri S. P. Quasiar, aged 38 years, residing at Flat 303, Fern Icon, Apartment, Panchavati colony road,Vyttila, PIN - 682019, and working as Ship Surveyor-cum-DDG(Tech) in the office of the Mercantile Marine Department at Kochi PIN - 682009, do hereby solemnly affirm and state as follows:-

1. I am working as Ship Surveyor-cum-DDG(Tech) in the office of the Mercantile Marine Department, Kochi; and I am conversant with the facts of the case as borne out from official records. I am competent and duly authorised to swear and sign this Affidavit, for and on behalf of the Respondents No. 1 & 3.

2. I am filing Affidavit in compliance of the interim order dated 12.06.2025 passed by this Hon'ble Court, to place on record the response of the Central

Shitesh Ranjan

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Government (Respondents No. 1 & 3) on the action taken / to be taken in respect of the various statutory provisions referred to in the said order.

3. In respect of the marine incident involving **'MSC-ELSA 3' (IMO No. 9123221)**, I humbly submit the following:

3.1. That the subject vessel, MSC ELSA 3 (IMO No. 9123221), was a Liberian-flagged container ship built in the year 1997 (28 years) and registered at the Port of Monrovia, Liberia. The vessel was beneficially owned and commercially operated by Mediterranean Shipping Company (*hereinafter referred to as* 'MSC' *and/or* 'the owners') SA, headquartered at Chemin Rieu 12-14, 1208 Geneva, Switzerland. The technical and International Safety Management ('ISM') of the vessel is entrusted to MSC Shipmanagement Ltd., based in Limassol, Cyprus. The MSC ELSA 3 was a container ship with an overall length ('LOA') of 183.91 meters (approximately 600 feet), a beam of 25.3 meters (approximately 82 feet), a reported draught of 9.9 meters, and gross and deadweight tonnes of 16,799 GT and 22,994 DWT, respectively. The vessel had a carrying capacity of 1,730 twenty-foot equivalent units ('TEUs'). The vessel was covered by a Protection and Indemnity Club (*hereinafter referred to as* 'P&I Club'), being the NorthStandard P&I Club, which is a member of the International Group of P&I Clubs ('IG P&I').

3.2. That on 23.05.2025, the MSC ELSA 3 departed from Vizhinjam Seaport, India at approximately 2003 Indian Standard Time, bound for Kochi Port. At the time, the vessel was laden with a total of six hundred and forty-three (643) containers, with two hundred and ninety-six (296) containers onboard and three hundred and forty-seven (347) containers in the cargo hold. The vessel was also carrying thirteen (13) containers bearing

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hazardous materials, classified under Class 4.3 and Class 9 of the International Maritime Dangerous Goods (*hereinafter referred to as* 'IMDG Code'), out of which twelve (12) containers contained a cargo of calcium carbide. Further, out of the six hundred and forty-three (643) containers about seventy (70) containers carrying plastic products also known as 'nurdles' were being carried by the vessel. Additionally, the vessel carried approximately more than four hundred and fifty (450) metric tonnes of marine fuel oil, including approximately three hundred and sixty-seven (367) tonnes of Very Low Sulfur Fuel Oil ('VLSFO') and sixty-four (64) tonnes of Diesel Oil at the time of the incident. The cargo manifest pertaining to the said voyage is produced herewith and marked as **Exhibit R3(A)**.

3.3. That on 24.05.2025, at around 1300 hours IST, while transiting approximately thirty-eight (38) nautical miles southwest of Kochi and approximately twenty-one point five (21.5) nautical miles off the nearest coast of Kerala, the vessel developed a starboard list which kept increasing. Within the next two hours, at approximately 1515 hours IST, the list had increased to 30 degrees and the vessel was steadily maintaining this list angle. Considering the adverse listed situation of the vessel, out of the 24 crew members on board (Russian – 01, Ukrainian – 02, Georgian – 01, Filipinos – 20), 21 had safely evacuated to a life raft, while 03, the Master, Chief Engineer and 2nd Engineer, remained onboard. A copy of the crew list for MSC ELSA is produced herewith and marked as **Exhibit R3(B).**

3.4. It is respectfully submitted that the Indian Coast Guard (4th respondent), being the designated authority to respond to search and rescue under Section 14 of the Coast Guard Act, 1978, promptly responded to the incident by deploying a Dornier aircraft (Do-228 sorties), which

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conducted aerial surveillance and successfully air-dropped a life raft to aid in crew evacuation. Additionally, surface units were mobilised to provide Search and Rescue ('SAR') and vessel support. The Indian Navy also initiated assistance by sending naval vessels to assist the SAR. As a part of the rescue efforts, 21 crew members were rescued.

3.5. That an online meeting was held on 24.05.2025 at 2000 hours IST regarding the MSC Elsa 3 capsizing incident, organised by the Directorate General of Shipping (hereinafter referred to as 'Respondent No. 3'), with key stakeholders which included the Marine Mercantile Department (*hereinafter referred to as* 'MMD') Kochi, Indian Coast Guard (*hereinafter referred to as* 'ICG'), Information Fusion Center - Indian Ocean Region of the Indian Navy (*hereinafter referred to as* 'IFC-IOR'), port authorities, National Disaster Management Authority (*hereinafter referred to as* 'NDMA'), owners, and other stakeholders. Directions were given by Respondent No.3-Director General of Shipping, to the owners to mobilise salvors immediately, appoint an expert agency to monitor and assess the environmental impact, and take mitigation measures to address any marine ecological damage arising therefrom.

3.6. The owners subsequently appointed T&T SALVAGE ASIA, PTE. LTD, No. 29 Tuas Avenue 4, Singapore 639379 (*hereinafter referred to as* 'T&T Salvage' *and/or* 'salvors') for the salvage operations in this case. The salvors were directed to urgently prepare a comprehensive response plan in consultation with the vessel owners.

3.7. It is respectfully submitted that during the online coordination meeting held on 24.05.2025, the owners informed that the vessel's list had reduced from approximately 30 degrees to 22 degrees as about 40 containers were jettisoned and/or fallen overboard and were of the view

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that the vessel's situation had improved due to which the 03 seafarers i.e. the Master, Chief Engineer, and Second Engineer had stayed back on the vessel. Owners/Managers of MSC ELSA 3 were however, instructed by Respondent No.3-Director General of Shipping to ensure evacuation of the crew at the earliest opportunity, preferably during daylight hours, in view of the deteriorating weather conditions and the precarious condition of the listed vessel. During the meeting, the owners and managers of the vessel were also requested to furnish critical information relating to containers that had gone overboard, the structural condition of the vessel, and detailed cargo particulars, to enable informed assessment and facilitate coordinated response measures.

3.8. It was further reiterated by Respondent No. 3, that urgent and prioritized attention must be accorded to the immediate extraction of oil in event of possible capsizing of the vessel, particularly the heavy fuel oil contained within the vessel's tanks, in order to prevent the escalation of environmental damage and the potential for a major marine pollution incident within India's maritime zones.

3.9. It is respectfully submitted that a statutory Notice dated 24.05.2025 was issued by MMD Kochi under Section 356-J, directing immediate pollution prevention measures when the vessel was reported adrift and severely listing off the Kochi coast. A true copy of the said notice issued by MMD Kochi is produced herewith and marked as **Exhibit R3(C)**.

3.10. That thereafter on 25.05.2025, at approximately 0750 hours IST, the MSC ELSA 3 capsized and sank thirteen (13) nautical miles off the coast of Kerala, India, at the approximate position of Latitude 09°18'50.022" N and Longitude 76°07'58.967" E. The remaining three (03) crew members were subsequently rescued and were taken to Kochi.

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3.11. It is respectfully submitted that the statutory inquiry and investigation into the incident, as contemplated under the Merchant Shipping Act, 1958, is presently being undertaken by MMD Kochi, with a view to ascertaining the causal factors leading to the incident. The MMD is an office duly established under Section 8 of the said Act, and is headed by the designated Principal Officer. In accordance with Section 8(3) of the Act, the MMD, in the discharge of their duties, is empowered to exercise such functions and authority as may be assigned by Respondent No. 3.

3.12. That consequent to the sinking of the vessel, some of the containers stowed on the deck were afloat and dispersed into the surroundings, while the containers stowed below deck submerged along with the vessel. It is respectfully submitted that the P&I insurers appointed an expert agency, being the International Tanker Owners Pollution Federation (*hereinafter referred to as* "ITOPF") and the vessel's P&I Club. ITOPF, a globally recognised, not-for-profit technical advisory organisation maintained by shipowners and P&I Clubs, was formally appointed by the salvors in the MSC ELSA 3 incident as the independent expert agency responsible for damage assessment, pollution mitigation strategy, and claims facilitation.

3.13. It is humbly submitted that, with the wreck located in close proximity to the Indian coastline at a depth of fifty-one (51) metres, there is a heightened risk of an oil spill due to the bunkers in the sunken vessel. Further, the presence of dangerous goods, including those capable of reacting with water to emit flammable gases (IMDG Class 4.3), in addition to other environmentally sensitive cargo such as plastic nurdles, poses a severe risk to the marine ecosystem and coastal environment. The incident occurred in the Exclusive Economic Zone (*hereinafter*

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referred to as 'EEZ') of India as defined under Section 7 of the Territorial Waters, Continental Shelf, Exclusive Economic Zone and Other Maritime Zones Act, 1976 and under Article 57 of the United Nations Convention on the Law of the Sea, 1982 (*hereinafter referred to as* 'UNCLOS').

3.14. It is respectfully submitted that India, being the affected coastal State, assumed the role of first responder in accordance with its obligations under international law and relevant national legislation. Indian maritime authorities immediately initiated response operations aimed at mitigating navigational hazards, containing potential marine pollution, and assessing environmental damage arising from the casualty. The Respondent No. 3 has been conducting daily meetings with the stakeholders for precautionary measures to be undertaken at various locations around the Kerala and Tamil Nadu coast to contain any possible containers and/or the cargo therein.

3.15. That ICG, as part of its aerial surveillance, identified and reported the presence of an oil sheen extending approximately 1 nautical mile around the vicinity of the sunken vessel. The oil sheen was considerably light and identified as possibly diesel oil or mechanical oil. Regardless, the salvors were categorically instructed by the Respondent No. 3 to immediately undertake the plugging of the vessel's tanks and air pipes to contain and prevent further leakage of oil and bunker fuel. Emphasis was placed on expediting this operation as a matter of utmost urgency, in view of the ongoing environmental risk posed by the wreck.

3.16. It is further submitted that the situation at the wreck site remains precarious. While intermittent oil sheens were initially observed in the vicinity of the incident location, these appear to have gradually

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dissipated following the completion of capping operations undertaken by the salvors on 15.06.2025, which has also been confirmed by the ICG aerial survey.

3.17. Further, it is submitted that the adrift containers pose not only a navigational hazard but also a grave environmental threat, particularly in light of the hazardous nature of the cargo onboard. As per the cargo manifest, the vessel carried 13 containers of Class 4.3 dangerous goods under the IMDG Code, specifically calcium carbide, which is classified as hazardous and environmentally sensitive materials.

3.18. The IMDG Code is a part of Part A of Chapter VII of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended. The IMDG Code, incorporated through Chapter VII, promotes the safe handling, packaging, labelling, documentation, and transportation of hazardous materials at sea, in alignment with internationally accepted practices among the treaty's member states. Class 4.3 is defined in the IMDG Code in Chapter 2.4 - Class 4 - Flammable solids, as;

> "*2.4.4 Class 4.3 - Substances which, in contact with water, emit flammable gases*
>
> *2.4.4.1 Definitions and properties*
>
> *2.4.4.1.1 For the purpose of this Code, **the substances in this class are either liquids or solids which, by interaction with water, are liable to become spontaneously flammable or to give off flammable gases in dangerous quantities.***
>
> *2.4.4.1.2 **Certain substances, in contact with water, may emit flammable gases that can form explosive mixtures with air.** Such mixtures are easily ignited by all ordinary sources of*

*ignition, for example naked lights, sparking handtools or unprotected light bulbs. **The resulting blast wave and flames may endanger people and the environment.** ...."*

3.19. Further, the cargo manifest indicated that approximately 70 containers onboard the vessel contained plastic materials, including plastic products, packaging materials, and plastic pellets (commonly known as nurdles). A portion of these nurdles have since been reported to have washed ashore along the coastlines of Kerala and Tamil Nadu, necessitating immediate manual clean-up operations by local authorities and volunteers. It is submitted that such materials, when exposed to prolonged immersion in seawater, have the potential to fragment into microplastics, which may be ingested or absorbed by marine flora and fauna, thereby raising significant concerns regarding the long-term environmental impact on marine ecosystems and fisheries-dependent livelihoods.

3.20. It is respectfully submitted that the Kerala State Disaster Management Authority ('KSDMA'), in conjunction with local administration, deployed personnel, including members of the Civil Defence and local volunteers, to undertake shoreline remediation efforts, particularly in areas impacted by container and cargo wash-up. Approximately more than 100 personnel were deployed by the salvors, and an approximate additional 600 personnel were mobilised by the local government authorities on a daily basis.

3.21. It is humbly submitted before this Hon'ble Court that the Respondent No. 3, acting in its regulatory capacity as the Competent Authority under the Merchant Shipping Act, 1958 (*hereinafter referred to as the* 'MS Act'), has been continuously steering coordinated response

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operations involving central, state, and local authorities. Respondent No. 3 functions as the central regulatory authority for merchant shipping in India and operates under the Ministry of Ports, Shipping and Waterways, Government of India.

3.22. It is further humbly submitted that a series of daily coordination meetings since 24.05.2025, chaired by Respondent No. 3 with participation from ICG, IFC-IOR, MSC, T&T Salvage, P&I Club, ITOPF, NDMA, Kerala and Tamil Nadu port authorities, and state agencies. That the uncontrolled release of the cargo and oil from the sunken vessel may result in serious ecological consequences, including but not limited to irreversible damage to marine biodiversity, disruption of coastal ecosystems, and adverse impacts on the livelihoods of coastal fishing communities.

3.23. It is respectfully submitted that the ICG is conducting aerial reconnaissance missions on a daily basis for surveillance of oil sheens and floating containers emanating from the wreck site, enabling the identification of priority areas for remedial action. As part of the mitigation measures, Oil Spill Dispersant ('OSD') were applied by ICG vessels in affected areas to aid dispersion and limit environmental impact.

3.24. Furthermore, on 28.05.2025, a physical meeting was convened in Kochi under the chairmanship of the Director General of Shipping, with the presence of state authorities, focused on streamlining the response to the MSC ELSA 3 incident. The Respondent No. 3 called upon the owners, operators, and appointed salvors of the vessel to submit a comprehensive and time-bound salvage and pollution response plan. The directive required the plan to address three critical components: (i) oil recovery from the sunken vessel, including removal of bunker fuel,

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assessment of water contamination, and mitigation of environmental risks, particularly in relation to nearby river mouths; (ii) recovery of containers adrift at sea, ashore, and submerged with the vessel; and (iii) complete removal of the wreck, all sunken containers, and associated residues. The stakeholders were further instructed to provide detailed operational timelines, resource deployment strategies, environmental safeguards, and inter-agency coordination measures within 48 hours to facilitate oversight, ensure effective execution, and prevent further harm to the marine environment.

3.25. Key directives were given to the owners and salvors focused on the mobilisation of resources for the salvage of containers that are ashore as well as adrift, and the plan for pollution mitigation, with a requirement for periodical updates from the shipowners.

3.26. It is humbly submitted, in this regard, a notice, dated 30.05.2025, has been issued by the Respondent No.3-Directorate General of Shipping, under the Ministry of Ports, Shipping and Waterways, Government of India to the Master, Owner, Agent, Charterer, Managers, and Operators of *MSC ELSA 3* under Section 356-J of the Merchant Shipping Act, 1958 *(Power to give notice to owner, etc., of polluting ship)*, and Article 9 of the Nairobi International Convention on the Removal of Wrecks, 2007 *(Measures to facilitate the removal of wrecks)*. The notice directs the concerned parties to undertake appropriate measures to address and mitigate the environmental and navigational risks arising from the vessel's sinking/capsizing. A true copy of the notice under Section 356-J of the Merchant Shipping Act, 1958 issued by Respondent No. 3 is produced herewith and marked as **Exhibit R3(D)**.

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3.27. It is respectfully submitted that shoreline clean-up operations are currently ongoing, and an agency, namely Marine Emergency Response Services ('MERC'), was appointed to undertake the said activity. As per the records provided by the salvors, a total of 60 containers were salvaged and delivered to the port as of 16.06.2025, subsequent to the sinking of the vessel. These containers were observed to be dispersed along various locations along the Kerala coastline. Notably, none of the containers that washed ashore were identified as containing IMDG-classified cargo. A report detailing the status and measures undertaken, submitted by MERC and dated 16.06.2025, is produced herewith and marked as **Exhibit R3(E)**.

3.28. It is respectfully submitted that Respondent No. 3, as the central maritime authority, has taken proactive and coordinated steps to facilitate the submission and processing of claims arising out of the sinking of MSC ELSA 3. In pursuance of inter-agency coordination meetings convened with the respective State Governments and the Protection and Indemnity (P&I) Insurer, the Directorate advised the Government of Kerala (*vide* meeting held on 03.06.2025 at Thiruvananthapuram) and the Government of Tamil Nadu (*vide* meeting held on 04.06.2025 at Nagercoil) that all departmental and agency-level claims may be routed through Respondent No. 3 to the dedicated Claims Desk established by the P&I Insurer, NorthStandard P&I, in Kochi on 28.05.2025. The said insurer had confirmed in these meetings that interim disbursements would be considered based on receipt of duly substantiated claims. It was accordingly agreed that the Respondent No. 3 would serve as the central channel for scrutiny, collation, and submission of such claims to facilitate coordinated and accelerated processing by P&I insurer.

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3.29. Furthermore, it is respectfully submitted that two separate communications were issued on 13.06.2025 by the Respondent No. 3 to the Governments of Kerala (in reference to the coordination meeting dated 03.06.2025 at Thiruvananthapuram) and Tamil Nadu (in reference to the coordination meeting dated 04.06.2025 at Nagercoil), to expedite the submission of claims through the Respondent No. 3. The Directorate has accordingly urged immediate attention to this matter to ensure timely relief and coordinated scrutiny of claims. As of the date of filing this affidavit, formal statements of claim from the State Governments of Kerala and Tamil Nadu and/or its subordinate agencies are awaited. True copy of Letter No. 25-35011/1/2025-NT – DGS (Comp. No.: 34637) dated 13.06.2025 in respect of the State of Kerala, is produced herewith and marked as **Exhibit R3(F)** and a true copy of the Letter No. 25-35011/1/2025-NT – DGS (Comp. No.: 34637) dated 13.06.2025 in respect of State of Tamil Nadu is produced herewith and marked as **Exhibit R3(G)**.

3.30. It is respectfully submitted that the Directorate has remained actively engaged in the ongoing salvage and environmental protection efforts following the sinking of *MSC ELSA 3*. As part of its facilitative role, the Directorate has coordinated with Embassies and High Commissions for the expeditious grant of visas to foreign nationals involved in the salvage operations, approved the emergency deployment of vessels such as tugs from Cochin Port and Vizhinjam Port as an interim arrangement until the salvors' own tugs were mobilised, in order to prevent delays and mitigate the risk of environmental or navigational hazards. Furthermore, the Emergency Towing Vessel *(hereinafter referred to as* 'ETV') 'MV Water Lily', as directed by Respondent No. 3, was deployed from Mumbai to the location of the sunken vessel

following the incident and continues to be on site to provide support to the salvage operations. Respondent No. 3 has also liaised with Customs authorities through the MMD Kochi, and engaged with other Central and State Government authorities to ensure seamless regulatory support for the ongoing salvage efforts. It is submitted that Regular coordination meetings steered by Respondent No.3 has ensured continuous monitoring of the salvage operations.

4. In respect of the marine incident involving **'WAN HAI 503' (IMO No.9294862)**, I submit the following:

4.1. It is respectfully submitted that on 09.06.2025, at approximately 0950 hours IST, an incident involving a Singapore-flagged container vessel, Wan Hai 503 (IMO No. 9294862), was reported. The vessel measures approximately 268.80 meters in length overall, with a beam of 32.2 meters and an average draught of 12.54 meters. The gross tonnage of the vessel is 42,532 GT, and the deadweight tonnage (DWT) is approximately 51,300 tonnes. The vessel was reported to be carrying a combination of general and dangerous goods. The vessel's Protection and Indemnity (P&I) cover is provided by Britannia P&I Club.

4.2. That on 09.06.2025, while transiting through the Indian Exclusive Economic Zone (EEZ) enroute to the Port of Nhava Sheva, Mumbai, the vessel experienced an explosion at approximately 0950 hours IST. At the time of the incident, the vessel was located approximately 44 nautical miles southwest of Azhikkal, Kerala, at position Lat. 11°37.6'N, Long. 074°37.4'E.

4.3. The explosion, suspected to have originated from hazardous cargo, caused the fire to spread rapidly through the under-deck cargo holds and

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deck-level containers. The vessel was laden with approximately 143 IMDG-classified containers containing hazardous materials including flammable liquids (Class 3), flammable solids (Class 4.1, 4.2, 4.3), toxic substances (Class 6.1), corrosives (Class 8), and miscellaneous dangerous goods (Class 9). The vessel also carried around 2000 tonnes of Heavy Fuel Oil (HFO) and 240 tonnes of Diesel Oil (DO) in tanks positioned in proximity to the fire zones.

4.4. It is humbly submitted that the Respondent No. 3 immediately activated emergency protocols and issued alerts to key national and international maritime response stakeholders, including the ICG, Indian Navy, Maritime Rescue Coordination Centre ('MRCC'), and the IFC-IOR. The Flag State Authority, the Maritime and Port Authority of Singapore ('MPA'), was formally informed, and a casualty investigator was deputed by the Flag State.

4.5. It is further submitted that the Search and Rescue Surface Picture ('SAR SURPIC') request was activated in Long Range Identification and Tracking ('LRIT') System, National Data Centre ('NDC') by the Respondent No. 3 to identify the vessels in the vicinity and nearby merchant vessels MV AMBRA and MV ONE MARVEL were immediately diverted for assistance by Indian Coast Guard. The vessel MV Wan Hai 503 was soon engulfed by flames, leading to the complete evacuation of the crew. Upon activation of SAR operations, 18 out of 22 crew members were successfully rescued. However, four crew members, who had attempted initial firefighting onboard, were reported missing. Additionally, six crew sustained injuries, two of whom suffered severe burns. The Indian Navy rescued the seafarers on INS Surat and were taken ashore and landed in New Mangalore, where the 6 injured seafarers were admitted to the hospital.

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4.6. It is respectfully submitted that MMD Kochi acting under the powers conferred by Section 356-J of the MS Act, issued a statutory notice dated 09.06.2025 directing immediate response action. The notice directed the Master, Owner, Operator, P&I Insurer, and Agents of the vessel to take immediate preventive and remedial action, including monitoring and preventing any potential oil escape from the vessel, removal of oil onboard, addressing any oil slicks on the sea surface, recovery of fallen containers, and towing the vessel away from the coastline to mitigate environmental risk. A true copy of the Statutory Notice F.No. MMD KO-13028/1/2020-CASUALTY issued against the Master, Owner, Operator, P&I Insurer and Agents of WAN HAI 503 under Section 356-J of the MS Act, 1956 dated 09.06.2025, by the MMD, Kochi is produced herewith and marked as **Exhibit R3(H).**

4.7. That in response to the growing threat, the owners appointed T&T SALVAGE ASIA PTE LTD (*hereinafter referred to as* 'T&T Salvage') as the designated salvor. T&T Salvage initiated firefighting and towage planning and coordinated with Respondent No. 3, the vessel's owners and managers, the P&I Club, and relevant stakeholders. Visa support and logistical clearances for the arrival of international experts were facilitated by Respondent No. 3.

4.8. It is respectfully submitted that over the next 72 hours, the Respondent No. 3 led coordinated multi-agency firefighting and salvage operations. Key deployed assets included ICG vessels Samudra Prahari, Sachet, Samarth, Rajdoot, Arnvesh, Abhinav, Navy vessel INS Surat. Subsequently, the salvors deployed their assets to relieve the Indian Navy and Coast Guard vessels, coordinating operations along with Respondent No. 3 and other authorities, engaging tugs Offshore Warrior, Triton Liberty, Boka Winger, Saroja Blessing, Saksham, Garnet, and

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FTV Water Lily for sustained firefighting, boundary cooling, and towing operations.

4.9. It is humbly submitted that in furtherance of this directive notices were issued under Section 356-K and Section 356-L of the MS Act, authorising the deployment of the vessel MT Triton Liberty by MMD Kochi & SCI Panna by Respondent No. 3, respectively. A true copy of the Statutory Notice issued under Section 356-K and 356-L of the MS Act, 1956 dated 09.06.2025 by the MMD, Kochi authorising the deployment of MT Triton Liberty. by the 3rd respondent is produced herewith and herewith and marked as **Exhibit R3(I)**; and a true copy of the Statutory Notice issued under Section 356-K and 356-L of the MS Act, 1956 dated 09.06.2025 by the MMD, Kochi authorising the deployment of SCI Panna is produced herewith and marked as **Exhibit R3(J)**.

4.10. The said notices empowered the designated response vessels to engage in critical operations, including containment of pollution already caused or threatened to be caused, transfer or removal of oil and hazardous substances from the distressed vessel, and any other emergency measures deemed necessary to safeguard the Indian coastline and marine environment. Both actions form part of the integrated statutory response mechanism under the MS Act. The vessels were proactively deployed by Respondent No. 3 with a view to ensuring the availability of additional assets to supplement ongoing operations and serve as contingency support, if required.

4.11. As of 12.06.2025, a significant reduction in active fire was reported; approximately 40% of the fire had been brought under control. However, dense smoke, thermal hotspots, and chemical fumes continued to be

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observed. The vessel remained unmanned and adrift, drifting at a speed of 1.5 2 knots in a southeasterly direction at position Lat. 10°11.08'N, Long. 075°32.06'E, approximately 40 NM off the Kerala coast.

4.12. It is respectfully submitted that in view of the worsening weather conditions, including India Meteorological Department ('IMD') forecasts indicating heavy rainfall, strong westerly winds, and high sea swells, urgent action was undertaken to prevent the vessel from drifting into Indian territorial waters. Following multiple unsuccessful attempts, a towline was successfully connected to the tug Offshore Warrior on 13.06.2025, with plans initiated for establishing a secondary towline to ensure redundancy and enhanced control.

4.13. As of 14.06.2025, the vessel had drifted to a position 53 NM west of Kochi Port (Lat. 10°04.7'N, Long. 075°19.6'E) being towed by Offshore Warrior. Active fires remained in Bay 35, with boundary cooling operations ongoing around Bays 49 and 51.

4.14. It is humbly submitted that Boka Winger, a 200-tonne bollard pull tug, was also brought in to reinforce the towing capabilities at the site. The high bollard pull allows for better control and manoeuvrability, particularly in managing large and disabled vessels under adverse maritime conditions. Boarding operations, however, remained challenging due to persistent inclement weather. In parallel, firefighting teams were mobilised, and drone-based aerial surveillance for shoreline monitoring was activated to assess any potential environmental impact. Visa formalities for the arrival of certified international firefighters were also being actively facilitated by the Directorate to ensure timely deployment of specialised response personnel.

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4.15. As of 17.06.2025, 0600 hrs, the vessel's position was approximately 66 NM west of the Kerala coast at Lat. 10°04.45'N, Long. 075°02.92'E. The weather conditions continue to pose a challenge, with persistent wind speed of 29-34 knots and intermittent heavy rain with zero visibility along with winds gusting up to 39 knots. The firefighting operations continue, along with boundary cooling being done by the tugs. Tug Offshore Warrior continues towing to maintain vessel position.

4.16. It is further submitted that throughout, the Directorate convened daily operational meetings involving Ministry of Ports, Shipping & Waterways, MRCC, Indian Navy, ICG, shipowners, salvors, MPA Singapore, and P&I interests. Real-time decisions were made regarding towing, fire suppression, cargo assessment, pollution prevention and future action points. Coastal safety and public health concerns were addressed through KSDMA, local coastal administrations, and ITOPF. Public advisories warned against approaching drifting containers or debris, and ambulance services, fire tenders, and hospital readiness were ensured along vulnerable coastal sectors.

4.17. The Directorate continues to lead the multi-agency response operation with a primary focus on preventing the vessel from running aground, closely monitoring ongoing salvage efforts and firefighting operations, and progressively towing the vessel westward. Depending on the evolving circumstances and subject to risk assessments, the towage may eventually lead the vessel out of the Indian Exclusive Economic Zone (EEZ) or to a designated port of refuge, once the situation is sufficiently stabilised.

Submission regarding statutory powers under the various laws of the land

5. It is humbly submitted before this Hon'ble Court that under the provisions of the MS Act, 1958, the following statutory provisions are respectfully reiterated, pursuant to which the Respondent No.3 has exercised its powers and taken appropriate regulatory action in response to the incident:

5.1. It is respectfully submitted that the 3rd respondent-Directorate General of Shipping, as the central maritime authority, exercises specific statutory powers under Section 356-J and Section 356-K of the MS Act, 1958 for the prevention, control, and containment of marine pollution arising from disabled or polluting ships within Indian waters. These provisions empower the competent authority to issue binding directions to shipowners, masters, operators, and insurers to undertake urgent remedial and preventive measures, including oil removal, recovery of hazardous cargo, and deployment of response assets.

5.2. Under Section 7(1) & (3) of the MS Act, 1958 the Director General of Shipping is vested with the authority to exercise and discharge all powers and duties conferred or imposed under the provisions of the said Act.

5.3. It is respectfully submitted that the factual background already submitted before this Hon'ble Court clearly outlines the exercise of these powers in both the MSC ELSA 3 and WAN HAI 305 incidents. To briefly summarise:

(a) In the case of MSC ELSA 3, a statutory Notice dated 24.05.2025 was issued by MMD Kochi under Section 356-J, directing immediate pollution prevention measures when the vessel was reported adrift and severely listed off the Kochi coast. [Ext.R3(C)]

(b) Thereafter, a follow-up notice dated 30.05.2025 was issued by the Directorate General of Shipping under Section 356-J and Article 9 of the Nairobi International Convention on the Removal of Wrecks, 2007, requiring comprehensive action by the vessel's stakeholders following the capsizing. [Ext.R3(D)]

(c) In respect of the WAN HAI 305 incident, MMD Kochi issued a statutory notice dated 09.06.2025 under Section 356-J, followed by a subsequent directive under Section 356-K & 356-L authorising the deployment of MT Triton Liberty & SCI Panna to carry out critical offshore pollution control operations and containment efforts. [Ext.R3(I) & R3(J)]

5.4. It is respectfully submitted that these actions, already detailed in the factual portion of this affidavit, are hereby reiterated and respectfully submitted as falling squarely within the scope of statutory functions vested in the Directorate and the MMDs under the Merchant Shipping Act, 1958, and form part of the coordinated national response to mitigate risks to maritime safety and the coastal environment.

6. It is humbly submitted that the Admiralty (Jurisdiction and Settlement of Maritime Claims) Act, 2017 is not applicable at this stage, as no maritime claims have been formally instituted or received thus far in connection with the present incident.

7. It is respectfully submitted that this Hon'ble Court, in paragraph 12 of its order dated 12.06.2025, has acknowledged the relevance of various International Conventions governing incidents of marine pollution. In this regard, the Respondent No. 3 respectfully submits the following clarifications concerning the applicability of the aforementioned conventions to the present matter. These submissions are made with a view to elucidating

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the statutory and treaty framework under which regulatory action has been initiated and oversight exercised by the competent maritime authorities.

7.1. It is respectfully submitted that the International Convention on Civil Liability for Oil Pollution Damage, 1969 ('Civil Liability Convention' or 'CLC', *for short*), along with the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage ('IOPC Fund Convention' *for short*), is not applicable to the present case. These conventions specifically apply to oil tankers carrying persistent oil in bulk as cargo. The CLC expressly defines a "ship" in Article I(1) as:

"any sea-going vessel and any seaborne craft of any type whatsoever, actually carrying oil in bulk as cargo."

In the present case, the vessels involved in both incidents MSC ELSA 3 and WAN HAI 305 are container vessels and were not carrying persistent oil in bulk as cargo and do not fall within the ambit of either the CLC or the IOPC Fund Convention. Therefore, the applicability of CLC stands excluded in the facts and circumstances of the present case.

7.2. It is respectfully submitted that the IOPC Fund Convention adopts the definition of "ship" as provided under the Civil Liability Convention, thereby limiting its scope to sea-going vessels actually carrying persistent oil in bulk as cargo. It is reiterated that the vessels involved in both incidents MSC ELSA 3 and WAN HAI 305 are container vessels and were not carrying persistent oil in bulk as cargo and do not fall within the ambit of either the CLC or the IOPC Fund Convention. Therefore, the applicability of IOPC Fund convention stands excluded in the facts and circumstances of the present case.

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7.3. It is respectfully submitted that the Nairobi International Convention on the Removal of Wrecks, 2007 is squarely applicable in the case of MSC ELSA 3. The scope and applicability of the Convention are clearly delineated under Article 1, which sets out the relevant definitions governing its operation. In particular, the definitions of "convention area", "ship", and "affected State" under Article 1(1), 1(2), 1(4), 1(6) and 1(10) respectively, are attracted in the facts of the present case, wherein the sunken vessel lies within the EEZ of India and poses a potential threat to navigation and the marine environment. Accordingly, the obligations under the Convention, including the issuance of notices, coordination of wreck removal, and recovery of costs, are being implemented through appropriate statutory action.

> *"1. "**Convention area**" means the exclusive economic zone of a State Party, established in accordance with international law or, if a State Party has not established such a zone, an area beyond and adjacent to the territorial sea of that State determined by that State in accordance with international law and extending not more than 200 nautical miles from the baselines from which the breadth of its territorial sea is measured*
>
> *2. "**Ship**" means a seagoing vessel of any type whatsoever and includes hydrofoil boats, air-cushion vehicles, submersibles, floating craft and Wreck Removal Convention Act 2011 (c. 8) Schedule — Wreck Removal Convention 11 floating platforms, except when such platforms are on location engaged in the exploration, exploitation or production of seabed mineral resources.*
> *4. "**Wreck**", following upon a maritime casualty, means:*
> *(a) a sunken or stranded ship; or*
> *(b) any part of a sunken or stranded ship, including any object that is or has been on board such a ship; or*
> *(c) any object that is lost at sea from a ship and that is stranded, sunken or adrift at sea; or*
> *(d) a ship that is about, or may reasonably be expected, to sink or to strand, where effective measures to assist the ship or any property in danger are not already being taken.*

*6. **"Related interests"** means the interests of a coastal State directly affected or threatened by a wreck, such as:*
(a) maritime coastal, port and estuarine activities, including fisheries
activities, constituting an essential means of livelihood of the persons
concerned;
(b) tourist attractions and other economic interests of the area concerned;
(c) the health of the coastal population and the wellbeing of the area
concerned, including conservation of marine living resources and of
wildlife; and
(d) offshore and underwater infrastructure.
10. "Affected State" means the State in whose Convention area the wreck is located. Wreck Removal Convention Act 2011 (c. 8) Schedule — Wreck Removal Convention 12"

7.4. As the Nairobi International Convention on the Removal of Wrecks, 2007 is applicable to the case of MSC ELSA 3, it is further respectfully submitted before this Hon'ble Court that India falls within the meaning of the "Affected State" under Article 1(d) of the said Convention. Accordingly, the provisions of the Convention that delineate the rights and responsibilities of an Affected State will be applicable in the present incident.

7.5. In furtherance thereof, and in compliance with the obligations under Articles 7 and 8 of the Convention, which require the Affected State to issue warnings to mariners and notify concerned States of the nature and location of the wreck, it is respectfully submitted that Respondent No. 3 has taken appropriate measures. These include the promulgation of navigational warnings to vessels operating in the vicinity and the deployment of a virtual AIS AtoN (Aid to Navigation) Marker Buoy to indicate the position of the wreck following the sinking of MSC ELSA 3.

These steps have been undertaken as part of standard navigational safety measures and in alignment with to fulfil India's international obligations in good faith.

7.6. Respondent No. 3 respectfully submits that measures undertaken are in alignment with the obligations set out under Article 9 of the Nairobi Convention, among other relevant provisions. Upon determining that the wreck constituted a hazard, Respondent No. 3, as the Affected State, promptly informed the State of the ship's registry (Liberia) and the registered owner of MSC ELSA 3.

8. It is respectfully submitted that the legal standing to claim compensation under the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 ("Bunker Convention") is well established. The Preamble to the Convention and Article 3(1) imposes strict liability on the shipowner for pollution damage caused by bunker oil, regardless of fault. Article 7(10) further strengthens this framework by allowing claimants to proceed directly against the insurer or provider of financial security, without territorial limitation. While Article 9(1) confines jurisdiction to courts of State Parties where the damage occurred, this limitation pertains only to forum and not to the substantive right of compensation. Importantly, the preamble of the Convention aligns it with the broader obligations under the United Nations Convention on the Law of the Sea ('UNCLOS'), particularly Articles 194 and 235, which mandate all States, including India, to prevent marine pollution and ensure prompt and adequate compensation. As India is a party to UNCLOS, these provisions carry binding legal force and reinforce India's obligations under international environmental law, notwithstanding the fact that India has not ratified the Bunker Convention itself.

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9. A consolidated copy of all the situation reports ('SITREP'), including SITREP 01 dated 24.05.2025 to SITREP 24 dated 16.06.2025 in respect of 'MSC-ELSA 3' is produced herewith and marked as **Exhibit R3(K)**.

10. The latest situation report ('SITREP'), including SITREP 01 dated 09.06.2025 to SITREP 09 dated 16.06.2025 in respect of 'WAN HAI 503' is produced herewith and marked as **Exhibit R3(L)**. It is also humbly submitted that this affidavit is filed in compliance of the order dated 05.06.2025 & 12.06.2025, without prejudice to the right of the Respondents 1 & 3 to file Counter Affidavit in the above Writ Petition (PIL).

11. I respectfully submit that the situation in respect of both the marine incidents is evolving, and therefore, the respondents may be permitted to file further Affidavit(s), as and when found necessary.

The submissions made in paragraphs 1 to 11 above is true to my knowledge, and is stated on information and belief derived from records and I believe the same to be true.

Dated this the 18th day of June, 2025

शितेश रंजन
SHITESH RANJAN
Ship Surveyor-Cum-DDG (Tech)
DEPONENT
MERCANTILE MARINE DEPARTMENT, KOCHI

Solemnly affirmed and signed before me, by the Deponent on this the 18th day of June, 2025 at my office at Ernakulam.

ATTESTING OFFICER
SENTHIL KUMAR NAVARAJAN
Principal Officer-cum-Joint Director General (Nodal)
DIRECTORATE OF PORTS SHIPPING AND WATERWAYS
Mercantile Marine Department

Exhibit – A

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MSMU1439137	20' DRY VAN	1	MEDU5223587	LONE	TUTICORIN	SHREE SHENBAGA VINAYAGAR TRADERS	SHREE SHENBAGA VINAYAGAR TRADERS	WOOD
[illegible]	20' DRY VAN	1	MEDU5241465	[illegible]	TUTICORIN	SUAM PULSE INDIA PRIVATE LIMITED	SUAM PULSE INDIA PRIVATE LIMITED	[illegible]
MSMU1467158	20' DRY VAN	1	MEDU5067582	SEATTLE	TUTICORIN	CP FOODS	CP FOODS	DRIED LEGUMINOUS VEGETABLES, SHELLED, WHETHER OR N
MSMU1467396	20' DRY VAN	1	MEDU5197553	KAN AL KHAWAIR	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICK LIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MSMU1482209	20' DRY VAN	1	MEDU5158353	KAN AL KHAWAIR	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICK LIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
[illegible]	20' DRY VAN	1	MEDU5158712	KAN AL KHAWAIR	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICK LIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
[illegible]	20' DRY VAN	1	MEDU5158753	KAN AL KHAWAIR	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICK LIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MSMU1298726	20' DRY VAN	1	MEDU5182861	TIANHANXIANG	TUTICORIN	RAGA ABRASIVE	RAGA ABRASIVE	BROWN FUSED ALUMINA
MSMU1467590	20' DRY VAN	1	MEDU5157956	SHANGHAI	COCHIN	COCHIN TRADERS	COCHIN TRADERS	CALCIUM CARBIDE
MSMU1467596	20' DRY VAN	1	MEDU5146279	TOMMICHAN	COCHIN	AMICO AGENCIES PVT LTD	AMICO AGENCIES PVT LTD	FISH BODY OIL - JAPAN CRUDE FISH OIL
MSMU1467878	20' DRY VAN	1	MEDU5158753	KAN AL KHAWAIR	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICK LIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MSMU1598940	20' DRY VAN	1	MEDU5158753	KAN AL KHAWAIR	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICK LIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MSMU2467189	20' DRY VAN	1	MEDU5033786	LONE	TUTICORIN	SAMRUDDHI ENTERPRISE	SAMRUDDHI ENTERPRISE	WOOD
MSMU1467591	20' DRY VAN	1	[illegible]	KAN AL KHAWAIR	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICK LIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MSMU1113133	20' DRY VAN	1	MEDU5146279	TOMMICHAN	COCHIN	AMICO AGENCIES PVT LTD	AMICO AGENCIES PVT LTD	FISH BODY OIL - JAPAN CRUDE FISH OIL
MSMU2166741	20' DRY VAN	1	MEDU5158753	KAN AL KHAWAIR	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICK LIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MSMU2066655	20' DRY VAN	1	MEDU5157295	KAN AL KHAWAIR	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	ANTHRAZINE AND HYDROCARBONS AND THEIR HALOGENATED
MSMU1708773	20' DRY VAN	1	MEDU5067582	SEATTLE	TUTICORIN	CP FOODS	CP FOODS	DRIED LEGUMINOUS VEGETABLES, SHELLED, WHETHER OR N
MSMU1711494	20' DRY VAN	1	MEDU5157295	KAN AL KHAWAIR	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	ANTHRAZINE AND HYDROCARBONS AND THEIR HALOGENATED
MSMU1780634	20' DRY VAN	1	MEDU5158353	TEMA	TUTICORIN	A.B. KANSHA TIMBERS	A.B. KANSHA TIMBERS	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
MSMU2955752	20' DRY VAN	1	MEDU5134640	LONE	TUTICORIN	LAKSHMI SAW MILL	LAKSHMI SAW MILL	WOOD
MSMU1478187	20' DRY VAN	1	MEDU5133188	LONE	TUTICORIN	SHAFT OVERSEAS	SUA GENERAL TRADING CO. LLC	WOOD
MSMU1195128	20' DRY VAN	1	[illegible]	KAN AL KHAWAIR	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICK LIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MSMU1346767	20' DRY VAN	1	[illegible]	LONE	TUTICORIN	SRI MARIYAMMAN WOOD INDUSTRIES	WISCOM TRADING FZC LLC	WOOD
[illegible]	20' DRY VAN	1	MEDU5158753	TEMA	TUTICORIN	A.B. KANSHA TIMBERS	A.B. KANSHA TIMBERS	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
MSMU1665577	20' DRY VAN	1	MEDU5238843	TUTICORIN	TUTICORIN	RAGA ABRASIVE	RAGA ABRASIVE	BROWN FUSED ALUMINA
MSMU1466705	40' HIGH CUBE	1	MEDU8784515	SAN PEDRO	TUTICORIN	BANK OF AFRICA-BANQUE OFFSHORE	EVERYDAY SPINNING MILLS PVT LTD	COTTON, NOT CARDED OR COMBED
MSMU1130842	40' HIGH CUBE	1	MEDU5158759	TEMA	TUTICORIN	LOUISDREYFUS CARGILL (INDIA) LIMITED	LOUISDREYFUS COMPANY INDUSTRIES	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
MSMU1371905	40' HIGH CUBE	1	MEDU5194617	CHARLESTON	TUTICORIN	AAPT DISTRIBUTION PRIVATE LIMITED	AAPT DISTRIBUTION PRIVATE LIMITED	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
MSMU1350318	40' HIGH CUBE	1	MEDU5194148	SHUAIBA	TUTICORIN	GLOBAL POLYMATS INDUSTRIES P. LTD	GLOBAL POLYMATS INDUSTRIES P. LTD	POLYMERS OF ETHYLENE, IN PRIMARY FORMS - POLYETHYL
[illegible]	40' HIGH CUBE	1	MEDU5158759	TEMA	TUTICORIN	BRAGG TRADING DMCC	PENTA TRADING DMCC	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
MSMU1410417	40' HIGH CUBE	1	MEDU5185834	DONGJIAC	TUTICORIN	KTC TIRES PRIVATE LIMITED	KTC TIRES PRIVATE LIMITED	R.SUCH CHEMICAL ANTI-OXIDANT MFG.
MSMU1427557	40' HIGH CUBE	1	MEDU5157155	TEMA	TUTICORIN	PRATIPA CASHEWS	PRATIPA CASHEWS	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
MSMU1399130	40' HIGH CUBE	1	MEDU5176603	TEMA	TUTICORIN	RELYFOOD DRY TRADING CO LLC	SHANTI ATH CASHEWS	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
MSMU1497167	40' HIGH CUBE	1	MEDU5214314	KANDLA(IN)	TUTICORIN	BILLERUD KANT LIMITED	TAMIL NADU NEWSPRINT & PAPERS LIMITED	BLEACHED CHEMI THERMO
MSMU1592278	40' HIGH CUBE	1	MEDU8964660	SHUAIBA	TUTICORIN	SI AS PLLC	SHM FILLERS	POLYMERS OF ETHYLENE, IN PRIMARY FORMS - POLYETHYL
MSMU1472037	40' HIGH CUBE	1	MEDU5176514	[illegible]	TUTICORIN	OLAM AGRO INDIA PRIVATE LIMITED	OLAM AGRO INDIA PRIVATE LIMITED	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
MSMU4756117	40' HIGH CUBE	1	MEDU8967187	Dammam	TUTICORIN	BINNIS ASSOCIATES PRIVATE LIMITED	DEMO SHIPPING & LOGISTICS PRIVATE LIMITED	WOOD IN HAESS, WHETHER
MSMU4736548	40' HIGH CUBE	1	MEDU8957177	JUBAIL	COCHIN	TEGRAL INDIA PRIVATE LIMITED	TEGRAL INDIA PRIVATE LIMITED	POLYETHYLENE, UNKNOWN
MSMU4828937	40' HIGH CUBE	1	MEDU5194610	CHARLESTON	TUTICORIN	AAPT DISTRIBUTION PRIVATE LIMITED	AAPT DISTRIBUTION PRIVATE LIMITED	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
MSMU4975979	40' HIGH CUBE	1	MEDU5214314	KANDLA(IN)	TUTICORIN	STATE BANK OF INDIA	TAMIL NADU NEWSPRINT & PAPERS LIMITED	BLEACHED CHEMI THERMO MECHANICAL PULP
MSMU4999939	40' HIGH CUBE	1	MEDU8784274	SAN PEDRO	COCHIN	THE BANK OF AFRICA-BANQUE OF CO	THE ANALWALA KHANORAMA CO LTD	PAPER & PAPERBOARD
MSMU5014438	40' HIGH CUBE	1	MEDU5195362	BUSAN	TUTICORIN	BAVIGATION LOGISTICS SERVICES	BAVIGATION LOGISTICS SERVICES	USED CIRCULAR KNITTING MACHINES
MSMU1119520	40' HIGH CUBE	1	MEDU5176645	TEMA	TUTICORIN	PRIM EXPORTS PRIVATE LIMITED	PRIM EXPORTS PRIVATE LIMITED	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
MSMU5145155	40' HIGH CUBE	1	MEDU8972393	JUBAIL	TUTICORIN	TAMILNAD MERCANTILE BANK LTD	CHIDAMBARA PLASTIC PRIVATE LIMITED	UNKNOWN LOW DENSITY POLYETHYLENE
MSMU5109124	40' HIGH CUBE	1	MEDU5214314	KANDLA(IN)	TUTICORIN	INDUSIND BANK LIMITED	TAMIL NADU NEWSPRINT & PAPERS LIMITED	BLEACHED CHEMI THERMO
MSMU5125852	40' HIGH CUBE	1	MEDU5176514	TEMA	TUTICORIN	OLAM AGRO INDIA PRIVATE LIMITED	OLAM AGRO INDIA PRIVATE LIMITED	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
MSMU5126552	40' HIGH CUBE	1	MEDU8967187	Dammam	TUTICORIN	BINNIS ASSOCIATES PRIVATE LIMITED	DEMO SHIPPING & LOGISTICS PRIVATE LIMITED	WOOD IN HAESS, WHETHER
MSMU5137578	40' HIGH CUBE	1	MEDU8957177	JUBAIL	COCHIN	TEGRAL INDIA PRIVATE LIMITED	TEGRAL INDIA PRIVATE LIMITED	POLYETHYLENE, UNKNOWN
MSMU5137579	40' HIGH CUBE	1	MEDU5214314	KANDLA(IN)	TUTICORIN	STATE BANK OF INDIA	TAMIL NADU NEWSPRINT & PAPERS LIMITED	BLEACHED CHEMI THERMO MECHANICAL PULP
MSMU5157578	40' HIGH CUBE	1	MEDU8957177	JUBAIL	TUTICORIN	ITC LIMITED (PSF DIV)	ITC LIMITED (PSF DIV)	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD
MSMU5157579	40' HIGH CUBE	1	MEDU5195362	BUSAN	TUTICORIN	ASHE INDIA	ASHE INDIA	BAMBOO SHOT
MSMU5165580	40' HIGH CUBE	1	MEDU5195362	Dammam	TUTICORIN	BINNIS ASSOCIATES PRIVATE LIMITED	DEMO SHIPPING & LOGISTICS PRIVATE LIMITED	WOOD IN WHEEL SECTOR
MSMU5021234	40' HIGH CUBE	1	MEDU8784597	SAN PEDRO	TUTICORIN	PRECOT LIMITED	PRECOT LIMITED	COTTON, NOT CARDED OR COMBED
MSMU5018307	40' HIGH CUBE	1	MEDU5214314	KANDLA(IN)	TUTICORIN	INDUSIND BANK LIMITED	TAMIL NADU NEWSPRINT & PAPERS LIMITED	BLEACHED CHEMI THERMO
MSMU5125552	40' HIGH CUBE	1	MEDU5214314	KANDLA(IN)	TUTICORIN	STATE BANK OF INDIA	TAMIL NADU NEWSPRINT & PAPERS LIMITED	BLEACHED CHEMI THERMO MECHANICAL PULP
MSMU5127134	40' HIGH CUBE	1	MEDU5083595	ABU DHABI	TUTICORIN	SIGMA CHEMTRADE PRIVATE LIMITED	SIGMA CHEMTRADE PRIVATE LIMITED	METHANOL (METHYL ALCOHOL)
MSMU5125534	40' HIGH CUBE	1	MEDU5104315	SHANGHAI	TUTICORIN	KUSHIM + MAZEL PVT. LTD	KUSHIM + MAZEL PVT. LTD	SYNTHETIC RUBBER
MSMU5138527	40' HIGH CUBE	1	MEDU5195753	DHAHRAN	TUTICORIN	SUBAM PAPERS LIMITED	SUBAM PAPERS LIMITED	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD
MSMU5151140	40' HIGH CUBE	1	MEDU8964660	SHUAIBA	TUTICORIN	SHM FILLERS	SHM FILLERS	POLYMERS OF ETHYLENE, IN PRIMARY FORMS - POLYETHYL
MSMU5167578	40' HIGH CUBE	1	MEDU5157155	TEMA	TUTICORIN	PRATIPA CASHEWS	PRATIPA CASHEWS	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
MSMU5205505	40' HIGH CUBE	1	MEDU5194610	CHARLESTON	TUTICORIN	AAPT DISTRIBUTION PRIVATE LIMITED	AAPT DISTRIBUTION PRIVATE LIMITED	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
MSMU5197197	40' HIGH CUBE	1	MEDU8957213	JUBAIL	COCHIN	TABAHOT POLYMERS LTD	TABAHOT POLYMERS LTD	UNKNOWN LOW DENSITY POLYETHYLENE LDPE
MSMU5144202	40' HIGH CUBE	1	MEDU8941047	SHUAIBA	TUTICORIN	ADS BANK LIMITED	SRI LAKSHA POLYMER PRIVATE LIMITED	POLYMERS OF PROPYLENE OR OF OTHER OLEFINS, IN PRIM
[illegible]	40' HIGH CUBE	1	MEDU5173584	BALTIMORE	TUTICORIN	JAGANATH PAPERS PRIVATE LIMITED	JAGANATH PAPERS PRIVATE LIMITED	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD

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Container	Size	Type	Gross WEIGHT (KG)	Operator	POL	Next Port	Name Voy/Voy	Delivery	IMO CLS	UN No	BL No	Reefer	COMMODITY	CONSIGNEE
MSDU1332196	20	DV	26070	MSC	CNSHA	INCOK		MOTOR	4.3	UN1402	MEDUSJ376456	N	CALCIUM CARBIDE	COCHIN TRADERS
MSMU1337180	20	DV	26950	MSC	CNSHA	INCOK		MOTOR	4.3	UN1402	MEDUSJ375456	N	CALCIUM CARBIDE	COCHIN TRADERS
MSDU2227284	20	DV	28513	MSC	CNTXG	INTUT		INTUT	4.3	UN1402	MEDUN6799187	N	CALCIUM CARBIDE SIZE 50-80MM	DCW LIMITED
MSDU9[illegible]	20	DV	24374	MSC	CNSHA	INTUT		INTUT	4.3	UN1402	MEDUN[illegible]7698	N	CALCIUM CARBIDE	DCW LIMITED
MSDU7365179	20	DV	14813	MSC	CNSHA	INTUT		INTUT	4.3	UN1402	MEDUN6[illegible]469	N	CALCIUM CARBIDE	DCW LIMITED
TCKU[illegible]	20	DV	24494	MSC	CNSHA	INTUT		INTUT	4.3	UN1402	MEDUN[illegible]7698	N	CALCIUM CARBIDE	DCW LIMITED
CBHU3752928	20	DV	28063	MSC	CNTXG	INTUT		INTUT	4.3	UN1402	MEDUN6299687	N	CALCIUM CARBIDE SIZE 50-80MM	DCW LIMITED
MSDU1661869	20	DV	24494	MSC	CNTXG	INTUT		INTUT	4.3	UN1402	MEDUN6799187	N	CALCIUM CARBIDE SIZE 50-80MM	DCW LIMITED
MEDU9113139	20	DV	26548	MSC	CNSHA	INTUT		INTUT	4.3	UN1402	MEDUSJ537468	N	CALCIUM CARBIDE	DCW LIMITED
MSMU[illegible]17	40	HC	25690	MSC	CNTAO	INTUT		INTUT	9	UN3077	MEDUCU855634	N	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.	ARCTECH PRIVATE LIMITED
MEDU[illegible]40	20	DV	26030	MSC	CNTXG	INTUT		INTUT	4.3	UN1402	MEDUN[illegible]	N	CALCIUM CARBIDE SIZE 50-80MM	DCW LIMITED
TCLU[illegible]	20	DV	24324	MSC	CNTXG	INTUT		INTUT	4.3	UN1402	MEDUN6299687	N	CALCIUM CARBIDE SIZE 50-80MM	DCW LIMITED
TCLU3570477	20	DV	24494	MSC	CNSHA	INTUT		INTUT	4.3	UN1402	MEDUSJ[illegible]	N	CALCIUM CARBIDE	DCW LIMITED

Sensitivity: Internal

IMO CREW LIST

Arrival [x] Departure

MSC Line											
M V MSC ELSA 3		Full Container		VIZHINJAM			23-May-25				
9123221		ABNRS									
LIBERIA				TUTICORIN			COCHIN				
1	[illegible]	Master	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
2	[illegible]	Chief Officer	[illegible]	[illegible]	[illegible]	[illegible]	23-May-25	[illegible]	[illegible]	[illegible]	[illegible]
3	[illegible]	2nd Officer	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
4	[illegible]	3rd Officer	[illegible]	[illegible]	[illegible]	[illegible]	23-May-25	[illegible]	[illegible]	[illegible]	[illegible]
5	[illegible]	Cadet	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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23	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

NOTICE

reg.

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THE HIGH COURT OF KERALA
सत्यमेव जयते

भारत सरकार/ GOVERNMENT OF INDIA
पत्तन,पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

File No: 25-35011/1/2025-NT - DGS **Date**: 30.05.2025

NOTICE UNDER SECTION 356(J) OF MERCHANT SHIPPING ACT, 1958 AND ARTICLE 9 OF THE NAIROBI INTERNATIONAL CONVENTION ON THE REMOVAL OF WRECKS 2007

Subject: Sinking of the vessel *MSC ELSA 3* (IMO no.: 9123221, Flag: Liberia) at position Lat 09, 18' 50.022N, Long 76, 07' 58.967 E – reg.

Whereas, the container vessel *MSC ELSA 3* (IMO no.: 9123221, Flag: Liberia), owned and operated by Mediterranean Shipping Co SA, chemin Rieu, 12-14, 1208, Geneva, Switzerland and managed by MSC Ship management Ltd., Cyprus, developed a severe starboard list while enroute from Vizhinjam to Kochi, about 30 nautical miles southwest of Kochi Port.

Accordingly, a notice under Section 356-J of the Merchant Shipping Act, 1958, dated 24.05.2025, has already been issued by the Mercantile Marine Department (MMD), Kochi to take immediate action to prevent the likely escape of oil from the vessel into the sea due to severe listing.

Whereas, the vessel *MSC ELSA 3*, capsized and sank on 25.05.2025 at approximately 0750 hrs, off the Kerala coast at position Lat 09, 18' 50.022N, Long 76, 07' 58.967 E. And whereas the said vessel has sunk and is currently discharging oil into the marine environment, thereby posing a potential and serious threat of pollution to the Indian Exclusive Economic Zone and its coastline.

It is further noted that the vessel was laden with containerised cargo, including dangerous goods classified under Class 4.3 and Class 9 under the International Maritime Dangerous Goods (IMDG) Code, in addition to other environmentally sensitive cargo such as plastic nurdles, which pose a severe risk to the marine ecosystem.

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Furthermore, it has also come to the attention of this Directorate that multiple containers have detached from the vessel and are now possibly scattered on the seabed, rendering the sea area a navigational hazard. In addition, some containers and their contents have been observed to have drifted away from the sunken vessel and/or reached the coastlines of Kerala and Tamil Nadu.

This situation necessitates immediate and effective remedial action, including salvage operations for removal of the sunken ship, removal of the oil from the ship, recovery of the cargo of containers and contents, and the proper and environmentally compliant disposal, in order to mitigate further risk to marine safety and the coastal environment.

Now, therefore, in exercise of the powers conferred under Section 356-J of the Merchant Shipping (MS) Act, 1958, the Directorate General of Shipping hereby directs the Master, Owner, Agent, Charterer, Managers, and Operators of the said vessel to undertake all necessary and immediate measures to prevent, contain, and mitigate pollution of the Indian waters and coastline resulting from the sinking of *MSC Elsa 3*.

In pursuance of **Section 356-J(2) of the MS Act**, and **Article 9 of the Nairobi International Convention on the Removal of Wrecks 2007** (Nairobi Convention) on the *'measures to facilitate the removal of wrecks'*, the following actions, among others as may be deemed necessary, shall be undertaken without delay, and with due regard to prevailing environmental standards and maritime and other safety protocols:

1. Initiation of action for the removal of the sunken vessel, including all on-deck and under-deck containerised cargo, located at position Lat 09° 18' 50.022" N, Long 76° 07' 58.967" E;
2. Deployment of resources for the removal of oil slicks observed on the sea surface;
3. Execution of appropriate and environmentally safe measures to disperse oil slicks on the surface of the sea;
4. Implementation of containment measures to prevent further escape of oil from the sunken vessel;
5. Safe and effective removal of any remaining oil contained within the vessel;
6. Recovery of containers, including those with IMDG cargo that have become detached and are presently resting on the seabed;
7. Removal of containers and debris, including those with IMDG cargo that are floating or have drifted ashore along the Indian coastline;
8. Collection and disposal of cargo that has been spilled into the marine environment or washed ashore, including hazardous or potentially polluting substances; and
9. Immediate removal of plastic nurdles across stretches of shoreline, with due care taken to prevent further harm to the marine ecosystem.

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The concerned parties are hereby instructed to inform this Directorate of the status of actions undertaken at the earliest and to provide timely and regular updates to all relevant authorities until the completion of all remedial measures.

This notice is issued with the approval of the Competent Authority

Yours faithfully,

(Capt. Anish Joseph)
Dy. Nautical Advisor -cum-
Sr. Dy. Director General (Tech)
Directorate General of Shipping, Mumbai

To,

1. **The Master** of the vessel **MSC Elsa 3** IMO no. 9123221
2. **The Ship Owner & Operator** – Mediterranean Shipping Co SA, chemin Rieu, 12-14, 1208, Geneva, Switzerland.
3. **The Ship Managers** - MSC SHIP MANAGEMENT LIMITED, MSC House, 8 Spyrou Kyprianou Avenue, Limassol, CY-3070, Cyprus, Kind Attn: Capt. Manish Ashok Gupta, General Manager-(Safety, Quality & Instruction)/ DPA.
4. **Protection & Indemnity (P&I) Insurers of the vessel** - NorthStandard, HO, The Quayside, Newcastle upon Tyne, NE1 3DU, United Kingdom, Kind Attn. Gillian Clark
5. **The Flag State Administration** - Deputy Commissioner of Maritime Affairs, Republic of Liberia, 22980 Indian Creek Drive, Suite 200 Dulles, Virginia 20166 USA

Copy to,

1. **Kerala State Government** - Office of the Chief Secretary, Government of Kerala, Secretariat, Thiruvananthapuram - 695001.
2. **Tamil Nadu State Government** - Office of the Chief Secretary, Government of Tamil Nadu, Secretariat, Chennai - 600009.
3. **Kerala State Maritime Board** - Chief Executive Officer, Kerala Maritime Board, HO TC XXII/1666 (4&5), 1st Floor, Mukkomveettil Building, Pipinmoodu, Sasthamangalam, Thiruvananthapuram, Kerala – 695010

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4. **Tamil Nadu State Maritime Board** - Chief Executive Officer, Tamil Nadu Maritime Board, No. 171, South Kesavaperumal Puram, Off Greenways Road, Raja Annamalaipuram, Chennai - 600 028.
5. **Kerala State Disaster Management Authority** (KSDMA) - Commissioner, Disaster Management, Vikas Bhavan, PO, Observatory Hills, opposite Kanakakkunnu Palace, Nanthancodu, Thiruvananthapuram, Kerala 695033.
6. **Tamil Nadu State Disaster Management Authority** (TNSDMA) - Commissioner, Disaster Management, Commissionerate of Revenue Administration Exhilagam, Chepauk, Chennai-5.
7. The **Nautical Advisor** to the Govt of India, Directorate General of Shipping, Mumbai.
8. The **Chief Surveyor** with the Govt. of India, Directorate General of Shipping, Mumbai.
9. The **Chief Ship Surveyor** with the Govt. of India, Directorate General of Shipping, Mumbai.
10. **MMD, Kochi -** Principal Officer, Mercantile Marine Department, Willingdon Island, Kochi, Kerala 682009.
11. **Indian Coast Guard** - MRCC, Mumbai, Hqrs Coast Guard Region (West), Worli Sea Face, Post – Worli Colony, Mumbai – 400 030. Kind Attn: The Officer-in-Charge.
12. **Recognised organisation of the vessel -** Bureau Veritas Marine Division (BV) , Reg Off:72, Business Park, 3rd Floor Marol Industrial Area, MIDC Cross Road, Andheri East, Mumbai – 400 093.
13. **Salvors** - T&T SALVAGE ASIA, PTE LTD, No. 29 Tuas Avenue 4, Singapore 639379.
14. The Chairman, **Cochin Port Authority**, Willingdon Island, Kochi, Kerala 682009.

HIGH COURT OF KERALA
सत्यमेव जयते

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DAILY PROGRESS REPORT
SHORE WATCH AND CLEAN UP – MSC ELSA III

Project name:	MSC ELSA III
Report No./Date	MERC-013/25 dated 12/06/2025
Location	Kerala and Tamil Nadu Coast

Client	**MSC Mediterranean Shipping Company SA**
Issued by	**Project Head**

WORKISTE OPERATIONS

General Weather at Worksites
Partially Cloudy skies. Heavy rains with windy conditions. Sea rough with big waves at the beach sites.

1. PERSONNEL – CORE TEAM

S No	Name of Personnel	Designation	From	To	Remarks
1	Ketan Gajjar	Project Head	25.05.25		Kochi
2	Chetan Shah	Cost Controller	26.06.25		Kochi/Mumbai
3	Suryakant Shanbhag	Project Manager	26.05.25		Kochi
4	Miral Shethia	Logistic Coordinator	27.05.25	08.06.25	Kollam
5	Dilip Odedra	Logistic Coordinator	31.05.25		Trivandrum/Kanyakumari
6	Nivin Titus	MERC-ITOPF Liaison Officer	01.06.25		Trivandrum
7	Sangeeth Puliyaratharayil	Chemist	27.05.25		Trivandrum

2. PERSONNEL – KOLLAM CENTRE

S No	Name of Personnel	Designation	From	To	Remarks
1	Sagar Modi	Shore Coordinator	27.05.25		Kollam
2	Vighnesh Nobby	Safety Officer	27.05.25		Kollam
3	Omprakash Rawat	IMO Level II	28.05.25		Kollam
4	Jugnu Prasad	IMO Level II	28.05.25		Kollam
5	Sunil Kumar Prajapati	IMO Level II	28.05.25		Kollam
6	Imran Ali	IMO Level I	28.05.25		Kollam
7	Balwant Sharma	IMO Level I	28.05.25		Kollam
8	Vishal Kanojia	IMO Level I	27.05.25		Kollam

** List of other personnel viz., riggers, beach cleaning team, site supervisors, site coordinators etc. is maintained as Annexure I*

3. PERSONNEL – THIRUVANANTHAPURAM (TRIVANDRUM) CENTRE

S No	Name of Personnel	Designation	From	To	Remarks
1	Capt. Ashok Maharana	Shore Coordinator	25.05.25	03.06.25	Thiruvananthapuram

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3. PERSONNEL – THIRUVANANTHAPURAM (TRIVANDRUM) CENTRE					
S No	**Name of Personnel**	**Designation**	**From**	**To**	**Remarks**
2.	Amit Saha	Salvage Officer	03.06.25		Thiruvananthapuram
3.	Rushi Patel	Safety Officer	27.05.25		Thiruvananthapuram
4	Nandan Kilpady	Shore Coordinator	27.05.25		Thiruvananthapuram
5.	Pradeep Kushwaha	Shore Coordinator	27.05.25		Thiruvananthapuram
6.	Shakti Mahapatra	IMO Level III	27.05.25		Thiruvananthapuram
7.	Rakesh Naik	IMO Level I	27.05.25		Thiruvananthapuram
8.	Sanjay Ojha	IMO Level 1	27.05.25		Thiruvananthapuram
9.	Bhaskar Shethi	IMO Level 1	27.05.25		Thiruvananthapuram
10.	Ayush Dalai	IMO Level 1	27.05.25		Thiruvananthapuram
11.	Deepak Pradhan	IMO Level 1	27.05.25		Thiruvananthapuram
12.	Tohid Shaikh	IMO Level 1	27.05.25		Thiruvananthapuram
13.	Khageswar Bal	IMO Level 1	27.05.25		Thiruvananthapuram
14.	Pramod Patil	IMO Level 1	27.05.25		Thiruvananthapuram
15.	Jiten Rout	IMO Level III	27.05.25	07.06.25	
16.	Narendra Patra	IMO Level 1	27.05.25	07.06.25	
17.	Satyabrat Parija	IMO Level 1	27.05.25	07.06.25	
18.	Milan Parija	IMO Level 1	27.05.25	07.06.25	
19.	Chandan Barik	IMO Level 1	27.05.25	07.06.25	
20.	Soroda Niliya	IMO Level 1	27.05.25	07.06.25	

** List of other personnel viz., riggers, beach cleaning team, site supervisors, site coordinators etc. is maintained as Annexure I*

4. PERSONNEL – KANKYKUMARI					
S No	**Name of Personnel**	**Designation**	**From**	**To**	**Remarks**
1.	Kuldeep Jadeja	Shore Coordinator	29.05.25		Kanyakumari
2.	Parag Pathak	Safety Officer	29.05.25		Kanyakumari
3.	Jitendra Kumar	IMO Level II	29.05.25		Kanyakumari
4.	Mukesh Kumar	IMO Level I	29.05.25		Kanyakumari
5.	Aditya Yadav	IMO Level I	29.05.25		Kanyakumari
6.	Parin Gohil	Site Coordinator	06.06.25		Kanyakumari

** List of other personnel viz., riggers, beach cleaning team, site supervisors, site coordinators etc. is maintained as Annexure I*

5. Machineries/Crafts/Equipment					
S No	**Description**	**Qty**	**On Hire**	**Off Hire**	**Remarks**
1	Excavators	5	27.05.25	09.06.25	Kollam
2	Excavators	2	10.06.25		Kollam
3	Trailers	4	27.05.25	09.06.25	Kollam

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DAILY PROGRESS REPORT
SHORE WATCH AND CLEAN UP – MSC ELSA III

5. Machineries/Crafts/Equipment

S No	Description	Qty	On Hire	Off Hire	Remarks
4	Hydra Crane – 25 T	8	27.05.25	09.06.25	Kollam
5	Hydra Crane – 25 T	2	10.6.25		Kollam
6	Excavators	2	28.05.25	09.06.25	Kanyakumari
7	Trailers/	2	28.05.25	09.06.25	Kanyakumari
8	Hydra Crane – 25 T	2	28.05.25	09.06.25	Kanyakumari
9	Excavators	2	28.05.25	09.06.25	Thiruvananthapuram
10	Trailers/Trucks	2	28.05.25	09.06.25	Thiruvananthapuram
11	Hydra Crane – 25 T	4	28.05.25	09.06.25	Thiruvananthapuram
12	Hydra Crane – 25 T	2	10.06.25		Thiruvananthapuram
13	Local Transport - Cars	2	25.05.25		Kochi
14	Local Transport – Cars	4	28.05.25	30.05.25	Thiruvananthapuram
15	Local transport – Cars	8	29.05.25		Kollam
16	Local transport – Cars	6	29.05.25		Kanyakumari
17	Local transport – Bus	2	29.05.25		Thiruvananthapuram
18	Local transport – Bus	2	30.05.25		Kollam
19	Local transport – Cars	8	31.05.25	09.06.25	Thiruvananthapuram
20	Local Transport – Cars	3	10.06.25		Thiruvananthapuram
21	PPE Kits, Lifting / Securing Material, Shore clean up material, consumables, trailers etc.				
22	Drones for aerial survey	03	02.06.25		2 Tvm, 1 Kollam
23	Drone for aerial survey	01	03.06.25		1 Kanyakumari
24	Oil Spill Response Kit as per ITOPF Guidelines at Kollam and Alleppey	02	06.06.25		
25	Bus	05	08.06.25		For Volunteers at TVM
26	Cars	10	08.06.25		For Volunteers at TVM
27	Cars	2	10.06.25		
28	Local Transport – Cars	2	28		Surveyors
29	Pick up	05	08.06.25		For beach clean up material

6. Activities carried out in last 24 hours

@KOLLAM CENTRE

Beach Cleaning Operations:

Cleaning activities were carried out at the following sites:

- Kappil Beach
- Pozhikkara Beach
- Remaining stretches of Eravipuram Beach

The collection details are as follows

- 4 sacks of separated nurdle pellets
- 7 sacks of separated pellets collected from sieving at the port
- 154 sacks containing sand-pellet mixtures collected from the beaches

Total Volunteers reported = 106

Port Organisation:

The MERC team reorganised the salvaged containers and cargo within the port premises. All containers have been placed systematically to ensure their identification numbers are clearly visible and accessible.

Warehouse Preparation:

The port warehouse has been properly set up for sieving operations. Tarpaulin has been laid across the entire floor area to enable clean and efficient separation of plastic nurdles from sand.

@ THIRUVANANTHAPURAM CENTRE

- Shore team sourcing material/equipment as required for the various operations and providing logistical support.
- Conducted a meeting with ITOPF team for updates and further planning.
- ITOPF and Spilltech members visited locations where beach cleanup is being done.

Site 1: Thumba Beach

- Salvage operation of below mentioned containers in progress,
  - **MSDU9799623** (North of Thumba beach, at Chirayinkeezhu)

Volunteer Engagement

- Locations for Volunteer engagement decided, in discussion with ITOPF, are as under
  - Veli Beach
  - Kovalam
  - Perumuthura beach
- Volunteers were picked by MERC from their respective pickup points (designated Fire stations) at 0800 hrs.
- MERC team of Team Leader, Supervisors and helpers were at their assigned locations at 0800 hrs.
- Volunteers, under supervision of MERC team engaged in beach cleanup at their assigned locations.
- Volunteers were dropped back at their respective fire stations at 1500 hrs.
- Team 6 and 7 (11 MERC member in each team) carried out spot clean up at Vizhinjam beach as adviced by ITOPF.

Total Volunteers reported - 184

Survey

- Today, a field survey was conducted as per the instructions of Mr. Thomas Sturgeon (ITOPF representative). The survey team successfully covered the following locations:
  - Veli Beach
  - Kannamthura
  - Vettucaud
  - South Thumba
  - Thumba beach
  - Kovalam
  - Adimalathura
  - Kollam
  - Varkala
  - Neendakara
  - Perumathura Beach
  - Anjuthengu Fort

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- Mariyanad fish market
- Mariyanadu beach
- Vypin Thyckal Beach
- Ambalapuzha Beach
- Fort Kochi
- Pozhika
- Vizhinjam
- Shankumugham
- Thottapalli Beach
- Panikkaru Kadavu Karunagapalli
- Mandaikadu
- Manavalakurichi PAGE 1
- Colachel Herbour Bridege
- Saint Bartholomew's church
- Neerody
- Eadappadu
- Enayam Church
- Thoorthoor West Beach
- Mutton Beach
- Kanyakumari

- The areas of Pulluvila, Poovar, Rameshwaram, Danushkodi, and some parts of Kanyakumari were surveyed, but due to technical difficulties, relevant data were not received.
- The total distance covered during the survey was approximately **412.8 km**, utilizing a drone survey.
- The purpose of the survey was to identify and account for the marine pollution due to the recent grounding of MSC ELSA3.

ta were documented and are stored i
more efficient data organization

@ KANYAKUMARI CENTRE

0730 – Toolbox meeting

- At 0800 hrs team reached following affected beaches and villages of the **Kanniyakumari** region and started cleaning of the beach
  - Manakudy
  - Chhotavalai

Deployed 21 sanitary cleaners with 1 MERC supervisors and 1 MERC site coordinator on these locations for cleaning and collecting the plastic nurdles. 29 sacks full of nurdles collected and transported to Govt indicated premises, 10 sacks stored in a safe location at the beach. Work was stopped at 1600 hrs.

- At 0800 hrs team reached affected beaches and villages of **Colachel** and started with cleaning
  - Mela Kadiapattnam
  - Chinnavillai
  - Kodimunai

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Deployed 38 sanitary cleaners with 4 MERC supervisors and 1 MERC site coordinator on these locations for cleaning and collecting the plastic nurdles. 21 sacks full of nurdles collected and transported to Govt indicated premises, segregation and cleaning of nurdles was done at Muttom harbour by 10 sanitary cleaners. Work was stopped at

truck was hired along with crane at loading and unloading points.

- At 0800 hrs team reached at the fishermen villages and beaches of **Thengappattanam** region and started with cleaning work
  - Kurumpanai
  - Midalam
  - Melmidalam
  - Emayam Chinathurai
  - Eroyumanthuarai
  - Poothurai
  - Eraviputhenthurai
  - Vallavilai
  - Marthandahnthurai

Deployed 99 sanitary cleaners with 12 MERC supervisors and 1 MERC site coordinator on these locations for cleaning and collecting the plastic nurdles. 50 sacks full of nurdles were collected and transported in two trucks to **Thengappattanam** storage area, segregation and cleaning of nurdles was done at **Thengappattanam** harbour by 4 sanitary cleaners. At 1600 hrs work was stopped.

Total of **101 bags filled** with collected plastic nurdles from all locations with the help of **state local cleaners** and 29 MERC cleaning labour accompanied by a team of 20 MERC supervisors. The sacks were transported to designated locations.

Total Volunteers Reported – 129

7. Activities planned for next 24 hours

@ KOLLAM CENTRE

Beach Cleaning & Sieving:
Beach cleaning and sieving operations will continue at Pozhikkara Beach and Kappil Beach. Sieving of previously collected sacks will also be carried out at Kollam Port. Civil Defence volunteers, PCB officials, and MERC representatives will be deployed for the operations.

New Retrieval Operation
A small piece of container reported in the morning at Kavanadu (near Neendakara) will be retrieved by the MERC team.

@ TRIVANDRUM CENTRE

- Shore team to source material/equipment as required for the various operations and provide logistical support.

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- Continue with preparation works for the government volunteer engagement for beach cleanup process.

Volunteer Engagement

- Locations for Volunteer engagement decided, in discussion with ITOPF, are as under
  - Veli Beach
  - Kovalam
  - Perumuthra beach
- Volunteers to depart from their respective pickup points (designated Fire stations) at 0800 hrs.
- MERC team of Team Leader, Supervisors and helpers to be at their assigned locations at 0800 hrs.

Site 1: Thumba Beach

- Continue salvage operation of below mentioned containers,
  - **MSDU9799623 (North of Thumba beach, at Chirayinkeezhu)**

Surveys

Conduct field (using the ITOPF app) and aerial (using drones) surveys.

@KANYAKUMARI CENTRE

Respective teams shall continue collecting nurdles at appointed sites, the filled sacks will be transported to designated storage points.

8. Approval and Signatures

MERC REPRESENTATIVE	
Name	
Signature	

CLIENT REPRESENTATIVE	
Name	
Signature	

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PHOTOGRAPHS

CKING ELSA3 -

SL NO	CntrNo	SzTp	F/E	DG/NDG	IDED	Cargo	SITE	TO PORT?	PORT NAME
1	MSDU9893250	40HR	E	NDG	YES	EMPTY CONTAINER	YES	YES	KOLLAM PORT
2	MSDU9794560	40HR	E	NDG	YES	EMPTY CONTAINER	YES	YES	KOLLAM PORT
3	GESU9440828	40HR	E	NDG	YES	EMPTY CONTAINER	YES	YES	KOLLAM PORT/ALLEPPEY
4	MSDU9793604	40HR	E	NDG	YES	EMPTY CONTAINER	YES	YES	KOLLAM PORT
5	OTPU6569314	40HR	E	NDG	YES	EMPTY CONTAINER	YES	YES	KOLLAM PORT
6	MSMU8785684	40HC	F	NDG	YES	STANDARD NEWSPRINT	YES	YES	KOLLAM PORT
7	TTNU8127828	40HR	E	NDG	YES	EMPTY CONTAINER	YES	YES	KOLLAM PORT
8	MSDU9792167	40HR	E	NDG	YES	EMPTY CONTAINER	YES	YES	KOLLAM PORT/ALLEPPEY
9	MSMU7909292	40HC	F	NDG	YES	STANDARD NEWSPRINT	YES	YES	KOLLAM PORT
10	GESU9273269	40HR	E	NDG	YES	EMPTY CONTAINER	YES	YES	KOLLAM PORT
11	FFAU2505674	40HC	F	NDG	YES	CHINA GREEN TEA	YES	NO	
13	MEDU9614722	40HR	E	NDG	YES	EMPTY CONTAINER	YES	YES	KOLLAM PORT
14	MSDU9797852	40HR	E	NDG	YES	EMPTY CONTAINER	YES	YES	KOLLAM PORT
15	MSDU9793585	40HR	E	NDG	YES	EMPTY CONTAINER	NO	YES	KOLLAM PORT
16	MSDU9792254	40HR	E	NDG	YES	EMPTY CONTAINER	YES	YES	KOLLAM PORT
17	MEDU9660590	40HR	E	NDG	YES	EMPTY CONTAINER	YES	NO	
18	MSDU9793836	40HR	E	NDG	YES	EMPTY CONTAINER	YES	YES	KOLLAM PORT
19	MSDU9798078	40HR	E	NDG	YES	EMPTY CONTAINER	YES	YES	KOLLAM PORT
20	MSBU5363486	40HC	F	NDG	YES	COTTON, NOT CARDED OR COMBED	NO	YES	KOLLAM PORT
21	MEDU9744433	40HR	E	NDG	YES	EMPTY CONTAINER	NO	YES	KOLLAM PORT
22	CXRU1389042	40HR	E	NDG	YES	EMPTY CONTAINER	NO	YES	KOLLAM PORT
23	CXRU1271466	40HR	E	NDG	YES	EMPTY CONTAINER	NO	YES	KOLLAM PORT
24	MEDU9775310	40HR	E	NDG	YES	EMPTY CONTAINER	YES	YES	KOLLAM PORT
25	OTPU6670335	40HR	E	NDG	YES	EMPTY CONTAINER	NO	YES	KOLLAM PORT
26	TRIU8172077	40HR	E	NDG	YES	EMPTY CONTAINER	NO	YES	KOLLAM PORT
27	CXRU1320977	40HR	E	NDG	YES	EMPTY CONTAINER	NO	YES	KOLLAM PORT
28	MSMU5762427	40HC	F	NDG	YES	GAUZE ROLL 90 CM 17TH	NO	YES	KOLLAM PORT
29	MEDU3512261	20DV	F	NDG	YES	WOOD	YES	YES	KOLLAM PORT
30	TGBU6376120	40HC	F	NDG	YES	PAPERBOARD, IN ROLLS OR S	YES	YES	KOLLAM PORT
31	CXRU1198637	40HR	E	NDG	YES	EMPTY CONTAINER	NO	YES	KOLLAM PORT
32	FTAU1518118	20DV	F	NDG	YES	SAWN TIMBER	YES	YES	KOLLAM PORT
33	TRHU6850799	40HC	F	NDG	YES	POLYMERS OF ETHYLENE, IN PRIMARY	YES	YES	KOLLAM PORT
34	MSMU4989838	40HC	F	NDG	YES	STANDARD NEWSPRINT	YES	YES	KOLLAM PORT
35	MSMU7378956	40HC	F	NDG	YES	STANDARD NEWSPRINT	NO	YES	KOLLAM PORT
36	MSDU9793501	40HR	E	NDG	YES	EMPTY CONTAINER	NO	YES	KOLLAM PORT
37	MEDU9712544	40HR	E	NDG	YES	EMPTY CONTAINER	NO	YES	KOLLAM PORT
38	OTPU6086785	40HR	E	NDG	YES	EMPTY CONTAINER	NO	YES	KOLLAM PORT
39	MSDU9805201	40HR	E	NDG	YES	EMPTY CONTAINER	NO	YES	KOLLAM PORT
40	SEGU9180638	40HR	E	NDG	YES	EMPTY CONTAINER	YES	YES	KOLLAM PORT
41	BMOU9650591	40HR	E	NDG	YES	EMPTY CONTAINER	NO	YES	KOLLAM PORT
42	No cont number	---	---	----	YES	EMPTY CONTAINER	NO	YES	KOLLAM PORT
43	CRXU5299926	20RE	E	NDG	YES	SHIP STOCK	NO	YES	KOLLAM PORT
44	TTNU8470863	40HR	E	NDG	YES	EMPTY CONTAINER	NO	YES	KOLLAM PORT
45	MSCU7391897	40HR	E	NDG	YES	EMPTY CONTAINER	NO	YES	KOLLAM PORT
46	MSDU9799752	40HR	E	NDG	YES	EMPTY CONTAINER	YES	NO	
47	MSDU6902759	40HC	F	NDG	YES	FORMS - POLYETHYL	YES	YES	VIZHINJAM PORT
48	MSDU6902609	40HC	F	NDG	YES	FORMS - POLYETHYL	YES	YES	VIZHINJAM PORT
49	MSCU3627900	20RE	F	NDG	NO	SHIP STOCK	YES	NO	
50	UETU6084398	40HC	F	NDG	YES	LLDPE	YES	YES	VIZHINJAM PORT
51	MSDU6901460	40HC	F	NDG	YES	FORMS - POLYETHYL	YES	YES	VIZHINJAM PORT
52	MSNU2417647	20DV	F	NDG	YES	NOT STRIPPED OF BARK	YES	YES	VIZHINJAM PORT
53	TGHU9919515	40HR	E	NDG	YES	EMPTY CONTAINER	NO	YES	VIZHINJAM PORT
54	MSMU5243355	40HC	F	NDG	YES	LINEAR LOW DENSITY POLYETHYLENE	YES	YES	VIZHINJAM PORT
55	MSNU5736458	40HC	F	NDG	YES	LINEAR LOW DENSITY POLYETHYLENE	NO	YES	VIZHINJAM PORT
56	MSDU9794093	40HR	E	NDG	YES	EMPTY CONTAINER	YES	YES	VIZHINJAM PORT
57	TGBU7867133	40HC	F	NDG	YES	COTTON, NOT CARDED OR COMBED	YES	YES	KOLLAM PORT
58	FSCU9885968	40HC	F	NDG	YES	COTTON, NOT CARDED OR COMBED	YES	YES	KOLLAM PORT
59	MSDU1412527	20DV	F	NDG	YES	WOOD	NO	YES	TUTICORIN PORT
59	TTNU8122256	40HR	E	NDG	YES	EMPTY CONTAINER	YES	YES	KOLLAM PORT
60	TRIU8087165	40HR	E	NDG	YES	EMPTY CONTAINER	NO	YES	KOLLAM PORT
61	MSDU9786652	40HR	E	NDG	YES	EMPTY CONTAINER	NO	YES	KOLLAM PORT
62	MSDU2942820	20DV	F	NDG	YES	WOOD	NO	YES	VIZHINJAM PORT
63	MSDU9799623	40HR	E	NDG	YES	EMPTY CONTAINER	NO	NO	
							NO	NO	
65	MSDU9868663	40HR	E	NDG	YES	EMPTY CONTAINER	NO	YES	KOLLAM PORT

59

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भारत सरकार/ GOVERNMENT OF INDIA
पत्तन,पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

No. 25-35011/1/2025-NT – DGS (Comp. No.: 34637) **Dated:13.06.2025**

To,
Additional Chief Secretary (Finance)
Government of Kerala
Government Secretariat,
Thiruvananthapuram – 695 001

Sub: Filing of State Claims Arising from MSC ELSA 3 Incident – reg.

Sir,

I am directed to refer to the sinking of MSC ELSA 3 (IMO 9123221) on 25 May 2025 and to the coordination meeting of 03 June 2025 held in Thiruvananthapuram with officials of the Government of Kerala, representatives of P&I Insurers, i.e. NorthStandard P&I and this Directorate.

2. At the said meeting, the insurers had confirmed that a dedicated Claims Desk was opened in Kochi on 28 May 2025 (copy of notice enclosed). The insurer further indicated that they would consider the release of interim payments upon receipt of duly substantiated claims. It was therefore agreed that all departmental and agency-level claims of the State Government would be channelled through this Directorate to the Claims Desk for coordinated scrutiny and accelerated disbursement.

3. In this respect, the formal statements of claim from the Government of Kerala or its subordinate agencies have not yet been received as of this date. In the absence of these documents, any interim disbursement of claims from the aforesaid incident on the part of the P&I Insurer will not be possible.

4. The immediate attention to this urgent matter is therefore kindly requested.

This is issued with the approval of the Director General of Shipping.

Yours faithfully,

(Capt. Anish Joseph)
Deputy Nautical Adviser -cum-
Senior Deputy Director General (Tech)
anish-dgs@gov.in | 91 98472 29295

Enclosure: As above

Copy to: Member Secretary, Kerala Disaster Management Authority (KDMA) – for information and necessary action.

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Sub: Nodal Officer Details – Incident Involving MSC ELSA 3 (25.05.2025)

< IN363-claims@msc.com >

Wed, 28 May 2025 20:43:03 +0530

To "po.mmd-ker"<po.mmd-ker@gov.in>,"senthil.kumar30"<senthil.kumar30@gov.in>

Cc "abulkalam.azad"<abulkalam.azad@gov.in>,"anish-dgs"<anish-dgs@gov.in>,"singh.harinder"<singh.harinder@gov.in>,"in363-mscelsa3.claims2025"<in363-mscelsa3.claims2025@msc.com>,"raja"<raja@bosemitraco.in>,"r.goenka"<r.goenka@bosemitraco.in>,"ashutosh.t"<ashutosh.t@bosemitraco.in>

Dated: May 28, 2025

TO,
Senthil Kumar Jayaraman
Principal Officer cum Director General (Tech)
Mercantile Marine Department, Kochi
North End P.O Willingdon Island
Kochi, Kerala, 682 009

CC:

Capt. S.I. Abul Kalam Azad
Nautical Adviser-Cum-Addl DG (Nautical)(i/c)

Capt. Anish Joseph
Dy. Nautical Advisor-cum Sr. DDG(Tech)

Capt. Harinder Singh
Naulical Surveyor-cum-DDG(Tech)

Kind Attn: Senthil Kumar Jayaraman, Principal Officer cum Director General (Tech) ,
Mercantile Marine Department, Kochi

Sub: Nodal Officer Details – Incident Involving MSC ELSA 3 (25.05.2025)

Dear Sirs,

We write to you to formally provide the names, claims email id, contact details of the designated nodal officers appointed to address the claims arising out of the incident involving the sinking of the vessel MSC Elsa 3 on 25 May 2025.

The details of the nodal officers appointed and the claim email id for this matter are as follows:

1.
a. Mr. Jacob George
Designation: Nodal Officer
Phone Number: +91 989 504 0242

b. Captain Deepak Agarwal
Designation: Nodal Officer
Phone Number: +91 897 987 5422

2. For all correspondence related to this incident, please direct communications to the following email address:
in361-mscelsa3.claims2025@msc.com

For the avoidance of doubt, any claims received through the nodal officers shall not be considered an admission of the claim, liability or facts.

Best Regards,
Claims Team – MSC

MSC AGENCY (INDIA) PRIVATE LIMITED
As agent for MSC Mediterranean Shipping Company S.A., Geneva

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Sensitivity: Internal

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पत्तन,पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

No. 25-35011/1/2025-NT – DGS (Comp. No.: 34637) **Dated:13.06.2025**

To,
The District Collector
Collectorate,
Nagercoil– 629001
E mail: collrkkm@nic.in

Sub: Filing of State Claims Arising from MSC ELSA 3 Incident – reg.

Madam,

I am directed to refer to the sinking of MSC ELSA 3 (IMO 9123221) on 25 May 2025 and to the coordination meeting of 04 June 2025 held in Nagercoil with officials of the Government of Tamil Nadi, representatives of P&I Insurers, i.e. NorthStandard P&I and this Directorate.

2. At the said meeting, the insurers had confirmed that a dedicated Claims Desk was opened in Kochi on 28 May 2025 (copy of notice enclosed). The insurer further indicated that they would consider the release of interim payments upon receipt of duly substantiated claims. It was therefore agreed that all departmental and agency-level claims of the State Government would be channelled through this Directorate to the Claims Desk to facilitate the claim process.

3. In this respect, the formal statements of claim from the Government of Tamil Nadu or its subordinate agencies have not yet been received as of this date. In the absence of these documents, any interim disbursement of claims from the aforesaid incident on the part of the P&I Insurer will not be possible.

4. The immediate attention to this urgent matter is therefore kindly requested.

This is issued with the approval of the Director General of Shipping.

Yours faithfully,

(Capt. Anish Joseph)
Deputy Nautical Adviser -cum-
Sr. Dy. Director General (Tech)
anish-dgs@gov.in | 91 98472 29295

Enclosure: As above

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Sub: Nodal Officer Details – Incident Involving MSC ELSA 3 (25.05.2025)

< IN363-claims@msc.com >

Wed, 28 May 2025 20:43:03 +0530

To "po.mmd-ker"<po.mmd-ker@gov.in>,"senthil.kumar30"<senthil.kumar30@gov.in>

Cc "abulkalam.azad"<abulkalam.azad@gov.in>,"anish-dgs"<anish-dgs@gov.in>,"singh.harinder"<singh.harinder@gov.in>,"in363-mscelsa3.claims2025"<in363-mscelsa3.claims2025@msc.com>,"raja"<raja@bosemitraco.in>,"r.goenka"<r.goenka@bosemitraco.in>,"ashutosh.t"<ashutosh.t@bosemitraco.in>

Dated: May 28, 2025

TO,
Senthil Kumar Jayaraman
Principal Officer cum Director General (Tech)
Mercantile Marine Department, Kochi
North End P.O Willingdon Island
Kochi, Kerala, 682 009

CC:

Capt. S.I. Abul Kalam Azad
Nautical Adviser-Cum-Addl DG (Nautical)(i/c)

Capt. Anish Joseph
Dy. Nautical Advisor-cum Sr. DDG(Tech)

Capt. Harinder Singh
Naulical Surveyor-cum-DDG(Tech)

Kind Attn: Senthil Kumar Jayaraman, Principal Officer cum Director General (Tech) ,
Mercantile Marine Department, Kochi

Sub: Nodal Officer Details – Incident Involving MSC ELSA 3 (25.05.2025)

Dear Sirs,

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1.
a. Mr. Jacob George
Designation: Nodal Officer
Phone Number: +91 989 504 0242

b. Captain Deepak Agarwal
Designation: Nodal Officer
Phone Number: +91 897 987 5422

2. For all correspondence related to this incident, please direct communications to the following email address:
in361-mscelsa3.claims2025@msc.com

For the avoidance of doubt, any claims received through the nodal officers shall not be considered an admission of the claim, liability or facts.

Best Regards,
Claims Team – MSC

MSC AGENCY (INDIA) PRIVATE LIMITED
As agent for MSC Mediterranean Shipping Company S.A., Geneva

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Sensitivity: Internal

Date: 09.06.2025

NOTICE

Subject :

ɔonse to the vessel being an assumed c
ŋg. 074°37.4'E, approximately southwes
:kal, Kerala. The vessel in its present conc
nd coastline.

Operator/P&I Insurer/Agent of the v
immediately which shall include:

the escape of oil from the vessel; and Mc the area;
oil from the vessel;
oil slicks on the surface of sea, if it were d
oil slicks on the surface of sea, if it were
nto sea

The
take
Authorities.

(J Senthil Kumar)

North I

दूरभाष / Tele ov.in

To

.

Copy to:

1. Flag State of the vessel

tion of the vessel
in Port Authority, Kochi
chin Port Authority.
ard Head Quarter.

the Govt. of India, DG Shipping, Mun
vith the Govt. of India, DG Shipping, M .

THE HIGH COURT OF KERALA
सत्यमेव जयते

========== Forwarded message ==========
From: MMD KOCHI <po.mmd-ker@gov.in>
To: <master.britonliberty@stationsatcommail.com>, "AADITYA R JAWALIKAR"<Coo-hosnc@navy.gov.in>
Cc: <soloman@pmapl.com>, <ops@triton-maritime.com>, <technical@triton-maritime.com>, <mpradhan@triton-maritime.com>, <ybhave@triton-maritime.com>, "Capt. S.I.Abul Kalam Azad"<abulkalam.azad@gov.in>, "Capt. Harinder"<singh.harinder@gov.in>, "Ubaidu Rehman "<u.rehman@nic.in>
Date: Thu, 12 Jun 2025 09:41:52 +0530
Subject: Notice under Section 356 (K) of Merchant Shipping Act 1958 as amended to proceed for assistance- WAN HAI 503 -Reg
========== Forwarded message ==========

Sir,

Whereas the vessel **M.V WAN HAI, IMO No. 9294862**, is under distress (Explosion and fire) at position located at Lat. 11°37.6'N, Long. 074°37.4'E, approximately southwest of the Indian Coastline, 44 nautical miles (nm) from Azhikkal, Kerala,
India

And whereas, the fire on the vessel appears to be uncontrolled and vessel may sink or drift towards Indian coast which may cause significant environmental pollution.
Now, therefore, in exercise of powers conferred under **Section 356(K)** of the Merchant Shipping Act, 1958, the **Central Government** hereby issues this Notice for **immediate** release of vessel M T Triton Liberty and deploy
for,

1. Containing the pollution already caused or preventing the pollution threatened to be caused, of coastal waters of India by oil, Dangerous Cargo (IMDG) or noxious liquid substance, escaped or threatening to escape from the ship- **M.V WAN HAI, IMO No. 9294862**
2. Transfer or removal of oil or other polluting substances from the distressed ship;
3. Any other operational or emergency action as necessary to prevent or contain marine pollution in the affected area.

Kindly confirm the receipt of this notice

Yours Sincerely,

J Senthil Kumar

Principal Officer-Cum-Jt.Director General (Tech),/

प्रधान अधिकारी-सह-संयुक्त महानिदेशक (तकनीकी),

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Mercantile Marine Department, Kochi/

व्यापारिक समुद्री विभाग, कोच्चि

Ministry of Port Shipping and Waterways,
Government of India

पत्तन,पोत परिवहन और जलमार्ग मंत्रालय
भारत सरकार

THE HIGH COURT OF KERALA

भारत सरकार / GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING AND WATERWAYS
नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

File No. 25/7/2025-NT-DGS Date 13.06.2025

NOTICE UNDER SECTION 356-K and 356-L OF MERCHANT SHIPPING ACT, 1958

Sub.: Release of SCI Panna for Deployment in the Emergency Response Operations for the fire onboard *MV WAN HAI 503* (IMO no.: 9294862, Flag: Singapore) – reg.

Whereas, the container vessel *WAN HAI 503* (IMO no. 9294862, Flag: Singapore), owned by WAN HAI LINES SINGAPORE Pte Ltd, 10-01, 79, Anson Road, Singapore - 079906 and operated by WAN HAI LINES SINGAPORE Pte Ltd, experiencing an explosion in the forward bay resulting in a significant onboard fire in the forward cargo holds, while enroute from Colombo to Nhava Sheva, about 44 nautical miles southwest of Azhikkal, Kerala

Accordingly, a notice under Section 356-J of the Merchant Shipping Act, 1958, dated 09.06.2025 (attached as Annexure - 1), has already been issued by the Mercantile Marine Department (MMD), Kochi to take immediate action to prevent the likely escape of oil from the vessel into the sea due to the fire onboard. Furthermore, a notice under Section 356-K of the Merchant Shipping Act, 1958 dated 12.06.2025 (attached as Annexure - 2) has also been issued by the Mercantile Marine Department (MMD), Kochi to carry out the directives given in the notice issued under section 356-J

Whereas, the vessel *WAN HAI 503*, remains unmanned, adrift, and continues to emit smoke and flames from Bay Nos. 2 and 3 (port and starboard). Fuel oil tanks located in proximity to the fire are of major concern due to the potential for escalation and environmental damage. The vessel is currently drifting at a controlled rate in view of the towline connected

It is further noted that the vessel is laden with containerized cargo, including 143 containers with dangerous goods classified under Classes 3 (flammable liquids), 4.1 (flammable solids), 4.2 (substances liable to spontaneous combustion), 4.3 (substances that, when in contact with water, emit flammable gases), 6.1 (toxic substances), 8 (corrosive substances), 9 (Miscellaneous Dangerous Substances and Articles) under the International Maritime Dangerous Goods (IMDG) Code. Furthermore, it has also come to the attention of this Directorate that multiple containers have detached from the vessel and are now possibly scattered on the seabed, rendering the sea area a navigational hazard. In addition, some

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containers have been observed to have drifted away from the vessel and might reach the coastline of Kerala

This situation necessitates immediate and effective remedial action, including an emergency response operations for towing the vessel away from the Indian Coast, mitigating the risk posed by the fire onboard, recovery of the containers afloat and its contents, and the proper and environmentally compliant disposal, in order to mitigate further risk to marine safety and the coastal environment

Now, therefore, in exercise of the powers conferred under **Section 356-I(1)(ii)** of the Merchant Shipping Act, 1958, the Directorate General of Shipping hereby directs **SCI Panna to be released from its current duty to provide assistance for the emergency response** operation of *WAN HAI 503*. The vessel, its Master, Owner, Agent, Charterer, Managers, and Operators is directed to coordinate towards this direction with the Salvors of Wan Hai 503 for **preventing the pollution threatened to be caused to the coastal waters or the coast of India by oil and/or noxious cargo threatening to escape from a ship** as defined under **356-K(1)(ii)** resulting from the fire onboard.

In pursuance of Section 356-K(1) and 356-L(1) of the Act, the above mentioned action is directed to be undertaken without delay, among others as may be deemed necessary, and with due regard to prevailing environmental standards and maritime and other safety protocols. The vessel SCI Panna may accordingly expeditiously proceed to the current location of the salvage operations of WAN HAI 503. The coordinates of which will be provided by Salvors.

In this regard, the concerned parties are advised to take necessary action and are hereby instructed to inform this Directorate of the status of actions undertaken at the earliest and to provide timely and regular updates to all relevant authorities until the completion of all remedial measures

This notice is issued with the approval of the Competent Authority

Yours faithfully,

13/06/25

(Capt. Harinder Singh)
Nautical Surveyor & DDG (Tech.)
Directorate General of Shipping, Mumbai

To,

1. **The Master, Owners, Charterers, Operators of SCI Panna** (IMO no. 9524889)
2. **The Master of the vessel WAN HAI 503** (IMO no : 9294862)

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1 **The Ship Owner & Operator** – WAN HAI LINES SINGAPORE Pte Ltd. 10-01, 79, Anson Road, Singapore - 079906. Kind Attn Capt Sankalp Shukla, Managing Director, Bernhard Schulte Shipmanagement

4 **The Ship Managers** – WAN HAI LINES SINGAPORE Pte Ltd. 10-01, 79, Anson Road, Singapore - 079906 Kind Attn : Capt Sankalp Shukla, Managing Director Bernhard Schulte Shipmanagement

5 **Protection & Indemnity (P&I) Insurers of the vessel** – The Britannia Steam Ship Insurance Association Limited, Regis House 45, King William Street, London EC4R 9AN, UK Kind Attn Edward Allsop, Fleet Manager Britannia

6 **The Flag State Administration** – The Maritime and Port Authority of Singapore (MPA), 460 Alexandra Rd, #19-00, Singapore 119963

Copy to

1 **Kerala State Government** – Office of the Chief Secretary, Government of Kerala Secretariat, Thiruvananthapuram - 695001

2 **Kerala State Maritime Board** – Chief Executive Officer, Kerala Maritime Board, HO TC XXII/1666 (4&5), 1st Floor, Mulamoottil Building Pipinmoodu, Sasthamangalam Thiruvananthapuram, Kerala - 695010

3 The **Nautical Advisor** to the Govt of India, Directorate General of Shipping, Mumbai

4 The **Chief Surveyor** with the Govt of India, Directorate General of Shipping, Mumbai

5 The **Chief Ship Surveyor** with the Govt of India, Directorate General of Shipping, Mumbai

6 **Cochin Port Authority**, Willingdon Island, Kochi, Kerala 682009

7 **MMD, Kochi** – Principal Officer, Mercantile Marine Department, Willingdon Island, Kochi, Kerala 682009.

8 **Indian Navy**, Southern Naval Command, INS Venduruthy, Willingdon Island, Kochi, Kerala, India

9 **Indian Coast Guard**, MRCC, Mumbai, Hqrs Coast Guard Region (West), Worli Sea Face, Post – Worli Colony, Mumbai – 400 030 Kind Attn The Officer-in-Charge

FSO VERIFIED - 3

(SITREP -1 2200 Hrs on 24/05/2025)

Listing of MSC ELSA III (IMO no – 9123221)

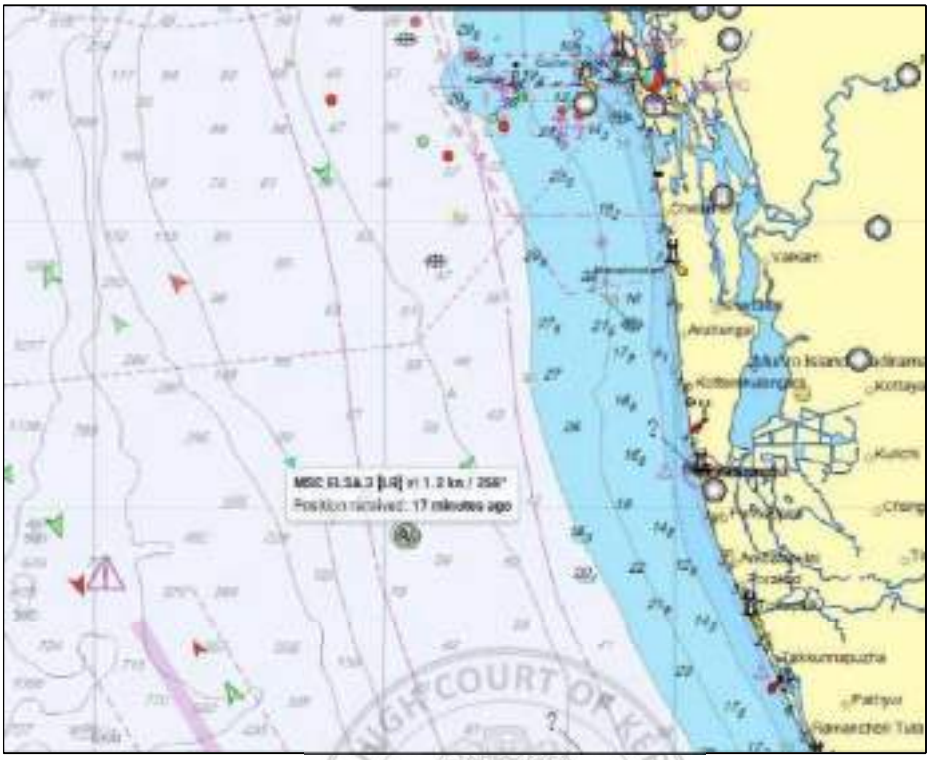
1. Incident Overview:

On 24 May 2025 at approximately 1300 hrs IST, the container vessel MSC ELSA 3, operated by MSC Shipmanagement Ltd., developed a severe starboard list while en route from Vizhinjam to Cochin, about 30 nautical miles southwest of Cochin Port. By 1515 hrs IST, the list had increased to 30 degrees and stabilized, with no further progression observed.

Figure 1: MSC ELSA 3

2. Response Actions Initiated:

The Indian Coast Guard promptly responded to the incident by deploying a Dornier aircraft, which conducted aerial surveillance and successfully air-dropped a life raft to aid in crew evacuation. Additionally, surface units have been mobilised and are en route to provide Search and Rescue (SAR) and vessel support. The Indian Navy has also initiated assistance, with one naval vessel departing from Cochin and another, positioned north of the incident site, being rerouted to offer operational and humanitarian support.



3. **Present Status:**

Of the 24 crew members on-board (Russian – 01, Ukrainian – 02, Georgian -01, Filipinos 20), 21 have been safely evacuated to a life raft, while 3 remain onboard and are confirmed safe, maintaining communication with nearby vessels. M/V HANE YI is in close proximity, providing visual and VHF support. Some life rafts

reported so far. Crew list is attached

4. Additional Support:

MSC SILVER III, an MSC-operated vessel, has been deployed from Cochin to provide assistance at the incident site. M/V HANE YI remains on standby, maintaining communication and offering coordination support. Meanwhile, MSC Ship Management Ltd. has activated its emergency response protocols and is actively coordinating with MRCC Mumbai and relevant regional authorities to manage the situation.

5. Current Vessel Condition:

The vessel remains afloat and stable with a sustained 22° list, suggesting a temporary state of hydrostatic balance. There are no reports of water ingress, fire, or oil pollution. However, some life-saving appliances are inaccessible due to the listing angle, a risk currently being mitigated through aerial deployment of additional life-saving equipment.

6. Navigational Hazards:

Multiple containers have fallen overboard and are drifting in the vicinity, creating a navigational hazard. A Navarea warning has been issued via email to INHO and NCD Mumbai for promulgation. The vessel's updated position has been tracked via Marine Traffic. [insert latest position if available]

7. Coordination Measures

An online meeting was held on 24 May 2025 at 2000 he's regarding the MSC Elsa III vessel incident, attended by officials from DGS, MMD Kochi, Indian Coast Guard, Indian Navy, Kochi Port, MSC, and other stakeholders. Key outcomes included directions to owners for immediate mobilisation of salvors, appointment of an expert agency, and implementation of pollution prevention measures. Owners were instructed to ensure crew evacuation due to deteriorating weather, and to provide details on overboard containers, vessel condition, and cargo particulars. Two-hourly updates from ship-owners were mandated to ensure close monitoring and coordinated response.

8. Details of Cargo in Containers that have fallen overboard

Details are awaited from Owners

SITUATION REPORT - Initial

Incident: MSC ELSA 3 – Vessel Listing Emergency

Date: 24 May 2025

Time of Report: 1530 hrs IST

1. Incident Overview:

At approximately 1300 hrs IST on 24 May 2025, the container vessel MSC ELSA 3 (IMO No. 9123221), operated by MSC Shipmanagement Ltd., developed a severe starboard list while transiting from Vizhinjam to Cochin, approximately 30 nautical miles southwest of Cochin Port, at position 09°30.1'N / 075°46.638'E.

As of 1515 hrs IST, the vessel's list has increased to 30 degrees and is reported to be in a state of equilibrium, with no further progression observed.

2. Crew Status:

- Total crew onboard: 24
- 9 crew members are confirmed safe in a life raft.
- The remaining crew are onboard, safe, and in communication with nearby vessels.
- M/V HANE YI, a merchant vessel in proximity, has visual contact and was in VHF communication with the crew.
- Certain life rafts onboard MSC ELSA 3 could not be deployed due to the listing angle.

3. Response Actions:

a. Indian Coast Guard (ICG):

- An ICG Dornier aircraft is presently hovering at the incident location, maintaining aerial surveillance.
- In view of reported difficulties in launching life-saving equipment from the distressed vessel, the Dornier aircraft has successfully deployed a life raft near the vessel to enhance crew evacuation capability.

- Surface units have been mobilised and are enroute to the site for potential Search and Rescue (SAR), evacuation, or stabilisation support.

b. Indian Navy:

- An Indian Naval vessel has sailed from Cochin and is proceeding to the site.
- Another Naval vessel, stationed north of the incident location, has been rerouted to provide operational and humanitarian assistance.

c. Commercial Assistance:

- MSC SILVER III, a MSC vessel, has been deployed from Cochin and is heading to the incident position to provide support.
- M/V HANE YI remains on standby at the scene and continues to provide updates and coordination support.

d. MSC Shipmanagement:

- The operator has activated its emergency response protocols and is coordinating with MRCC Mumbai and regional authorities.

4. Risk Assessment & Stability:

- The vessel remains afloat and stable with a sustained 30° list, suggesting a temporary hydrostatic balance.
- No reports of ingress of water, fire, or oil pollution have been received so far.
- The inability to launch some of the vessel's own life-saving appliances presents a risk to safe evacuation, which is being mitigated by aerial deployment.

End of Report

Listing of MSC ELSA III (IMO no – 9123221, Flag Liberia) SW of Kochi

Figure 1: MSC ELSA 3

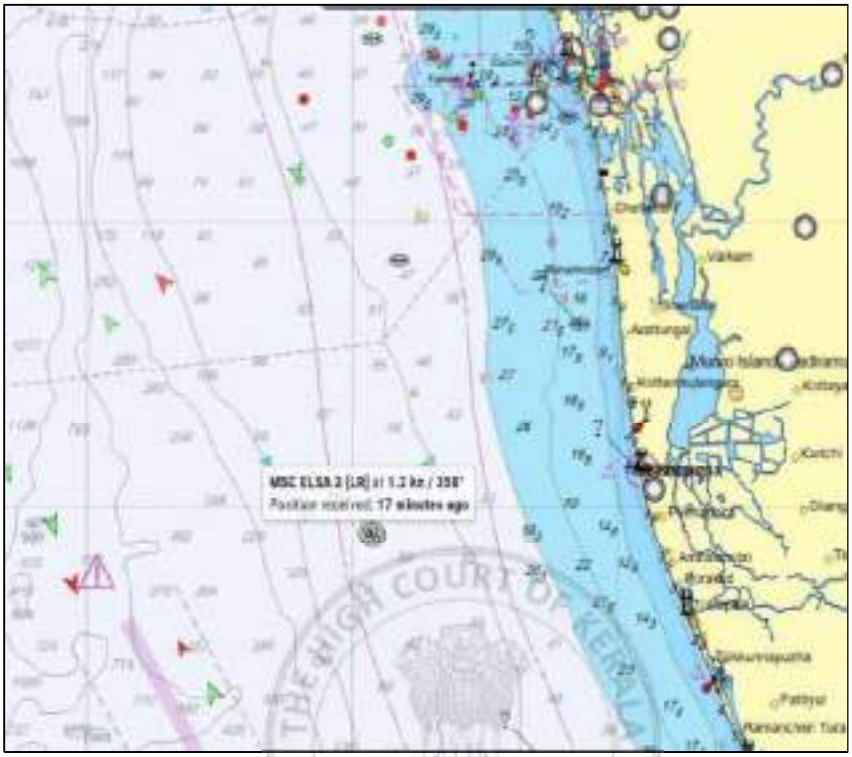


Figure 2: MSC ELSA 3 position at 2130 hours

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ulgation. The vessel's updated pos
atest position if available]

sures

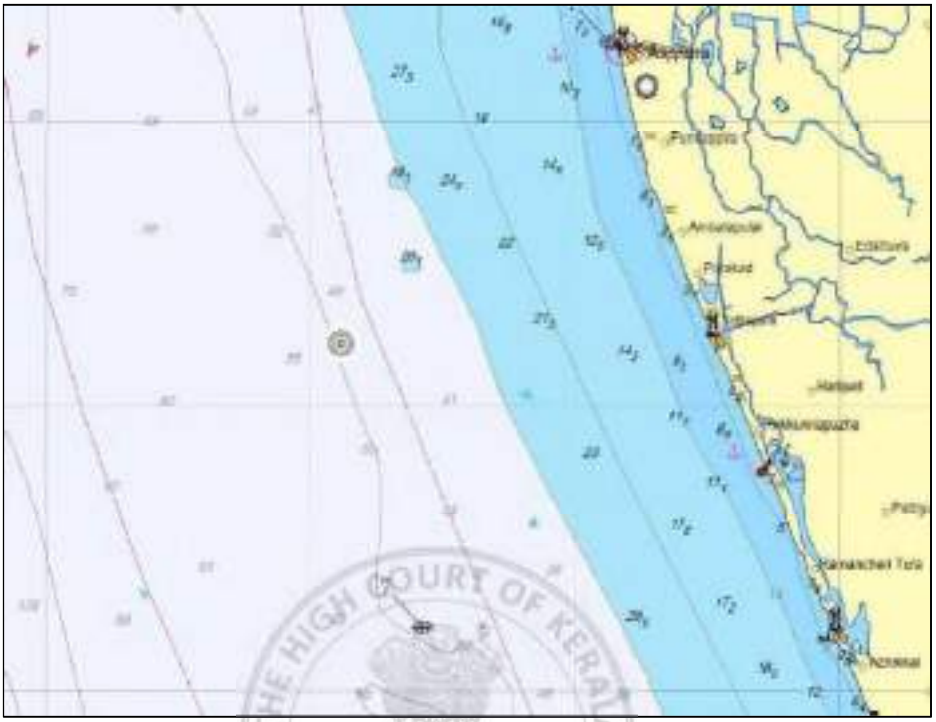
; held on 24 May 2025 at 2000 he's
nded by officials from DGS, MMD K
ort, MSC, and other stakeholders.
r immediate mobilisation of salvors

coordinated response.

As per information received from the owners there are approximately 40-45 containers that have fallen overboard. **The containers that fell overboard do not have any dangerous cargo and vessel now remains stable.**

Sinking of MSC ELSA III (IMO no – 9123221, Flag Liberia) 13 nm South West of Kochi

2.



e 2: MSC ELSA position at 0700 hrs on 25

At approximately 0750 hours, the vessel sank about 13 nautical miles off the Kerala coast.

The Coast Guard has been conducting continuous surveillance of the area, and preliminary observations indicate signs of an oil spill in the vicinity of the incident.

5. **t:**

The vessel sank approximately 13 nautical miles off the coast of Kerala at 0750 hours on 25th May 2025 in position **09 Deg 18.75N 076 Deg 08.16E**. As a result of the incident, all deck containers have been reported adrift in the surrounding waters. Among these are 13 containers classified under IMDG (International Maritime Dangerous Goods) Class 4.3, which are known to contain Calcium Carbide — a hazardous substance that reacts violently with water, releasing flammable gases.

potential threats to human life and .

Figure 1: Aerial view of the spill (source: Indian Coast Guard)

6. **Environmental Risks:**

The adrift containers not only pose a navigational hazard but also represent a significant environmental threat, particularly given the nature of the cargo involved. The vessel was carrying approximately 367 tonnes of Heavy Fuel Oil (HFO) and 84.4 tonnes of Diesel Oil at the time of the incident. With the wreck located in close proximity to the Kerala coastline (approximately 13 nautical miles), there is a heightened risk of an oil spill. Such a spill could have serious

coastal communities.

Figure 4 Aerial view of Oil Spill (source : Indian Coast Guard)

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as held on 24 May 2025 at 2000 hr

attended by officials from DGS, M

, Kochi Port, MSC, and other stal

A follow up coordination meeting was held with stakeholders[1] on 25 May 2025 at 1100 hours to assess the evolving situation and issue necessary directives. During the discussion, MSC was instructed to coordinate proactively with all

relevant stakeholders, including state authorities, to ensure a unified and effective emergency response. It was emphasized that MSC and the appointed salvors (T&T Salvage) must immediately establish contact with the Indian ICG in Kochi and initiate coordinated pollution control measures. The state government is to be integrated into all operational efforts, with local correspondence channels to be established for the formulation of a detailed action plan. DG Shipping will share necessary local contact details with MSC and supervise the implementation of pollution mitigation strategies and drift analysis. The ICG will continue aerial and surface surveillance of the area, provide regular SITREPs, and support containment and retrieval operations in collaboration with the salvors.

To streamline efforts, a unified communication channel involving MSC, state authorities, DGS, and the ICG will be created. Additionally, the salvors are to urgently prepare a comprehensive response plan in consultation with the International Tanker Owners Pollution Federation (ITOPF) and the P&I Club. Particular attention must be given to the immediate extraction of oil—especially the heavy fuel oil—from the wreck to prevent further environmental damage.

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SITREP – 4, 1600 Hrs on 26/05/2025

Sinking of MSC ELSA III (IMO no – 9123221, Flag Liberia) South West of Kochi

The Indian Coast Guard has deployed three capital ships along with aerial surveillance (Do-228 sorties) to monitor oil pollution and drifting containers. MSC has mobilized four company representatives to Kochi to coordinate response efforts with ICG, MMD and other relevant authorities. The single point of contact for the operation from MSC has been established. with local assets being engaged to support recovery efforts. Medical and psychometric evaluations of the rescued crew are currently in progress.

Figure 2: MSC FLSA 8 position at 2130 hours on 24th May 2025

3. Present Status:

The vessel remains sunk off the Kerala coast, with the Indian Coast Guard deploying aerial and maritime assets for pollution monitoring and container tracking. MSC representatives are coordinating with ICG, MMD, and local authorities. crew members are in Kochi undergoing medical and psychometric checks. Salvage and oil spill response equipment are being mobilized and key assets like tugs are yet to be deployed. Public advisories have been issued to prevent civilian contact with hazardous containers, and ITOPF is supporting modelling and risk assessment.

4. Additional Support:

Further assistance is required to expedite the mobilisation of tugs for container recovery and oil spill response. Immediate deployment of Emergency Towing Vessels (ETVs) is recommended to prevent containers from drifting into sensitive areas. Professional saturation diving support with appropriate vessels is essential due to the depth (~60m) at the site. Coordination with OSR agencies at Kochi and Vizhinjam is necessary to ensure timely availability of equipment. Support from P&I Clubs is needed to fast-track approvals, authorise equipment mobilisation, and facilitate public communication and claims processes. Local

resources, including fishing boats and trailers, may be further engaged to aid in shoreline cleanup and logistics.

5. Situation Assessment:

The sinking has led to the drifting of multiple containers at sea. At least 30 containers have already washed ashore along a 120 km coastal stretch. An oil sheen has been observed near the incident site, indicating leakage of diesel oil from the vessel. The wreck now lies fully submerged at an approximate depth of 60 metres. Several containers remain submerged with the vessel and may resurface, posing navigational and environmental hazards. Prevailing weather conditions continue to hamper salvage and containment efforts, highlighting the urgent need for a well-coordinated and expedited response.

Figure 3: Containers recovered on the Coastline

Figure 4: Container drifted ashore

7. Coordination Measures

A series of coordination meetings were convened on 24, 25, and 26 May 2025, involving officials from DG Shipping, Indian Coast Guard (ICG), IFC-IOR, MSC, salvors (T&T Salvage), P&I Club, ITOPF, port authorities, and state representatives. These meetings aimed to review the evolving situation, assess

on-ground challenges, and issue directives for accelerated and coordinated response actions.

Key instructions included the immediate mobilisation of salvors, appointment of expert agencies, and implementation of pollution prevention strategies. Six-hourly updates from the shipowner have been mandated to ensure real-time monitoring.

During the latest meeting on 26 May, MSC confirmed that four company representatives, including Capt. Deepak Agarwal, are stationed in Kochi and actively coordinating with ICG and MMD. Fishing boats are being mobilised for container retrieval, while efforts are underway to hire two tugs from Mumbai. A dedicated salvage support coordination point has been established to streamline field operations and liaise with local authorities.

However, serious concerns were raised regarding delays in the deployment of key assets, particularly tugs and oil spill response equipment. MSC was instructed to provide immediate clarity on the availability and expected timelines of all hired marine assets, including crane barges. The need for a local contingency centre in Kochi with a single point of contact was reiterated to enhance inter-agency coordination.

In response to public safety concerns caused by beached containers, the state administration has begun disseminating advisories, and MSC has been asked to support these awareness efforts. ITOPF will share container drift modelling to assist in anticipatory response, while P&I is responsible for initiating crew processing and damage claim mechanisms.

All participating agencies have been directed to submit updated action plans, confirm deployment schedules, and ensure a unified and time-bound execution of containment, salvage, and pollution mitigation operations.

SITREP – 5, 1600 Hrs on 27/05/2025

Sinking of MSC ELSA 3 (IMO no – 9123221, Flag Liberia) South West of Kochi

ession observed.

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ICG's

Samudra Prahari and ETV Water Lily departed Mumbai on 26th May 2025, and are expected to reach Kochi on 28th and 30th May 2025, respectively.

The crew remains in Kochi for debriefing and statements towards Preliminary investigation being done by MMD Kochi.

Figure 2 MSC ELSA # position at 2130 hours on 24th May 2025

3. Present Status:

MSC has mobilized three shore-based teams, currently deployed across key locations in Alleppey (6-member team), Kollam (9-member team), and Thiruvananthapuram (4-member team) where containers have beached. These personnel are stationed on-site to support recovery efforts. Customs authorities have been informed and are present at these locations to facilitate inspection and handling.

Two tugs[1] have been chartered by T&T Salvage (ETA 3 days) and an additional small tug in Kochi is under assessment for immediate deployment. A tug from Kollam is authorised for high-tide operations, with more tugs and fishing trawlers being arranged.

To retrieve the containers, four road trailers were mobilized, however, due to remote access challenges and terrain constraints, the operation was not fully

successful. The areas attempted include Shaktikulangara, Pannanam, Chavara, and Kochu Azeekal. Of the four trailers, three remain on-site while one trailer, originally deployed to Shaktikulangara, is being withdrawn.

In support of loading operations, one crane has been mobilized by MSC's local office to assist at container locations in Kollam district. In addition, MSC is seeking to engage a tug from Kollam Port to secure containers from the seaside and tow them to the designated customs storage area.

Figure 3: Crane mobilised to recover container washed ashore

In Alleppey district, a crane positioned by local authorities is already stationed near one beached container. MSC is arranging for a road trailer to collect this container and transport it to the designated customs area in Kollam Port.

Plastic Pellets (Nurdles) have been observed along the shoreline near Thiruvananthapuram, with approximately 15–20 bags spotted in the vicinity of Varkala. Immediate manual clean-up operations have been initiated at the site to mitigate environmental impact. Local response teams in Alleppey and Kollam have been tasked with investigating potential additional nurdle spills and are coordinating closely with the State Disaster Management Authority (DMA).

4. Additional Support:

Coordination with disaster and environmental authorities is ongoing. MSC contacted the State Disaster Management Authority regarding Tier 1 oil spill response equipment. While the Authority confirmed that no such equipment is

available. they provided contact details for local vendors who may be able to assist.

Marine support efforts have faced weather-related delays. Three fishing boats arranged by MSC India and four boats arranged by local authorities were unable to deploy from Shaktikulangara due to adverse conditions. To supplement this, MSC have reached out to the local fishing community to provide trawlers or boats. Five trawlers are expected to be available for deployment soon.

The Indian Coast Guard was approached for assistance in locating floating containers and providing tug support to prevent them from drifting ashore. One container location was shared, however, due to the shallow depth (less than five meters), tug deployment at that location may not be feasible.

ICG is applying dispersants to the offshore oil sheen, and plans for capping leaks from the vessel are being developed by the salvors. MSC is liaising with ICG regarding Tier 1 equipment. ICG currently holds 3,000 litres of Oil Spill Dispersant (OSD) in usable condition and an additional 8,000 litres of OSD that expired in 2021. Sample testing will be conducted to assess its viability for use if required.

5. Situation Assessment:

A total of 35 beached containers have been identified by Customs. MSC's local office along a 120 km coastal stretch, with personnel being mobilized accordingly. Designated safe areas for storage are identified and container numbers of recovered units are being verified against the manifest, and open or damaged containers are being examined under customs supervision. MSC will continue to deploy personnel accordingly to these sites. The Coast Guard continues aerial surveillance; no hazardous containers have been found as yet.

Figure 4: Containers recovered on the Coastline

One laden container (THRU 6850799) was successfully brought ashore by local vendors (WATERLINE) appointed by MSC Cochin. The container was lifted using a shore crane deployed by MSC Cochin.

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s not only pose a navigational haz

ıental threat, particularly given t

l was carrying approximately 367

Figure 5. Container drifted on shore

7. Coordination Measures

A series of coordination meetings on 24, 25, 26 and 27 May 2025, chaired by DG Shipping with participation from ICG, IFC-IOR, MSC, T&T Salvage, P&I Club, ITOPF, National Disaster Management Authority (NDMA), port authorities, and state agencies, focused on streamlining the response to the MSC Elsa 3 incident. Key directives included urgent mobilisation of salvors, pollution mitigation, and regular six-hourly updates from the shipowner.

DGS is steering coordinated response operations involving central, state, and local authorities. A three-pronged salvage plan is underway addressing (i) oil recovery from the sunken vessel, (ii) drifting containers, and (iii) containers ashore. Coordination for underwater survey using multi-beam sonar has commenced to locate and assess the vessel and initiate capping of venting points. Oil extraction has been promised, with salvors directed to submit a revised, time-bound plan.

ICG has deployed three capital ships, aerial sorties, and vessels Samudra Prahari and ETV Water Lily to aid oil spill monitoring and containment. ICG continues aerial surveillance, identifying drifting containers, footage is awaited. Oil slick remains offshore with dispersants deployed. Vessel hull condition is unknown—ROV inspection and capping may be required. Retrieval and tracking of containers remain a challenge as containers are not RFID tagged. Drone-based tracking of adrift containers is planned. Formal casualty investigation is ongoing, with the crew in Kochi for statements and the flag state duly informed. DGS continues to maintain daily coordination and oversight.

All parties have been asked to submit updated action plans and confirm resource mobilisation timelines. MSC is to support public advisories, salvors to provide detailed deployment schedules, and ICG to coordinate on retrieval.

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SITREP – 6, 2000 hrs on 28/05/2025

Sinking of MSC ELSA 3 (IMO no – 9123221, Flag Liberia) South West of Kochi

remains in Kochi for debriefing and statements towards Preliminary investigation being done by MMD Kochi.

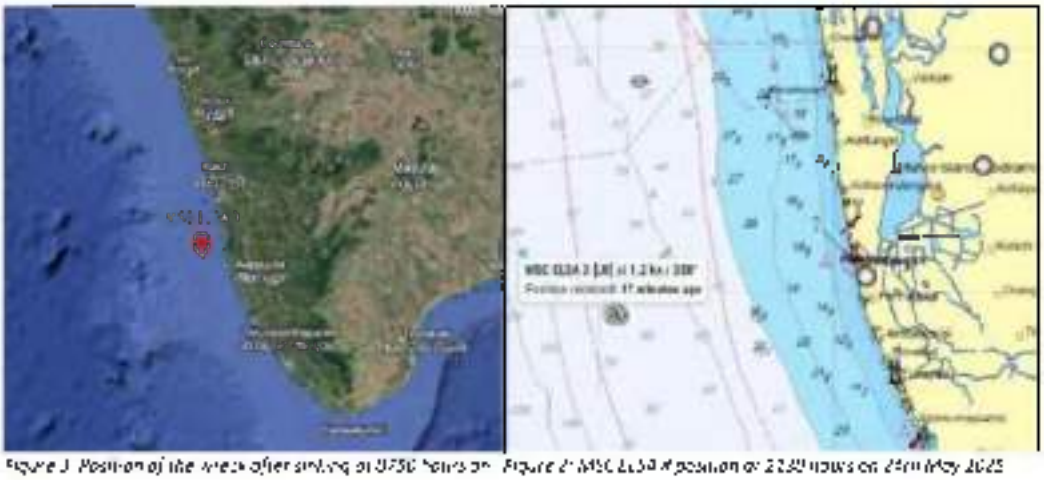

Figure 1: Position of the wreck after sinking at 0750 hours on 25th May 2025

Figure 2: MSC ELSA 3 position at 2330 hours on 24th May 2025

3. Present Status:

The salvors have mobilised the following manpower, assets and equipment to recover containers that are adrift and beached on the shoreline:

Oil Spill Response Team for MSC Elsa 3		
Personnel Deployed for shore watch and clean up by MSC & TT Salvage	**Personnel Deployed for shore watch and clean up by MERCS**	
105	39	
Salvage Masters – 2 | Project Managers - 2 | Chemist – 1 + 1 (remote); Dive team – 6 | Side Scan Team – 3 | OSR spill team – Level 1= Level 2= Level 3= 1 | Naval Architect – 1 | SCR – 1 | Salvors – 7 | Salvage Engineer – 1 | Commercial / Costing Manager – 1 (remote) | Oil spill specialist – 1 | Drone team – 2		
Trivandrum Team	**Alleppey Team**	**Kollam Team**
8 pax (including team lead)	4 pax (including team lead)	15 pax (including team lead)

Assets Being Deployed by Salvors
• 150 T bollard pull tugboat for offshore recovery works • 45 T bollard pull tug for offshore recovery works • 60 T bollard pull tug for offshore search and recovery works • 60 T bollard pull tug for survey works • High range (up to 5 kilometers) drones for surveillance • High precision Side Scan and Multibeam equipment for underwater scanning and mapping • Specialized Oil spill response equipment • Specialized fuel recovery and hot tapping equipment • Marine Diving gear and spread

are present at these locations to handling.

, four road trailers were mobilized. The containers which are not accessible due to the location being remote and terrain constraints, the containers are being extracted using tugs and dragged to the designated safe areas identified by the salvors in coordination with the ports and local authorities.

s) have been observed alon

with about 100 personnel at the site. Additionally, the local government has deployed 600 personnel for the clean-up activities. Plastic nurdles have spread over 20 km, a caution has been provided by ITOPF that nurdle contamination could spread along a 100-km coastline and emphasized the need for elevated storage and mechanical assistance (front-end loaders or excavators) for cleanup. A detailed plan for nurdle collection, transportation, and disposal is to be submitted by the salvors within 2 days.

Oil Spill equipment is kept on standby in Kochi. Full diving system as well as professional divers are on standby. They shall be mobilised after assessment of the vessel after the multi-beam survey which is to commence on 29th May 2025.

Figure 4.3 & 4: Shore Cleanup for Khalsa Nagar

4. Additional Support:

The coordinated response has been significantly reinforced by the critical contributions of multiple stakeholders. ICG has played a pivotal role in identifying, monitoring, and initiating mitigation measures for the oil sheens observed around the incident site.

The Kerala State Disaster Management Authority (KSDMA), in collaboration with local government bodies, has mobilized substantial additional manpower including Civil Defence personnel and locals to support ongoing shoreline cleanup operations.

Further, the local fishing community which has extended crucial support by providing trawlers and/or boats for reconnaissance and recovery of containers adrift and beached on locations with difficult terrain, enabling better access to impacted coastal stretches and enhancing the overall operational reach of the response teams.

5. Situation Assessment:

A total of 54 beached containers have been identified by Kerala State Disaster Management Authority along a 120 km coastal stretch, with personnel being mobilized accordingly. The salvors have identified 47 containers and recovered 23 of them from the coastline.

No hazardous containers have been found as yet, and according to recent surveillance, no containers have been spotted on the coast or afloat as of now.

Figure 5: Containers recovered on the coastline and adrift

Further, ICG, as part of its aerial surveillance identified and reported the presence of an oil sheen extending approximately 1 nautical mile around the vicinity of the sunken vessel MSC Elsa 3. The ICG has provided the exact coordinates of the observed oil sheen to enable targeted environmental sampling and containment efforts. These coordinates are being used to guide the deployment of oil pollution response equipment, support aerial and drone surveillance, and inform further salvage operations in the affected maritime zone.

The salvors have been clearly instructed that plugging of the tanks/airpipes to contain oil and bunker must be completed without any further delay, with immediate emphasis

on expediting the operation. Given the depth and complexity of the task, it has been conveyed that reliance on anchor-handling tugs currently proposed by the salvor will not suffice. Deployment of a Diving Support Vessel (DSV) is being treated as a priority, and negotiations for its hiring must be initiated without delay. In parallel, the option of naval support—both in terms of divers and platforms—is to be kept open should commercial arrangements prove inadequate or time-consuming. The urgency of the situation has been strongly reiterated, and the salvors have been directed to proceed on a war footing to ensure the leakage is plugged at the earliest.

Figure 6: Coordinates of the Oil Sheen spotted during aerial surveillance

Oil sample analysis is currently being undertaken by the Kerala State Pollution Control Board (KPCB), and ICG would try to expedite the testing process, with the findings to be shared shortly. Another site, Kovalam, remains under observation; although it serves as a passage for fishing boats and will not be immediately boomed, equipment will be kept on standby. Dornier reconnaissance sorties have confirmed the presence of oil sheens likely emanating from the vessel's diesel leakage, further necessitating preventive booming in vulnerable areas. Cross-verification with local authorities is ongoing.

Further, 13 containers of IMDG 4.3 cargo carrying calcium carbide and 65-70 containers of plastic pallets have been identified which may hazardous. Five of the IMDG containers which were carried onboard are adrift, however. none have been currently washed up to the shore. Such serious uences, marine ystems,

Figure 7: Packed Calcium Carbide Container

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and, on 28.05.2025 a meeting was convened in hybrid mode under the chairmanship of the Director General of Shipping, with the presence of state authorities in Kochi, focused on streamlining the response to the MSC Elsa 3 incident. Key directives are focused on mobilisation of salvors for salvage of containers that are ashore as well as adrift, and the plan for pollution mitigation, and regular six-hourly updates from the shipowner.

Further, a

comprehensive and structured salvage operation plan is to be submitted by the salvors and MSC. It was requested that the plan clearly delineate three critical aspects: (i) for oil spill response — the removal of bunker oil from the sunken vessel, assessment and mitigation of water contamination including the potential impact on nearby river mouths, and addressing any associated pollution risks; (ii) for container recovery — the coordinated handling of containers that have drifted ashore, those currently adrift at sea, and those that sank with the vessel. Additionally, stakeholders insisted that the entire vessel and all sunken containers, along with associated residues, be removed as part of the recovery operation. A detailed, time-bound action plan covering each of these components — including operational timelines, resource mobilization, environmental safeguards, and reporting protocols — was requested within 2 days to ensure effective coordination and accountability across all responding agencies.

ked to submit updated action pla

SC is to support public advisories, s

nd ICG to coordinate on retrieval.

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Annexure 1

Containers List 28-05-2025 , 6.30 pm				
Sl No	District	Taluk	Container Details	No.of containers
1	Kollam	Kollam	Unidentified	11
2	Kollam	Karunagappaly	Unidentified	10
3	Kollam	Kollam	Identified	18
4	Kollam	Karunagappally	Identified	4
5	Alappuzha	Karthikappally	Identified	2
6	Trivandrum	Trivandrum-Thumba	Identified	1
7	Trivandrum	Varkkala	Identified	3
8	Trivandrum	Neyyattinkara	Identified	3
9	Trivandrum	Trivandrum -Thumba	Unidentified	1
10	Trivandrum	Chirayankeezhu	Identified	1
Total Containers landed				54
Kerala State Disaster Management Authority				

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SITREP – 7, 1900 hrs on 29/05/2025

Sinking of MSC ELSA 3 (IMO no – 9123221, Flag Liberia) South West of Kochi

iew:

ons Initiated:

3. Present Status:

Figure 1: Containers recovered on the coastline and adrift

A total of 56 beached containers have been identified by Kerala State Disaster Management Authority along a 120 km coastal stretch, with personnel being mobilized accordingly. The salvors have identified multiple containers on the shore. Around 45 containers have been identified in Kollam alone, with the possibility of more in the Trivandrum area. Of these, 23 have been recovered, while the rest remain pending due to challenging access points. The salvage team anticipates 5–7 more days to

complete recovery, subject to weather and terrain constraints. Some containers have broken in to multiple parts. Surveys are being conducted to verify data. with expected completion in 2–3 days.

In Trivandrum, 9 containers have been removed. Due to safety issues, reefer containers cannot be gas cut (due to foam lagging inside the container) necessitating the use of cold cutting techniques. A detailed DPR and location-wise removal plan are under preparation, and one responsible officer has been designated per container to monitor the process.

Salvors have completed boom deployment at Kottapalli as a precautionary measure. Though no oil slick is present, the sensitive nature of the area necessitated preventive steps. Meanwhile, a multibeam survey of the wreck site has been initiated using Tug 'Ocean Pioneer' at 1800 hours and is expected to produce critical insights within a few hours.

The shifting of fabric rolls from container was initiated at Alappadu Village. The operation is being conducted in the presence of customs authorities and the rolls will be transported to Kollam Port under customs surveillance.

Figure 2: Shifting of fabric rolls from container was initiated at Alappadu Village

Fresh packing of fabric rolls from container was initiated at Alappuzha Beach

Activation of divers is being pressed upon by the stakeholders for plugging the source of oil from the vessel, however, action is awaited due to the pendency of multibeam survey. ROV deployment for the survey of the vessel is also being pushed by the DGS to salvors. Exploration for platform-based ROV use is ongoing and salvors are also exploring the possibility of engaging a DSV post multi beam survey.

4. Additional Support:

The Indian Coast Guard (ICG) continues to maintain an active presence as the primary first responder. Despite the delay in full deployment of the salvor's assets, ICG vessels are providing critical support and remain operational. The ICG has also been engaged in discussions on diving operations and has suggested waiting for the multibeam survey results before proceeding further. They estimate a minimum water column depth of 25 meters and stress the need for precise survey data to proceed with plugging operations.

The local government and district administrations have engaged volunteer for cleanup activities in Trivandrum. In Kanyakumari preparations for nurdle cleanup have been

initiated in consultation with the TNDMA and the district collector. Teams are en route to commence field activities.

The customs department is also fully engaged. All recovered cargo is to be routed through Kollam and Vizhinjam Port under their supervision. Discussions are ongoing regarding the separation and processing of nurdles from sand and subsequent handover to customs.

Environmental safety measures are under assessment with expert input from ITOPF. Initial findings suggest high dispersion rates and low toxicity of leaked material. however, a written report confirming these observations is awaited for submission to the state government.

5. Situation Assessment:

The delay in receiving the multibeam survey results has affected downstream actions. such as deployment of ROVs and DSVs. However, preparations are underway. and assets stand ready to be mobilized upon receipt of the survey data.

The plugging of oil remains a major concern due to the potential environmental hazards. The possibility of using NIOC's ROV was conveyed by ICG to the salvors. However. the urgency of mobilizing salvage assets to relieve ICG resources has been emphasized to the salvors.

Each agency engaged on ground has been asked to submit Detailed Project Reports (DPRs) capturing their respective areas of responsibility by end of each day. Clarity is expected once the multibeam survey results are available. enabling a more decisive course of action, particularly for oil containment and submerged container salvage.

Light oil continues to ooze out from the wreck site producing an oil sheen which is being tackled by the ICG surface assets by using oil dispersants and surface action for dispersion.

Shipping

National

and, on

28.05.2025 a meeting was convened in hybrid mode under the chairmanship of the Director General of Shipping, with the presence of state authorities in Kochi, focused on streamlining the response to the MSC Elsa 3 incident. Key directives are focused on mobilisation of salvors for salvage of containers that are ashore as well as adrift, and the plan for pollution mitigation, and regular six-hourly updates from the shipowner.

he overall coordination measures b

List of Containers received as on 05.30 PM 29-05-2025

Sl No	As on date	Cont No	Location	District	Taluk	Village
1	26-05-2025	MSDU 989125	KAKKATHOPE CHURCH	Kollam	Kollam	Sakthikulangara
2	26-05-2025	MSDU 919456	KAKKATHOPE CHURCH	Kollam	Kollam	Sakthikulangara
3	26-05-2025	SESU 914828	KAKKATHOPE CHURCH	Kollam	Kollam	Sakthikulangara
4	26-05-2025	MSDU 970160	KAKKATHOPE CHURCH	Kollam	Kollam	Sakthikulangara
5	26-05-2025	DTPU 696938	KAKKATHOPE CHURCH	Kollam	Kollam	Sakthikulangara
6	26-05-2025	MWMU 878568	KAKKATHOPE CHURCH	Kollam	Kollam	Sakthikulangara
7	26-05-2025	SINU 832702	KAKKATHOPE CHURCH	Kollam	Kollam	Sakthikulangara
8	26-05-2025	MSDU 970256	KAKKATHOPE CHURCH	Kollam	Kollam	Sakthikulangara
9	26-05-2025	Unidentified	KAKKATHOPE CHURCH	Kollam	Kollam	Sakthikulangara
10	26-05-2025	TGHU 927426	PANBANMUKKUPPU	Kollam	Kollam	Sakthikulangara
11	26-05-2025	TRAU250567	NORTH SIDE OF KAKKATHOPE CHURCH	Kollam	Kollam	Sakthikulangara
12	26-05-2025	Unidentified	NORTH SIDE OF KAKKATHOPE CHURCH	Kollam	Kollam	Sakthikulangara
13	26-05-2025	Unidentified	NORTH SIDE OF KAKKATHOPE CHURCH	Kollam	Kollam	Sakthikulangara
14	26-05-2025	MEDU 961472	SAKTHIKULANGARA HARBOUR	Kollam	Kollam	Sakthikulangara
15	26-05-2025	MEDU 979783	SAKTHIKULANGARA HARBOUR	Kollam	Kollam	Sakthikulangara
16	26-05-2025	Unidentified	SAKTHIKULANGARA HARBOUR	Kollam	Kollam	Sakthikulangara
17	26-05-2025	MSDU 939525	PARIMANAM	Kollam	Karunagappally	Neendakara
18	26-05-2025	MEDU 906859	PARIMANAM	Kollam	Karunagappally	Neendakara
19	26-05-2025	MSDU 939383	PARIMANAM	Kollam	Karunagappally	Neendakara
20	26-05-2025	MSDU 919401	PARIMANAM	Kollam	Karunagappally	Neendakara
21	26-05-2025	Unidentified	PARIMANAM	Kollam	Karunagappally	Neendakara
22	26-05-2025	Unidentified	PARIMANAM	Kollam	Karunagappally	Neendakara
23	26-05-2025	Unidentified	PARIMANAM	Kollam	Karunagappally	Neendakara
24	26-05-2025	Unidentified	PARIMANAM	Kollam	Karunagappally	Neendakara
25	26-05-2025	Unidentified	PARIMANAM	Kollam	Karunagappally	Neendakara
26	26-05-2025	Unidentified	PARIMANAM	Kollam	Karunagappally	Neendakara
27	26-05-2025	Unidentified	PUTHENTHURA	Kollam	Karunagappally	Neendakara
28	26-05-2025	Unidentified	CHERIYAZHEEKAL	Kollam	Karunagappally	Arinjoor
29	26-05-2025	Unidentified	CHERIYAZHEEKAL	Kollam	Karunagappally	Arinjoor
30	27-05-2025	MEDU 351128	KOLLAM BEACH	Kollam	Kollam	Mundakkal
31	27-05-2025	TGBU 6076128	Mukkam Beach	Kollam	Kollam	Mayyanad
32	27-05-2025	Unidentified	MUNDAKKAL PARAKKADAM BEACH	Kollam	Kollam	Mundakkal
33	27-05-2025	FIAU 151851	Thekkumbhagom Beach	Kollam	Kollam	Kottapuram
34	27-05-2025	TRHU 085076	KOLLAM PORT	Kollam	Kollam	Mundakkal
35	27-05-2025	MWMU4589838	EUKUTHYKOOT	Kollam	Kollam	Kollam West
36	27-05-2025	Unidentified	EUKUTHYKOOT	Kollam	Kollam	Kollam West
37	27-05-2025	Unidentified	EUKUTHYKOOT	Kollam	Kollam	Kollam West
38	27-05-2025	Unidentified	MATHYUTHAKTHIRY	Kollam	Kollam	Sakthikulangara
39	27-05-2025	Unidentified	Thiruvilwamala Sreedhara Church	Kollam	Kollam	Kollam West
40	27-05-2025	Unidentified	Thirumullavaram Temple	Kollam	Kollam	Kollam West
41	27-05-2025	SEGU5180836	Thirumullavaram Temple	Kollam	Kollam	Kollam West
42	27-05-2025	MSDU9799752	AYCHU THENGU	THIRUVANANTHAPURAM	CHIRAYINKEEZHU	Anjuthengu
43	27-05-2025	MSDU9902799	At VSSC, South Gate#a	Thiruvananthapuram	attipra	
44	27-05-2025	MSDU9902809	Back of Marthoma Temple, Ward No 14	Thiruvananthapuram	Vathala	Edava
45	27-05-2025	MSDU9627830	vallom - chirayinkeezh	Thiruvananthapuram	Vathala	
46	27-05-2025	DFTU9654198	Thekkuvila (KSI) Road, Vathala Panchayath, Ward No 26	Thiruvananthapuram	Vathala	Vathala
47	28-05-2025	DGBU7867154	Alappatta Travel Hubers Taluk: Karthikapally Panchyt: Arattupatta Village: Arattupatta Ward no 7	Alappatta	Karthikapally	Arattupatta
48	28-05-2025	FSCU3985903	Alappatta Travel Hubers Taluk: Karthikapally Panchyt: Arattupatta Village: Arattupatta Ward no 7	Alappatta	Karthikapally	Arattupatta
49	28-05-2025	Unidentified	KARITHURA	Kollam	Karunagappally	Neendakara
50	28-05-2025	Unidentified	Sunil Nagar & West of Kottiyam Church	Kollam	Kollam	Kottiyam
51	28-05-2025	MSDU0830169	Poovar, opposite to poovar coastal police	Thiruvananthapuram	Uchakkada	poovar
52	28-05-2025	MSMU2915937	Kallumoodu, Ward No 7	Thiruvananthapuram	Nayattinkara	Kanjiramkulam
53	27-05-2025	Unidentified	At VSSC, South Gate#a	Thiruvananthapuram	Thiruvananthapuram	attipra
54	28-05-2025	MSMU5243255	Poovar, opposite to poovar coastal police station, ward no 4	Thiruvananthapuram	Uchakkada	poovar
55	29-05-2025	Unidentified	Backside of seaport, Vizhinjam	Nayattinkara	Thiruvananthapuram corporation	Vizhinjam
56	29-05-2025	Unidentified	Kovalam check barrier	Thiruvananthapuram	Kattakkada	Neyyattinkara

SITREP – 8, 1800 hrs on 30/05/2025

of Kochi

THE HIGH COURT OF KERALA
सत्यमेव जयते

ons Initiated:

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nade

Site

y via trucks.

ainers at the site, the reefer cont

luled for transportation to Kollam P

arrives on site. The second contain

be cut and transported to Kollam Port later today.

the maximum depth being approximately 51m.

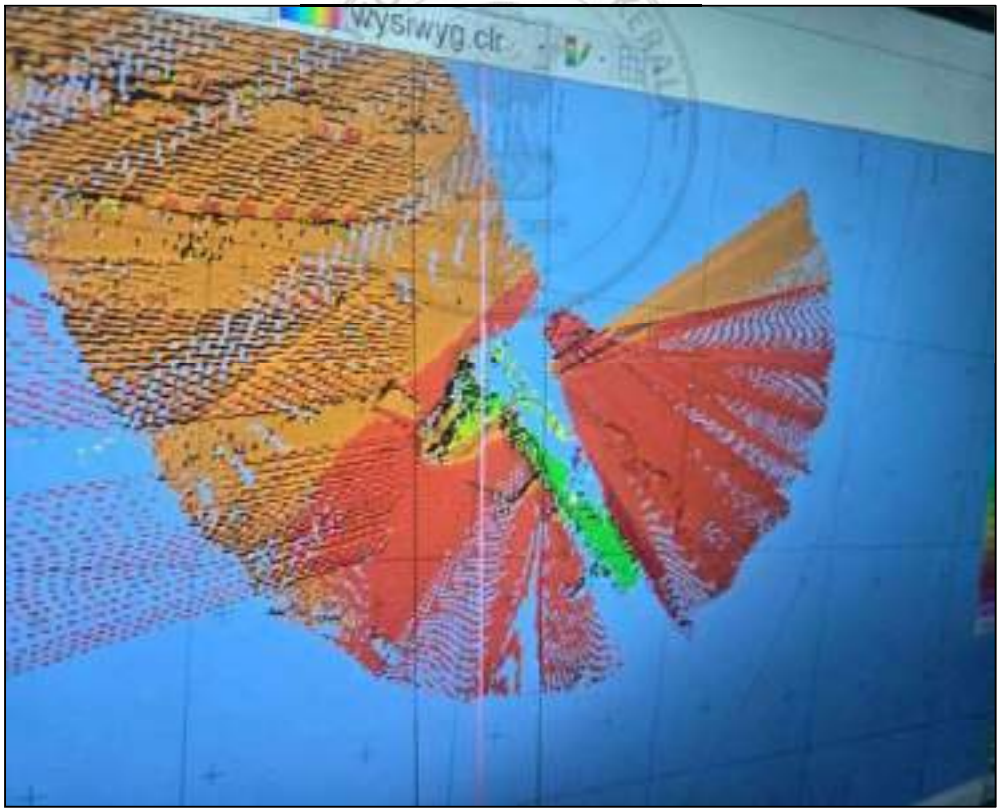

Figure 3: Position of the vessel as identified from sidescan survey

ons.

ion Control Board (KSPCB) rec
ıd the incident site to prevent furtl
technical feasibility of laying buoy
er examination and will be confirme

:

ual markers be implemented and c

leakage.

engaged in discussions on diving c
result of the multibeam survey.

e to be brought directly to Kochi from South Africa, with visa
by DGS, if necessary at the request of salvors.

ent:

ted through multibeam sonar imagi

h operators

While there is no immediate large-scale oil spill, minor traces of oil sheen have been observed, and proactive containment is deemed essential. Light oil continues to ooze out from the wreck site producing an oil sheen which is being tackled by the ICG surface assets by using oil dispersants and surface action for dispersion. Booms have been prepositioned and are available for deployment across Kollam and Alleppey,

lvors will be undertaken by 'Offsh
(OPR) in coming 2-3 days.

ks:

Refer to SITREP – 6, 1800 hrs on 28/05/2024

ures

shipowner.

Refer to SITREP – 6 for the overall coordination measures being undertaken

Annexure 1

Containers List 30-05-2025 , 6.00 pm				
Sl No	District	Taluk	Container Details	No.of containers
1	Kollam	Kollam	Unidentified	11
2	Kollam	Karunagappaly	Unidentified	10
3	Kollam	Kollam	Identified	18
4	Kollam	Karunagappally	Identified	4
5	Alappuzha	Karthikappally	Identified	2
6	Trivandrum	Trivandrum	Identified	1
7	Trivandrum	Varkkala	Identified	3
8	Trivandrum	Neyyattinkara	Identified	4
9	Trivandrum	Trivandrum	Unidentified	2
10	Trivandrum	Chirayankeezhu	Identified	1
12	Trivandrum	Neyyattinkara	Unidentified	1
Total Containers landed				**57**
Kerala State Disaster Management Authority				

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SITREP – 9, 1800 hrs on 31/05/2025

of Kochi

iew:

Kollam:

Figure 2: Fatal crash involving container and bus speed

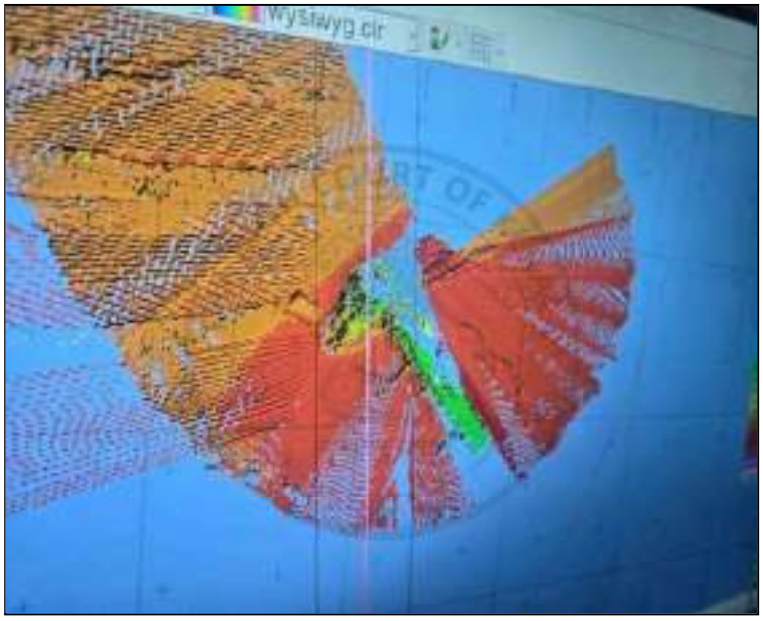

Figure 3: Position of the vessel as identified on multibeam survey

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onitoring a 3-cable wide oil sheen
ngoing, and collision response tean

ent:

The arrival of the South African di
ntly scheduled to arrive on June 5
l from Mumbai are expected in tir

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d
of

June 7th.

Oil Sheen and Pollution Control: ICG Samudra Prahari has contained the visible oil sheen to a 3-cable radius. However, further bunkering leakage is expected once oil tank capping begins. The Capping and Oil Containment Plan – Rev3 has been circulated, but execution depends on successful survey interpretation and coordinated vessel readiness.

6. Environmental Risks:

Refer to SITREP – 5, 1800 hrs on 28/05/2024

7. Coordination Measures

Refer to SITREP – 6 for the overall coordination measures being undertaken

Annexure 1

Containers List 31-05-2025 , 6.00 pm				
Sl No	District	Taluk	Container Details	No of containers
1	Kollam	Kollam	Unidentified	12
2	Kollam	Karunagappally	Unidentified	11
3	Kollam	Kollam	Identified	18
4	Kollam	Karunagappally	Identified	4
5	Alappuzha	Karthikappally	Identified	2
6	Trivandrum	Trivandrum	Identified	1
7	Trivandrum	Varkkala	Identified	3
8	Trivandrum	Neyyattinkara	Identified	1
9	Trivandrum	Trivandrum	Unidentified	2
10	Trivandrum	Chirayinkeezhu	Identified	1
12	Trivandrum	Neyyattinkara	Unidentified	1
Total Containers landed				59
Kerala State Disaster Management Authority				

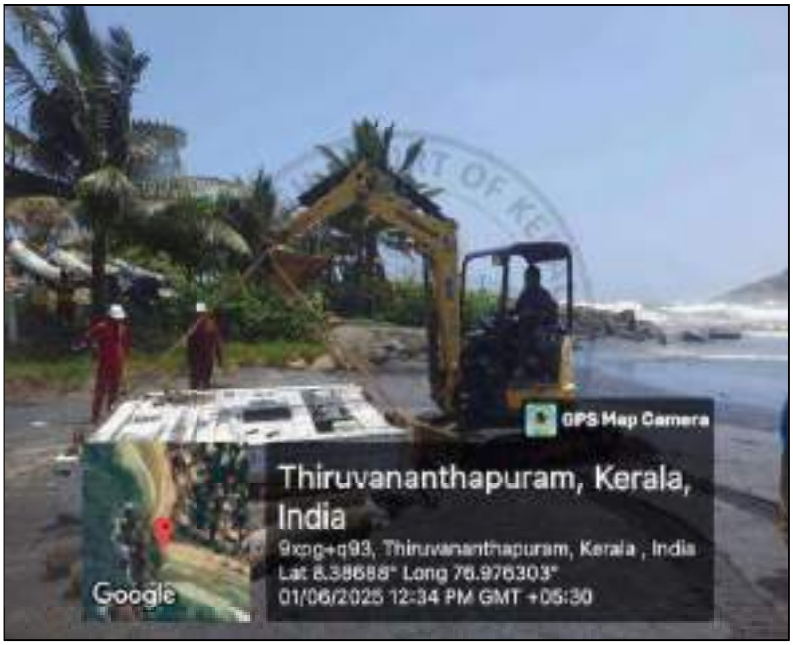
SITREP – 10, 1800 hrs on 01/06/2025

of Kochi

iew:

ntly in Kochi for gear loading ar
to begin seabed mapping for cont
ıase, arranging for salvage consult
uth Africa, whose documentation i
d immigration clearances for pers
and T\&T.

ansport.


GPS Map Camera
Thiruvananthapuram, Kerala, India
9xpg+q93, Thiruvananthapuram, Kerala , India
Lat 8.38688° Long 76.976303°
01/06/2025 12:34 PM GMT +05:30
Google

VI in width.

nent:

ultibeam survey by the ETV is e
buting to the pollution.

, particularly near Alleppey, continu
ailed due to tidal movements and
main unstable, containment gear is

s are awaiting clearer direction

anpower.

Refer to SITREP – 6 for the overall coordination measures being undertaken

Annexure 1

Containers List 31-05-2025 , 6.00 pm				
Sl No	District	Taluk	Container Details	No.of containers
1	Kollam	Kollam	Unidentified	12
2	Kollam	Karunagappaly	Unidentified	11
3	Kollam	Kollam	Identified	18
4	Kollam	Karunagappally	Identified	4
5	Alappuzha	Karthikappally	Identified	2
6	Trivandrum	Trivandrum	Identified	1
7	Trivandrum	Varkkala	Identified	3
8	Trivandrum	Neyyattinkara	Identified	4
9	Trivandrum	Trivnadrum	Unidentified	2
10	Trivandrum	Chirayankeezhu	Identified	1
12	Trivandrum	Neyyattinkara	Unidentified	1
Total Containers landed				59
Kerala State Disaster Management Authority				

of Kochi

iew:

reparations

C III are progressing with ETA of t
25. The details of the diving crew
a request made by T & T salvage
visa issuance. The team comprise
on is ongoing with DGS to exped
fast track. The letters will be issue

T&T is coordinating the arrangement of a ROV unit sourced from Singapore.

Kochi. The ETA of "gas stacks" to Kochi is yet to be confirmed by salvors.

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ement

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5

MERC teams.

THE HIGH COURT OF KERALA
सत्यमेव जयते

livers will be required to extract the
available. Crew members have
tion to media while the investigati
lation.

:

ETV Water Lily

The ETV *Water Lily* was berthed at Kochi for commissioning of multi beam survey equipment and the installation was expected to be completed by end of today. The ETV would thereafter commence conducting a multi beam survey in about 1-nautical-mile radius survey around the wreck location to identify submerged containers from 3rd June 2025 onwards.

The uncertainty around the operational status of SEAMAC's onboard ROV remains a key vulnerability. It was confirmed after the meeting from the DSV operator regarding

the ROV, there is no ROV onboard the vessel and will need to be imported from Singapore. The lack of clarity on readiness may lead to delays in diving and salvage operations.

9th June.

ntainers onsite for removal is a tim
where unavoidable. The fact that
:t to tidal window for working, consi
ıe state authorities.

Onshore Pollution Management

According to assessments by ITOPF and the ICG, the thin oil sheen observed near the wreck does not require chemical dispersants.

Current oil spill response is being carried out by tugs using propeller wash to break up the sheen. However, this method would not be sufficient if thicker oil patches begin to appear.

guity

ıd Critical Window

low is favourable but narrow. Ope
king days is required post-equipme
rations. DGS has stressed that
ystem develops.

THE HIGH COURT OF KERALA
सत्यमेव जयते

of Kochi

iew:

urrently in Kochi, with the installa
ges. Commissioning is expected t
by 1800 hrs today. Once deployed,
e wreck area in 01 nautical mile ra
phers from T&T.

s active, with Nand Saarthi and Off
surface oil sheen approximately
outh and 3 NM east of the wreck

'ment of 84 personnel. At **Ozhuki**
:overy of 2 containers, while **Thiru**
working on 3 container recoveries
1 container, and **Neendakara**
ntration with 26 personnel wo
ersonnel from the Civil Defence
e deployed for coordinated shoreli

Centre, salvage efforts continue a

ons.

सत्यमेव जयते

ent:

supplier.

GPS Map Camera
Edava, Kerala, India
Qm4r+2q6, Odeyam Beach - Manthara Rd, Edava, Kerala 695311, India
Lat 8.754248° Long 76.691014°
02/06/2025 12:48 PM GMT +05:30
Google

of Kochi

iew:

s been prepared for seabed ma
ı Kochi Port by 1600 hrs today.
rain-induced equipment delays. T
ı 1 NM radius of the wreck site. Th
k, while the Ocean Warrior remai
10 NM by 3 NM from the incident

ve in port tomorrow at 1200 hrs. Ai
ai. with the first consignment vet to

June.

ı,

gration and entry formalities for dr

urce mobilisation. Container manif

ent:

ıain a sensitive matter as delays h

ar, arriving in parts from outside In

however, the same indicates an ex

timeline.

P&I Club.

operations

in these countries.

se. Detailed assessment will only

as emphasised that beach cleanu
tandem to avoid further delays.

ess passes for incoming teams
e measures are in place, the situa
may impact the recovery window.

of Kochi

iew:

s commenced seabed mapping a ent site,
oximately 1 NM since the early hou

oil sheen have been reported by I
Warrior.

chi port as scheduled and is being e
at Kochi, and the team from Mum
day prior to the scheduled start of c

readiness.

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field-

containers is progressing slowly du

logistical handling.

s remain manpower-intensive, with

ies. Drone surveys by the Tamil Na

illages in Tamil Nadu indicate nurdl

37.5 km. The pending SOP for co

is expected to be approved shortly

ather windows begin to narrow.

of Kochi

iew:

completed the initial phase of mu
around the incident site. Support v
prop wash activities, with a visibl
EAMAC III is in port, with the divin
and the decompression system a
7 June.

the air diving team will compris
em setup, including Dive Decomp

processing.

e
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0
r

strategy.

itself.

cy. Switching to saturation divin

n weather and offshore conditi

nent.

t were recorded as "under-deck

ising questions about initial sto

ing team for verification. Immediate

g appropriate buoy locations, as c

and P&I.

B, and MSC.

of Kochi

iew:

ons Initiated:

inue with focused deployment of
d Saarthi and *Offshore Warrior* re
cted patrols and surface cleanin
e oil sheen of approximately 2 kr
3 NM east of the datum point.

returned to the incident location
barking the survey team for data
ed survey is currently being analysed.

ıues with the delivery of 48 contai
3 identified containers at shore. M
ɪn, and Kanyakumari. Among these
expected to reach port within 48 ho

bonded area.

Volunteer deployment under the newly issued State SOP is scheduled to begin on 08 June. A total of 250 volunteers from NGOs and Civil Defence have been assigned to three coastal locations—Kovalam, Perumathura, and Veli—complementing the MERC teams already in the field. The nurdle cleanup and temporary storage continue as per the interim protocol, with further disposal measures under discussion with state agencies.

ıring the meeting.

ue to be monitored closely, particu
operations to offshore conditions.
ystem and portable chamber are e
shortly.

over the long-term plan for nurdle c
ented, final disposal arrangements

lings
oint
ation
hile,
–are
isory
issuance.

142/228

THE HIGH COURT OF KERALA
सत्यमेव जयते

of Kochi

iew:

inated oil spill response activities c
ducting surface patrols and oil disp
)0m x 50m, is being managed usi
veillance and search-and-rescue (S
)y Offshore Warrior.

completed the multibeam seabed s t site
adjoining area; preliminary data is

units. Volunteers remain actively
ed in Trivandrum and 105 in Kan
1 08 June, though 60–70 are expe

y
;
s

air diving remain on track for the t
checks for system integration on S
f the portable decompression cha
he required third tug, currentl
the wreck site. The bunkering oper
ion between MSC and relevant ag
firmed.

ning meetings.

ks:

0 hrs on 28/05/2024

ures

ne overall coordination measures b

of Kochi

iew:

ons Initiated:

progressed with SEAMAC III dep
ommence diving and capping act
. The vessel is fully mobilised with
ıd two decompression chambers i
support.

is underway.

e
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a
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d

assessed locally and is currently t

ent:

lly mobilised offshore, operational
tions, particularly inspection and
:d, and the vessel is positioned for
ditional salvage gear are en r

documentation.

)GS.

ures

ne overall coordination measures t

SITREP – 19, 2000 hrs on 10/06/2025

Sinking of MSC ELSA 3 (IMO no – 9123221, Flag Liberia) South West of Kochi

1. Incident Overview:

Refer to SITREP – 6

2. Response Actions Initiated:

Refer to SITREP – 6

3. Present Status:

Air Diving operations from SEAMAC III have entered a stabilised phase. The initial dives focused on clearing underwater obstructions, during which floating mooring lines were located and removed. A leak from the sounding pipe of Fuel Oil Tank 22 was successfully sealed using layered capping comprising plastic and polyester cloth. Separately, a loose cap on another sounding pipe was tightened by divers, and further secured with plastic and polyester bagging, effectively stopping a minor leak. A new case of seepage has been detected from either Main Engine Lube Oil Tank 25 or 26; preparations are underway to carry out sealing procedures.

Two DDCs are operational with one live dive station, and diving continues in coordination with the salvage consultant. Twelve divers are currently deployed, with an additional twelve planned to enhance dive rotation and maximise operational efficiency during the available weather window. Accessory logistics and gas supplies are being arranged accordingly.

Offshore support continues with Nand Saarthi operating in proximity to the DSV; Water Lily and Offshore Warrior have been released from site.

Onshore, container salvage continues with 56 containers delivered to port and four more under active recovery. One additional unit remains. A survey is scheduled to verify the status of two containers previously visible near the Kollam stretch.

Meanwhile, MERC and volunteers continue beach cleanup across Trivandrum and Kanyakumari. As of 1500 hrs, volunteer activity at Veli, Perumathura, and Kovalam beaches was completed for the day. MERC team and volunteers came up with the idea of makeshift water bath which is working well.

4. Situation Assessment:

With the commencement of underwater recovery and capping operations, response efforts have transitioned into a technically intensive phase. Sealing of the sounding pipe from Tank 22 and tightening of another leaking cap mark critical first steps in mitigating oil discharge risks. However, the detection of minor seepage from one of the main lube oil tanks underlines the importance of sustained dive operations. As dive

time per diver is limited to approximately 30 minutes, the proposed scale-up of diving personnel is necessary to meet the operational timeline amidst an increasingly narrow weather window.

Onshore, coordination efforts for nurdle cleanup and storage continue to evolve. The site identified in collaboration with ITOPF for temporary nurdle storage is under formalisation, with movement of accumulated material from the high tide line planned following agreement. Segregation and screening activities are ongoing in Kanyakumari, while a vacuum cleaning unit, identified for beach use, is under evaluation. Deployment will depend on the outcome of the trial coordinated by KSDMA and ITOPF.

The risk of containers from other maritime incidents reaching shore remains active, and MERC has been advised to stay on alert. Additionally, air cargo containing saturation diving gear is expected within the next 48 hours, which will be critical for transitioning into the next phase of underwater recovery. Inter-agency coordination remains strong, with all stakeholders reinforcing their commitment to maintaining operational tempo under prevailing constraints. The Oil removal from ELSA 3 can essentially begin only when the saturation diving with required equipment and gear commences.

5. Environmental Risks:

Refer to SITREP – 6, 1800 hrs on 28/05/2024

6. Coordination Measures

Refer to SITREP – 6 for the overall coordination measures being undertaken

of Kochi

iew:

ons Initiated:

ations from *SEAMAC III* remain
identified leak points. Divers suc
nding pipes that were contributing
observed. Continuous monitorin
he sounding pipe of Fuel Oil Tan
d using layered sealing (plastic and
ıp was tightened and secured to h
nfirmed secure; precautionary sea

WP(C) 2238

persistent water seepage from the

column, contributing to surface she

arge has been observed, the opera

nmental sensitivity.

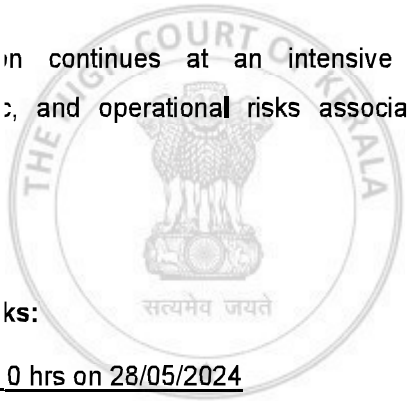
ottom time necessitates additional

cted weather window. The upco

straint, making rapid closure of ur

on activities increasingly urgent.

WP(C).No.15972/2024



ɔn continues at an intensive

ɔ, and operational risks associa

salvage.

ks:

0 hrs on 28/05/2024

SITREP – 21, 1800 hrs on 12/06/2025

iew:

ons Initiated:

continue under close coordinatio
d Saarthi around the vicinity of th
t operations. The air diving opera
capping of identified leak points. Se
previously empty, is ongoing. Rec
duled, and efforts to retrieve the
bject to sea conditions. The saturat

within 24 hours, including clear time
ion. The Directorate General of Sh
non-compliance will lead to the e
ecovery and beach cleaning opera
nurdles collected remains signific
State authorities, MERC, ITOPI
ain engaged under the daily coord
rational oversight.

Directc echno

Directorate General of Shipping

SITREP – 22, 1800 hrs on 13/06/2025

Sinking of MSC ELSA 3 (IMO no. 9123221, Flag Liberia) South West of Kochi

The contents of this SITREP are based on both written and verbal inputs received from the stakeholders

1. Incident Overview:

Refer to SITREP – 6

2. Response Actions Initiated:

Refer to SITREP – 6

3. Present Status:

The offshore diving operations onboard SEAMAC III have completed capping and plugging of all identified fuel oil tanks. As of 12 June 2025, there is no evidence of oil leakage in the vicinity of the wreck following the successful capping of No. 22 HFO sounding pipe. Daily visual surveys continue to monitor any potential seepage. In addition to previously capped tanks, plugging of Tanks 16 and 17 was completed at 1226 hrs local time. Missing sounding pipe of Tank 24 has been plugged. Capping has also been completed at the poop deck vents of Tanks 20, 22, 25, 26, 27, and the incinerator. The sounding pipe of No. 14 Centre P was located and sealed with epoxy, polyester bag and clamp, though no leakage was observed.

Nr.	Tank number	Fuel Type	Sounding cap	Airvent	Remarks
1	7	FO Overflow tank		Airvent	capping completed
2	22	HFO	Sounding		Oil leaking out, capping completed
3	23	HFO	Sounding		Oil leaking out, capping completed
4	11	Sludge tank		Airvent	capping completed
5	12	Sludge tank		Airvent	capping completed
6	24	HFO	Sounding		Cap missing, capping completed
7		Incinerator's Fuel Tank		Airvent	capping completed
8	22	HFO		Airvent	capping completed
9	25	LO - ST ME		Airvent	capping completed
10	26	LO-Cyl. Oil Storage		Airvent	capping completed
11	27	LO - LO ST ME		Airvent	capping completed
12	20	Settl. Bilge Water		Airvent	capping completed
13	14 CP	HFO	Sounding		capping completed
14	14 CS	HFO	Sounding		capping completed

Figure 1: List of tanks capped as submitted by the Salvors on 12.06.2025

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Recovery efforts for the Voyage Data Recorder (VDR) continue was not successful during the air diving operations. SEAMAC III has returned to Kochi and is alongside since 0930 hrs for conversion to saturation diving. The conversion process is expected to take three days. Most equipment and gases have arrived, with remaining shipments under customs clearance. Salvors have submitted an updated oil recovery plan estimating 24–26 days for extraction work across 15 identified tanks.

Onshore, MERC reported that 58 containers have been delivered to port with one small container piece recovered today. Hydraulic oil barrels have also been secured. Cleanup operations continue across Kollam (91 volunteers), Trivandrum (188 volunteers), and Kanyakumari (120 volunteers). At Rameshwaram, 22 personnel are currently deployed, with additional teams expected shortly. Nurdle recovery continues, though replenishment is ongoing due to wave action. Temporary storage sites have been identified and coordinated with Customs for both Kollam and Kanyakumari. A beach-cleaning vacuum unit from Bangalore is en route for field trials.

4. Situation Assessment:

The oil containment measures completed thus far have temporarily stabilised the situation. However, full risk mitigation is contingent on the successful commencement of saturation diving to extract remaining trapped fuel oil. Delays in mobilisation of saturation diving equipment have already shifted the initial operational timelines. An estimated timeline has been provided by the salvors for hot tapping and oil extraction - 24 days (Weather permitting). Given monsoon weather conditions, DGS has directed the salvors to submit two revised schedules: one optimistic, assuming good weather, and one realistic, accounting for monsoon disruptions.

The overall volume of nurdles recovered remains significant, requiring continued large-scale manpower engagement. ITOPF has recommended further increasing volunteer deployment to accelerate shoreline recovery. Meanwhile, MERC continues to maintain daily site-wise cleanup activities across affected districts.

The Directorate continues to lead daily inter-agency coordination meetings to monitor and direct both offshore and onshore activities. A claims desk remains operational under the supervision of P&I Club in coordination with DGS and State Authorities to address financial claims related to livelihood loss, pollution damage, and operational costs.

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The ongoing offshore operations remain highly sensitive due to limited weather windows, operational complexity of hot tapping, and high-risk working conditions. Authorities continue to monitor operational progress closely, with further enforcement action under active consideration if timelines continue to slip.

5. Environmental Risks:

Refer to SITREP – 6, 1800 hrs on 28/05/2024

6. Coordination Measures

Refer to SITREP – 6 for the overall coordination measures being undertaken

Directorate General of Shipping, 9th Floor Beta Building, I-Think Techno Campus, Kanjurmarg (East), Mumbai - 400 042 (India).

Directorate General of Shipping

SITREP – 23, 2200 hrs on 15/06/2025

Sinking of MSC ELSA 3 (IMO no. 9123221, Flag Liberia) South West of Kochi

The contents of this SITREP are based on both written and verbal inputs received from the stakeholders

1. Incident Overview:

Refer to SITREP – 6

2. Response Actions Initiated:

Refer to SITREP – 6

3. Present Status:

Salvage operations remain ongoing under the supervision of the Directorate General of Shipping (DGS), with continuous coordination involving Indian Coast Guard, State Disaster Management Authorities, shipowners, salvors (T&T), P&I Club, MERC, ITOPF, and other stakeholders. The SEAMAC III is currently undergoing conversion for saturation diving operations while air diving equipment is being demobilised. Vessel has been shifted from Berth Q1 to Q7 inside Kochi Port to comply with hot work safety protocols. Firefighting safety equipment from Mumbai is awaited for final commissioning. SEAMAC III is scheduled for readiness by 17 June 2025.

T&T has submitted the updated Oil Recovery Plan (Revision 4.1) which outlines an estimated 24–26 days for oil extraction, subject to weather conditions. Saturation diving team mobilisation is nearly complete, with divers already onboard or en route, excluding divers earlier planned from South Africa. Control Centre at Kochi continues monitoring SEAMAC III's readiness, operational coordination, and compliance documentation. The Nand Saarthi remains sheltered at Kochi port due to prevailing adverse sea conditions and will redeploy offshore once conditions improve.

Onshore, MERC has delivered 61 containers to port with 4 more pending recovery. Daily container inspections continue, with minor container fragments recovered and secured. Approximately 65 tons of nurdles have been collected across affected

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shorelines. Volunteer deployment remains strong with 190 personnel at Trivandrum, 120 at Kanyakumari, and 22 at Rameshwaram. ITOPF reported ongoing replenishment of nurdles due to fresh strandings, requiring sustained cleanup efforts. Trials for beach cleaning equipment were unsuccessful and equipment modifications are being arranged. New disposal sites for collected nurdles have been identified in coordination with Customs and Pollution Control Board.

In a separate development, MERC teams secured a hazardous barrel marked as HNO3 (nitric acid) which washed ashore at Alappad, Kollam. The barrel, suspected to belong to the Wan Hai 503 incident, was safely isolated with support from local police. ITOPF has been requested to provide detailed safety handling procedures. Clarifications are being sought regarding any permissions needed from Customs for its storage at Kollam Port.

Figure 1: Hazardous barrels recovered onshore

The offshore weather continues to present challenges. As per the latest weather forecast dated 15 June 2025, winds of 20–25 knots from the southwest persist over the southeast Arabian Sea, with visibility classified as very poor (2-3 NM) over the next 3–5 days. DGS has directed the salvors to submit both optimistic and realistic timelines accounting for prevailing monsoon conditions.

The weather forecast over southeast Arabian Sea off Kochi – Thiruvananthapuram coast

Dated: 15th June 2025

	Day 1: 15-Jun-2025				Day 2: 16-June-2025				Day 3: 17-June-2025			
	00 UTC	06 UTC	12 UTC	18 UTC	00 UTC	06 UTC	12 UTC	18 UTC	00 UTC	06 UTC	12 UTC	18 UTC
Wind speed (kt)	20-25	20-25	20-25	20-25	20-25	20-25	20-25	20-25	20-25	20-25	20-25	20-25
Wind direction	WSW	WSW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
Weather	WS	WS	WS	WS	WS	WS	WS	WS	WS	WS	WS	WS
Visibility	VERY POOR	VERY POOR	VERY POOR	VERY POOR	VERY POOR	VERY POOR	VERY POOR	VERY POOR	VERY POOR	VERY POOR	VERY POOR	VERY POOR

	Day 4: 18-June-2025				Day 5: 19-June-2025			
	00 UTC	06 UTC	12 UTC	18 UTC	00 UTC	06 UTC	12 UTC	18 UTC
Wind speed (kt)	20-25	20-25	20-25	20-25	20-25	20-25	20-25	20-25
Wind direction	SW	SW	SW	SW	SW	SW	SW	SW
Weather	WS	WS	WS	WS	WS	WS	WS	WS
Visibility	VERY POOR	VERY POOR	VERY POOR	VERY POOR	VERY POOR	VERY POOR	VERY POOR	VERY POOR

Weather:- **Dry:** No Rain; **Isol:** Isolated; **Sct:** Scattered; **FWS:** Fairly Widespread ; **WS:** Wide Spread.

Visibility:- **Very Poor** : 1-2 nm; **Poor:** < 4-3 nm; Mod: 6-4 nm; Good: 8-6 nm; Fair: 10-8 nm.
(nm: nautical miles)

Wind direction:- **WNW**: westnorthwesterly; **NW**: northwesterly.

Wind speed:- **kt:** nautical mile per hour.

Figure 2: Source IMD

4. Situation Assessment:

While significant progress has been made in capping the fuel oil tanks and stabilizing the wreck, the critical oil extraction phase remains pending and highly weather dependent. Any further delays in mobilisation or operational readiness could push the

extraction timeline dangerously close to the peak monsoon season, increasing environmental risks and limiting salvage windows. The saturation diving operation carries significant operational risks due to prevailing rough sea conditions, and DGS has reinforced the requirement for full team competency and adequate planning.

The continuous replenishment of nurdles along shorelines also presents an ongoing environmental concern. While cleanup operations are proceeding effectively, daily deposits necessitate sustained manpower to prevent secondary pollution. The situation remains under close supervision by DGS through daily review meetings with full inter-agency coordination. A claims desk remains operational under the supervision of P&I Club in coordination with DGS and State Authorities to address compensation for affected coastal communities and stakeholders.

Authorities remain focused on ensuring full operational readiness for oil extraction within the limited operational weather window available. All agencies are maintaining their respective roles with DGS closely monitoring compliance, timelines, and performance to prevent escalation of legal and financial liabilities.

5. Environmental Risks:

Refer to SITREP – 6, 1800 hrs on 28/05/2024

6. Coordination Measures

Refer to SITREP – 6 for the overall coordination measures being undertaken

Directorate General of Shipping

SITREP – 24, 1800 hrs on 16/06/2025

Sinking of MSC ELSA 3 (IMO no. 9123221, Flag Liberia) South West of Kochi

The contents of this SITREP are based on both written and verbal inputs received from the stakeholders

1. Incident Overview:

Refer to SITREP – 6

2. Response Actions Initiated:

Refer to SITREP – 6

3. Present Status:

The salvage operations for MSC Elsa 3 have entered a critical transition phase following the completion of the temporary capping and sealing of all accessible fuel oil tanks by the existing salvage team. The salvage vessel SEAMAC III has returned to Kochi port and repositioned at Berth Q7 under the Safe Berth protocol. Air-diving operations have concluded, with demobilisation of the air-diving equipment currently underway. Some equipment mobilisation faced delays due to berth changes directed by Port Control. Remaining consumables, including Helios gases and other salvage stores, are being inventoried for transfer to the incoming contractor as part of the transition arrangement.

BMC Consultants, acting on behalf of the shipowners and P&I, have finalised the decision to stand down the present salvor and are completing arrangements for the alternate contractor to mobilise for the oil extraction phase considering the criticality of the operation. This transition is expected to be fully confirmed within the next 24 hours. During this interim phase, care-taking operations continue at the wreck site. The tug Nand Saarthi remains stationed at Kochi port due to prevailing adverse weather conditions and will return to offshore guard duty once sea states improve. A replacement guard tug, Canara Megh, has been identified and is scheduled to depart from Mumbai after completion of bunkering and provisioning.

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The Control Centre at Taj Malabar Hotel, Kochi, continues to coordinate all activities. Situation Management Report (SMR) #20 has been issued to stakeholders. Daily liaison and coordination meetings have been held with T&T, DG Shipping, P&I, MSC, Indian Coast Guard, and other key parties. Operational planning, cost calculations, and regulatory compliance activities remain ongoing in preparation for the next phase.

Onshore operations continue under MERC and State Authorities. Container recovery efforts are ongoing with four containers pending retrieval. An additional container door was recovered and delivered to port today. In Trivandrum, daily volunteer strength has reached 188, with capacity to increase manpower further to expedite shoreline cleanup. Kanyakumari continues with 120 volunteers engaged. At Rameshwaram, 22 personnel are active, with augmentation planned. Recovered nurdles continue to be stockpiled at temporary storage locations while Customs approvals for disposal remain pending. Coordination with ITOPF is ongoing to finalise waste handling and disposal arrangements.

Indian Coast Guard (ICG) maintains offshore surveillance. ICGS Anagh is currently stationed at the site, scheduled to be relieved by ICGS Abhinav. Daily Dornier sorties equipped with Pollution Surveillance Systems continue to monitor for any oil sheens within a 30 NM radius of the wreck. No surface oil slicks have been observed to date during these reconnaissance flights.

Kanyakumari District Authorities continue to oversee storage transfers of previously collected nurdles to designated harbour facilities. Due to persistent rainfall, shoreline cleaning operations have been temporarily suspended in Kanyakumari over the last two days.

DGS continues to lead and oversee multi-agency coordination, ensuring compliance with all safety, environmental, and operational protocols while enforcing strict timelines for progress reporting. The coordinated response structure remains fully active across offshore, onshore, and administrative sectors.

4. Situation Assessment:

The present situation remains stabilised following successful capping and sealing of fuel tanks, vents, and sounding pipes onboard the wreck. No fresh oil discharges have

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been observed since the completion of these works. The primary environmental risk remains the unextracted fuel oil onboard, requiring controlled removal before further deterioration of conditions.

The protracted delays in commencing fuel extraction remain a key area of concern. Multiple timeline revisions, shifts in contractor mobilisation, and the progression into peak monsoon season have critically reduced the safe operational window. Based on current weather assessments, BMC Consultants have recommended that saturation diving operations for fuel extraction be done only in favourable weather conditions as the activity considering its criticality remains highly weather dependent and should be undertaken when the conditions permit. This approach aims to ensure safer weather conditions and operational feasibility, while minimising risk of secondary spills which could result from hose failure or equipment damage in unstable sea states.

The transition to an alternate contractor is expected to streamline mobilisation, reinforce technical readiness, and facilitate more effective planning aligned with seasonal conditions. Meanwhile, care-taking operations will continue offshore to monitor the wreck and guard against any oil discharges.

Shoreline nurdle recovery remains productive but replenishment continues due to recurring strandings. Waste disposal approvals for recovered nurdles remain unresolved and require expeditious clearance by Customs and Pollution Control Boards. ITOPF continues to provide critical technical support to optimise shoreline recovery and waste management.

DGS remains fully engaged, exercising comprehensive coordination across stakeholders including ICG, MSC, P&I, MERC, State Government, ITOPF, and appointed salvors. The multi-agency operational framework remains active under daily monitoring, with ongoing reporting, decision-making, and enforcement of obligations to ensure timely and effective risk mitigation for the Indian coastline.

5. Environmental Risks:

Refer to SITREP – 6, 1800 hrs on 28/05/2024

6. Coordination Measures

Refer to SITREP – 6 for the overall coordination measures being undertaken

Figure 1 Vessel MAN HAI 503

Figure 2: Fire and explosion onboard

The ICG and the Indian Navy responded swiftly, deploying three Dornier aircraft—two by ICG and one by the Indian Navy—equipped with life rafts for aerial support and situational assessment. Additionally, two ICG surface ships have been dispatched and are expected to arrive at the vessel's position within three hours. A total of five ships have been deployed by the ICG and are expected to reach the scene between 1430–1600 hrs IST. Further, Indian Naval Warship operating in the area has been diverted and expected to reach the location at approximately 1700 hrs.

The Flag Administration of Singapore has also been formally intimated regarding the incident. A communication was issued by the Directorate, requesting that the owners be advised to immediately appoint qualified salvors and firefighting experts to assess the cargo situation and provide expert guidance to support ongoing firefighting operations led by the Indian Coast Guard considering the nature of cargo carried onboard.

The nearby merchant vessel MV AMBRA and MV ONE MARVEL have also been alerted and directed to proceed to the site to provide immediate assistance after SAR SURPIC was activated.

Figure 3. Incident Location

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: and continues to emit smoke due
2) crew members onboard. Four
g who went for the initial fire fightir
out of whom two (02) crew memb
inantly of Taiwanese nationality, h

ures:

being maintained between the
, Indian Coast Guard, Indian Navy,
ns have been issued for
ts, early assessment of cargo invo
o this office on all actions taken
are expected until the situation sta

Figure 1: Fire and explosion onboard

2. **Response Actions Initiated:**

The Indian Coast Guard (ICG) and the Information Fusion Centre Indian Ocean Region (IFC-IOR) were immediately informed of the incident by the Directorate General of Shipping (DGS).

The Indian Coast Guard promptly initiated emergency operations. Three surface vessels—ICGS Rajdoot, Sachet, and Samudra Prahari—have been deployed, with Samudra Prahari having arrived on site at 2145 hrs IST. Two Dornier aircraft were also launched for aerial surveillance. The Indian Navy diverted a vessel for search and rescue (SAR) and rescued the 18 crew members (Crew List attached). Additionally, ETV Water Lily and tug Offshore Warrior, with firefighting capability, have been mobilised by the DGS and shipowners with estimated arrival at the incident site by 10 June afternoon. The Directorate General of Shipping (DGS) has formally informed the Flag State, Maritime and Port Authority (MPA) of Singapore which has confirmed its engagement and is dispatching an investigator who is expected to reach Kochi on 10 June.

n of Wan Hai 503 (Vessel has drifted in southerly direction)

ers have been successfully rescue

The vessel is drifting at approximately at 1.0 nm in a southerly direction and is an imminent threat considering the fuel onboard combined with 157 IMDG containers including 32.2 Tons of Nitrocellulose with Alcohol.

fire has spread aft towards the accommodation area since morning.

stage. However, the presence of approximately 2000 tonnes of fuel oil and 240 tonnes of diesel oil in tanks located adjacent to the fire zone increases the risk of escalation presence of IMDG cargo, firefightin nding hazard verification and exp Salvors and emergency towing rts upon arrival.

The immediate concern remains containing the drift of the vessel away from the Indian coast and considering the magnitude of fire, connecting a towline will remain extremely challenging and alternative options are being considered with Indian Navy and Indian Coast Guard.

ıt:

AN HAI 503 is carrying approximat
G Classes 3 (flammable liquids), 4
ıtaneous combustion), 4.3 (substar
e gases), 6.1 (toxic substances), 8
us Substances and Articles). A
reliminary visuals and vessel plans
ıt to side fuel oil tanks. It has also l
near the current fire zone. Immedi

10 June. The contents of this S
ceived from the stakeholders.

udra Prahari and *ICGS Sache*
s using foam in the forward bays
aking boundary cooling to reinforce the operation.

Figure 1 Firefighting operations at 1030 hrs on 10 Jun

Figure 2: : Firefighting operations at 1700 hrs on 10 Jun

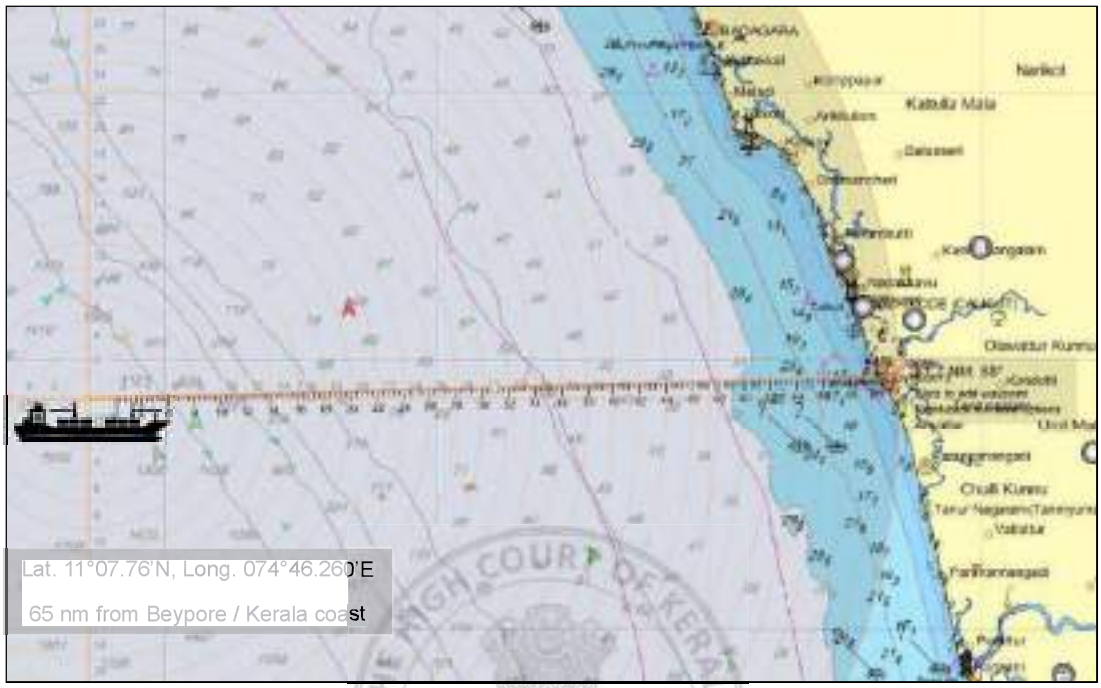

Figure 3: Position of vessel MV SOJ at 1700 hrs on 10 Jun

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port vessels are now engaged a

g *Saroja Blessing* is equipped wi

been visually confirmed drifting
drift is between 165°–170° at
ed with recovery. Additional
ch and retrieval, with a total of fi
NHO have been requested to
on measure, discussions are o
e navigational threats.

this figure was initially reported as 157)

Abhinav are engaged in SAR ng
rescued crew members, 02 a ne
rs have been put up in a Hotel i
investigator will be arriving In casualty

Count of CntrNo	Column Labels		
Hold Number	On Deck	Under Deck	Grand Total
1	73	100	173
2	125	156	281
3	96	185	281
4	116	236	352
5	111	179	290
6	89	185	274
7	24		24
8	37	42	79
Grand Total	**671**	**1083**	**1754**

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Dangerous Goods List

As required by SOLAS 74, chapter VII, regulation 4.5 and 7-2.2, MARPOL 73/78, Annex III, regulation 4(3) and chapter 5.4,paragraph 5.4.3.1 of the IMDG Code)

vices/ computer generated document providing the required information.

mation. Other information is required if applicable.

M.V.: WAN HAI 503 Flag: SINGAPORE

Call Sign: S6AV2 IMO No.: 9294862

Date: 07-06-2025 Voy.: W219

Port: DEP LKCMB

No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint °C	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
1	100082	WHLU3405390	2211	POLYMERIC BEADS, EXPANDABLE evolving flammable vapour	9		63C	III	25575	N		F-A, S-I	KHH	NSA	Category E. Shaded from radiant heat and protected from sparks and open flame. When stowed under deck, mechanical ventilation shall be in accordance with SOLAS regulation II-2/19 (II-2/54) for flammable liquids with flashpoint below 23 C(c.c)	510 PAPER BAG
2	100084	TLLU5937422	3092	1-METHOXY-2-PROPANOL	3		32CC	III	24336	N		F-E, S-D	KHH	NSA	Category A	117 DRUM
3	100086	WHSU4036420	3092	1-METHOXY-2-PROPANOL	3		32C	II	24219	N		F-E, S-D	KHH	NSA	Category A	117 DRUM
4	100182	WHLU3406648	2211	POLYMERIC BEADS, EXPANDABLE evolving flammable vapour	9		63C	II	25755	N		F-A, S-I	KHH	NSA	Category E. Shaded from radiant heat and protected from sparks and open flame. When stowed under deck, mechanical ventilation shall be in accordance with SOLAS regulation II-	510 PAPER BAG
5	100184	WHSU4048591	3092	1-METHOXY-2-PROPANOL	3		32C	II	24219	N		F-E, S-D	KHH	NSA	Category A	117 DRUM
6	100186	WHSU4055775	3092	1-METHOXY-2-PROPANOL	3		32C	III	24219	N		F-E, S-D	KHH	NSA	Category A	117 DRUM
7	100282	WHSU5979388	3259	AMINES, SOLID, CORROSIVE, N.O.S. or POLYAMINES, SOLID, CORROSIVE, N.O.S.(Dodecylamine)	8			I	28700	N		F-A, S-B	KHH	NSA	Category A. "Separated from" acids.	
8	130382	EIAU6514236	1148	DIACETONE ALCOHOL	3		58C	III	24244	N		F-E, S-D	KHH	NSA	Category B	1 TANK
9	130384	WHSU2113980	1247	METHYL METHACRYLATE MONOMER, STABILIZED	3		10C	II	16160	N		F-E, S-D	KHH	NSA	Category B. Clear of living quarters.	80 DRUM

THE HIGH COURT OF KERALA

Dangerous Goods List

As required by SOLAS 74, chapter VII, regulation 4.5 and 7-2.2, MARPOL 73/78, Annex III, regulation 4(3) and chapter 5.4,paragraph 5.4.3.1 of the IMDG Code)

vices/ computer generated document providing the required information.

mation. Other information is required if applicable.

M.V.: *WAN HAI 503* Flag: *SINGAPORE*

Call Sign: **S6AV2** IMO No.: **9294862**

Date: 07-06-2025 Voy.: **W219**

Port: DEP LKCMB

No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint °C	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
10	130386	EGSU3343993	1866	RESIN SOLUTION flammable	3		56C	III	3456	N		F-E, S-E	KHH	NSA	Category E	**16 DRUMS**
11	130482	PRKU0112291	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(1,2,3-TRICHLOROBENZENE)	9			III	26000	Y		F-A, S-F	KHH	NSA	Category A.	**1 TANK**
12	130484	WHSU0202013	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(2,6-BIS(1',1'-DIMETHYLETHYL)-4-METHYLPHENOL	9		127C	III	1441*3	Y		F-A, S-F	KHH	NSA	Category A.	**700 BAGS**
13	130486	WHLU0433233	2079	DIETHYLENETRIAMINE	8		104C	II	15200	N		F-A, S-B	KHH	NSA	Category A. Clear of living quarters. "Separated from" acids.	**80 DRUM**
14	130582	EIAU2521258	1148	DIACETONE ALCOHOL	3		58 C	III	24244	N		F-E, S-D	KHH	NSA	Category B	**1 TANK**
15	130584	WHSU2612275	1247	METHYL METHACRYLATE MONOMER, STABILIZED	3		10C	II	16160	N		F-E, S-D	KHH	NSA	Category B. Clear of living quarters.	**80 DRUM**
16	130586	WHSU2408370	1866	RESIN SOLUTION flammable	3		31C	III	19680	N		F-E, S-E	KHH	NSA	Category E	**80 DRUM**
17	130682	PRKU0120044	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(1,2,3-TRICHLOROBENZENE)	9			III	26000	Y		F-A, S-F	KHH	NSA	Category A.	**1 TANK**
18	130684	DJDU8614034	2019	CHLOROANILINES, LIQUID	6.1		98C	II	22350	N		F-A, S-A	KHH	NSA	Category A. "Separated from" acids.	**1 TANK**

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Dangerous Goods List

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M.V.: *WAN HAI 503* Flag: *SINGAPORE*

Call Sign: **S6AV2** IMO No.: **9294862**

Date: 07-06-2025 Voy.: **W219**

Port: DEP LKCMB

No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint °C	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
19	130686	WHSU2467433	2259	TRIETHYLENETETRAMINE	8		137C	II	17640	N		F-A, S-B	KHH	NSA	Category B.Clear of living quarters. "Separated from" acids.	**20 PALLET**
20	130782	GMCU3056363	1148	DIACETONE ALCOHOL	3		58C	III	24244	N		F-E, S-D	KHH	NSA	Category B	**1 TANK**
21	130784	WHSU2279056	1866	RESIN SOLUTION flammable	3		31C	III	19680	N		F-E, S-E	KHH	NSA	Category E	**80 DRUM**
22	130786	WHSU2464753	1263	PAINT (including paint, lacquer, enamel, stain, shellac solutions, varnish, polish, liquid filler and liquid lacquer base) or PAINT RELATED MATERIAL(including paint thinning or reducing compound)	3		50C	II	14986	Y		F-E, S-E	KHH	NSA	Category E	**160 DRUM**
23	130882	PRKU0101384	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(1,2,3-TRICHLOROBENZENE)	9			II	26000	Y		F-A, S-F	KHH	NSA	Category A.	**1 TANK**
24	130884	CXTU1144303	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(p-tert-butylphenol)	9		113C	III	23680	Y		F-A, S-F	KHH	NSA	Category A.	**1 TANK**
25	130886	WHSU2241282	2320	TETRAETHYLENEPENTAMINE	8		171C	III	17640	Y		F-A, S-B	KHH	NSA	Category A. "Separated from" acids.	**80 DRUM**
26	130982	PCVU2524700	1148	DIACETONE ALCOHOL	3		58C	III	24244	N		F-E, S-D	KHH	NSA	Category B	**1 TANK**
27	130984	WHSU2355285	2048	DICYCLOPENTADIENE	3		45C	III	17120	Y		F-E, S-D	KHH	NSA	Category A	**80 DRUM**

HIGH COURT OF KERALA

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Call Sign: S6AV2 IMO No.: 9294862

Date: 07-06-2025 Voy.: W219

Port: DEP LKCMB

No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint °C	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
28	130986	DRYU2764361	1263	PAINT (including paint, lacquer, enamel, stain, shellac solutions, varnish, polish, liquid filler and liquid lacquer base) or PAINT RELATED MATERIAL(including paint thinning or reducing compound)	3		58C	III	3222	N		F-E, S-E	KHH	NSA	Category E	60DRUM
29	131082	PRKU0120297	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(1,2,3-TRICHLOROBENZENE)	9			III	26000	Y		F-A, S-F	KHH	NSA	Category A.	1 TANK
30	131084	PRKU0110534	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(1,2,3-TRICHLOROBENZENE)	9			III	26000	Y		F-A, S-F	KHH	NSA	Category A.	1 TANK
31	131086	WHSU2355937	2079	DIETHYLENETRIAMINE	8		104C	II	15200	N		F-A, S-B	KHH	NSA	Category A. Clear of living quarters. "Separated from" acids.	80 DRUM
32	150382	WHSU2643070	1788	HYDROBROMIC ACID	8			II	21020	N		F-A, S-B	KHH	NSA	Category C	80 DRUM
33	150384	WHSU0105081	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(2,6-BIS(1,1-DIMETHYLETHYL)-4-METHYLPHENOL)	9		127C	III	14413	Y		F-A, S-F	KHH	NSA	Category A.	700BAGS
34	150386	GESU8085420	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(p-tert-butylphenol)	9		113C	III	23680	Y		F-A, S-F	KHH	NSA	Category A.	1 TANK
35	150482	WHSU2490290	1247	METHYL METHACRYLATE MONOMER, STABILIZED	3		10C	II	16160	N		F-E, S-D	KHH	NSA	Category B. Clear of living quarters.	80 DRUM
36	150484	WHLU0501810	1247	METHYL METHACRYLATE MONOMER, STABILIZED	3		10C	II	16160	N		F-E, S-D	KHH	NSA	Category B. Clear of living quarters.	80 DRUM

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Dangerous Goods List

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M.V.: WAN HAI 503 Flag: SINGAPORE

Call Sign: S6AV2 IMO No.: 9294862

Date: 07-06-2025 Voy.: W219

Port: DEP LKCMB

No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint °C	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
37	150486	WHSU2001300	1866	RESIN SOLUTION flammable	3		31C	III	19680	N		F-E, S-E	KHH	NSA	Category E	80 DRUM
38	150582	RLTU2621361	3272	ESTERS, N.O.S.(PROPYLENE GLYCOL MONOMETHYL ETHER ACETATE)	3		42C	III	24416	N		F-E, S-D	KHH	NSA	Category B	112 DRUM
39	150584	WHLU0640020	3092	1-METHOXY-2-PROPANOL	3		31C	III	16720	N		F-E, S-D	KHH	NSA	Category A	80 DRUM
40	150586	WHLU0701660	3092	1-METHOXY-2-PROPANOL	3		31C	III	17120	N		F-E, S-D	KHH	NSA	Category A	80 DRUM
41	150682	WHSU0357118	1219	ISOPROPANOL(ISOPROPYL ALCOHOL)	3		12C	II	14240	N		F-E, S-D	KHH	NSA	Category B	80 DRUM
42	150684	TIFU3253156	2048	DICYCLOPENTADIENE	3		32.2C	III	23500	Y		F-E, S-D	KHH	NSA	Category A	1 TANK
43	150686	WHSU0065013	1263	PAINT (including paint, lacquer, enamel, stain, shellac solutions, varnish, polish, liquid filler and liquid lacquer base) or PAINT RELATED MATERIAL(including paint thinning or reducing compound)	3		50C	III	18262	Y		F-E, S-E	KHH	NSA	Category E	160 DRUM
44	150782	PRKU0100109	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(1,2,3-TRICHLOROBENZENE)	9			III	26000	Y		F-A, S-F	KHH	NSA	Category A.	1 TANK
45	150784	WHLU0678468	3092	1-METHOXY-2-PROPANOL	3		31C	III	17120	N		F-E, S-D	KHH	NSA	Category A	80 DRUM

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Dangerous Goods List

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M.V.: *WAN HAI 503* Flag: *SINGAPORE*

Call Sign: **S6AV2** IMO No.: **9294862**

Date: 07-06-2025 Voy.: **W219**

Port: DEP LKCMB

No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint °C	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
46	150786	WHLU0602061	3092	1-METHOXY-2-PROPANOL	3		31C	III	16720	N		F-E, S-D	KHH	NSA	Category A	**80 DRUM**
47	150882	NCCU0223079	2048	DICYCLOPENTADIENE	3		32.2C	III	23680	Y		F-E, S-D	KHH	NSA	Category A	**1 TANK**
48	150884	RLTU2009490	1604	ETHYLENEDIAMINE	8	3/	41.5C	II	23200	N		F-E, S-C	KHH	NSA	Category A. Clear of living quarters. "Separated from" acids.	**1 TANK**
49	150886	WHSU2179289	2079	DIETHYLENETRIAMINE	8		104C	II	15200	N		F-A, S-B	KHH	NSA	Category A. Clear of living quarters. "Separated from" acids.	**80 DRUM**
50	150982	SLZU2595778	1148	DIACETONE ALCOHOL	3		58C	II	24244	N		F-E, S-D	KHH	NSA	Category B	**1 TANK**
51	150984	WHSU0324881	1993	FLAMMABLE LIQUID, N.O.S.(LIME CITRUS AURANTIFOLIA)	3			I	3965	N		F-E, S-E	KHH	NSA	Category E	
52	151082	NCCU1288177	1604	ETHYLENEDIAMINE	8	3/	41.5C	II	23320	N		F-E, S-C	KHH	NSA	Category A. Clear of living quarters. "Separated from" acids.	**1 TANK**
53	151084	WHSU2701900	2320	TETRAETHYLENEPENTAMINE	8		171C	III	17440	Y		F-A, S-B	KHH	NSA	Category A. "Separated from" acids.	**80 DRUM**
54	151086	WHSU2041216	2579	PIPERAZINE	8		74C	III	7200	N		F-A, S-B	KHH	NSA	Category A. Keep as cool as reasonably practicable. "Separated from" acids.	**72 DRUM**

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Dangerous Goods List

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M.V.: WAN HAI 503 Flag: SINGAPORE

Call Sign: S6AV2 IMO No.: 9294862

Date: 07-06-2025 Voy.: W219

Port: DEP LKCMB

No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint °C	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
55	220382	EGSU1258362	2859	AMMONIUM METAVANADATE	6.1			II	21180	N		F-A, S-A	KHH	NSA	Category A. Segregation as for class 5.1 but "Away from" classes 4.1, 5.1 and 7.	40 BAGS
56	220782	WHSU5927677	1182	ETHYL CHLOROFORMATE	6.1	3/8	16C	I	27786	N		F-E, S-C	KHH	NSA	Category D. Clear of living quarters. Segregation as for class 3 but "away from" class 4.1.	132 DRUM
57	220884	EGHU9438618	2556	NITROCELLULOSE WITH ALCOHOL (not less than 25% alcohol, by mass, and not more than 12.6% nitrogen, by dry mass)	4.1			II	20800	N		F-B, S-J	KHH	NSA	Category D. "Away from" class 3 and heavy metals and their salts.	160DRUM
58	290382	WHSU0266297	1805	PHOSPHORIC ACID SOLUTION	8			III	23944	N		F-A, S-B	KHH	NSA	Category A	218 DRUM
59	290384	WHSU2918136	2215	MALEIC ANHYDRIDE	8		103C	III	18720	N		F-A, S-B	KHH	NSA	Category A	720 PAPER BAG
60	290386	WHSU2815360	3016	BIPYRIDILIUM PESTICIDE, LIQUID, TOXIC	6.1			II	18320	N		F-A, S-A	KHH	NSA	Category B.Clear of living quarters	80 DRUM
61	290482	WHSU0199270	3016	BIPYRIDILIUM PESTICIDE, LIQUID, TOXIC	6.1			II	18320	N		F-A, S-A	KHH	NSA	Category B.Clear of living quarters	80 DRUM
62	290484	WHSU2756098	3016	BIPYRIDILIUM PESTICIDE, LIQUID, TOXIC	6.1			II	18320	N		F-A, S-A	KHH	NSA	Category B.Clear of living quarters	80 DRUM
63	290486	ISLU2204017	1595	DIMETHYL SULPHATE	6.1	8/		I	4055	N		F-A, S-B	KHH	NSA	Category D. Clear of living quarters.	1 TANK

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M.V. : *WAN HAI 503* Flag: *SINGAPORE*

Call Sign: **S6AV2** IMO No. : **9294862**

Date: 07-06-2025 Voy. : **W219**

Port: DEP LKCMB

No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint °C	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
64	290582	WHLU0563242	1805	PHOSPHORIC ACID SOLUTION	8			III	23944	N		F-A, S-B	KHH	NSA	Category A	**218 DRUM**
65	290584	WHSU2898132	2215	MALEIC ANHYDRIDE	8		103X	III	18720	N		F-A, S-B	KHH	NSA	Category A	**16 PALLETS**
66	290586	WHSU2414238	2531	METHACRYLIC ACID, STABILIZED	8		77C	II	16560	N		F-A, S-B	KHH	NSA	Category C.Clear of living quarters	**80 DRUM**
67	290682	SLZU2406046	1593	DICHLOROMETHANE	6.1			II	29320	N		F-A, S-A	KHH	NSA	Category A	**1 TANK**
68	290684	WHSU2556398	3016	BIPYRIDILIUM PESTICIDE, LIQUID TOXIC	6.1			I	18320	N		F-A, S-A	KHH	NSA	Category B.Clear of living quarters	**80 DRUM**
69	290686	WHSU0178323	3016	BIPYRIDILIUM PESTICIDE, LIQUID, TOXIC	6.1			II	18320	N		F-A, S-A	KHH	NSA	Category B.Clear of living quarters	**80 DRUMS**
70	290782	WHSU0133247	2215	MALEIC ANHYDRIDE	8		103C	III	18720	N		F-A, S-B	KHH	NSA	Category A	**720 PAPER BAG**
71	290882	PRKU0110956	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(1,2,3-TRICHLOROBENZENE)	9			III	26000	Y		F-A, S-F	KHH	NSA	Category A.	**1 TANK**
72	290884	BGBU5155317	2076	CRESOLS, LIQUID	6.1	8/	86C	II	23840	N		F-A, S-B	KHH	NSA	Category B	**1 TANK**

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No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint °C	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
73	290886	ISLU2204547	1595	DIMETHYL SULPHATE	6.1	8/		I	3895	N		F-A, S-B	KHH	NSA	Category D. Clear of living quarters.	1 TANK
74	310382	WHSU2925536	2215	MALEIC ANHYDRIDE	8		103C	III	18720	N		F-A, S-B	KHH	NSA	Category A	720 PAPER BAG
75	310384	WHSU2454210	2215	MALEIC ANHYDRIDE	8		103C	III	18720	N		F-A, S-B	KHH	NSA	Category A	16 PALLETS
76	310386	TGBU1135515	2215	MALEIC ANHYDRIDE	8		103C	III	18720	N		F-A, S-B	KHH	NSA	Category A	16 PALLETS
77	310482	NCCU1265886	1593	DICHLOROMETHANE	6.1			III	29600	N		F-A, S-A	KHH	NSA	Category A	1 TANK
78	310484	WHSU2934944	3016	BIPYRIDILIUM PESTICIDE, LIQUID, TOXIC	6.1			II	18320	N		F-A, S-A	KHH	NSA	Category B.Clear of living quarters	80 DRUM
79	310486	WHSU2797517	3016	BIPYRIDILIUM PESTICIDE, LIQUID, TOXIC	6.1			II	18320	N		F-A, S-A	KHH	NSA	Category B.Clear of living quarters	80 DRUM
80	310582	SEGU9833795	1866	RESIN SOLUTION flammable	3		29C	III	5106	N		F-E, S-E	KHH	NSA	Category E	23 DRUM
81	310584	WHSU0184840	2215	MALEIC ANHYDRIDE	8		103C	III	18720	N		F-A, S-B	KHH	NSA	Category A	16 PALLETS

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Port: DEP LKCMB

No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint °C	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
82	310586	WHSU2431560	2531	METHACRYLIC ACID, STABILIZED	8		77C	II	16560	N		F-A, S-B	KHH	NSA	Category C.Clear of living quarters	**80 DRUM**
83	310682	WHSU0128718	3016	BIPYRIDILIUM PESTICIDE, LIQUID, TOXIC	6.1			II	18320	N		F-A, S-A	KHH	NSA	Category B.Clear of living quarters	**80 DRUM**
84	310684	WHSU0165120	3016	BIPYRIDILIUM PESTICIDE, LIQUID, TOXIC	6.1			II	18320	N		F-A, S-A	KHH	NSA	Category B.Clear of living quarters	**80 DRUM**
85	310686	ISLU2204378	1595	DIMETHYL SULPHATE	6.1	8/	83C	I	4055	N		F-A, S-B	KHH	NSA	Category D. Clear of living quarters.	**1 TANK**
86	310782	FYCU7132464	1805	PHOSPHORIC ACID SOULTION	8			II	23944	N		F-A, S-B	KHH	NSA	Category A	**218 DRUM**
87	310784	WHSU2054194	2531	METHACRYLIC ACID, STABILIZED	8		77C	II	16560	N		F-A, S-B	KHH	NSA	Category C.Clear of living quarters	**80 DRUM**
88	310882	PRKU2509293	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(1,2,3-TRICHLOROBENZENE)	9			III	26000	Y		F-A, S-F	KHH	NSA	Category A.	**1 TANK**
89	310884	WHSU2951495	3016	BIPYRIDILIUM PESTICIDE, LIQUID, TOXIC	6.1			II	18320	N		F-A, S-A	KHH	NSA	Category B.Clear of living quarters	**80 DRUM**
90	310886	WHSU2351818	2281	HEXAMETHYLENE DIISOCYANATE	6.1		138C	II	17440	N		F-A, S-A	KHH	NSA	Category C. Keep as dry as reasonably practicable. Clear of living quarters.	**80 DRUMS**

THE HIGH COURT OF KERALA सत्यमेव जयते

Dangerous Goods List

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Date: 07-06-2025 Voy.: W219

Port: DEP LKCMB

No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint °C	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
91	370382	WHSU2662677	2213	PARAFORMALDEHYDE	4.1		70C	III	18800	N		F-A, S-G	KHH	NSA	Category A	720 PAPER BAG
92	370384	WHSU2239705	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1		79C	III	15244	Y		F-A, S-G	KHH	NSA	Category A	600 BAG
93	370386	WHLU0684959	3394	ORGANOMETALLIC SUBSTANCE, LIQUID, PYROPHORIC,WATER-REACTIVE	4.2	4.3/		I	2652	N		F-G, S-M	KHH	NSA	Category D. Prohibited on any ship carrying class 1 with the exceptions listed in 7.2.7.1.3.2. "Separated from" acids.	
94	370582	WHSU2508379	2213	PARAFORMALDEHYDE	4.1		70C	II	18800	N		F-A, S-G	KHH	NSA	Category A	720 PAPER BAG
95	370584	WHSU2104567	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1		79C	II	15244	Y		F-A, S-G	KHH	NSA	Category A	600 BAG
96	370586	WHSU2356430	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1		79C	III	15244	Y		F-A, S-G	KHH	NSA	Category A	600 BAG
97	370782	WHSU2211631	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1		79C	III	15244	Y		F-A, S-G	KHH	NSA	Category A	600 BAG
98	370784	WHSU2070791	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1		79C	III	15244	Y		F-A, S-G	KHH	NSA	Category A	600 BAG
99	370786	WHSU2655256	2215	MALEIC ANHYDRIDE	8		103C	III	18720	N		F-A, S-B	KHH	NSA	Category A	720 PAPER BAG

THE HIGH COURT OF KERALA

Dangerous Goods List

As required by SOLAS 74, chapter VII, regulation 4.5 and 7-2.2, MARPOL 73/78, Annex III, regulation 4(3) and chapter 5.4,paragraph 5.4.3.1 of the IMDG Code)

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mation. Other information is required if applicable.

M.V.: WAN HAI 503 Flag: SINGAPORE

Call Sign: S6AV2 IMO No.: 9294862

Date: 07-06-2025 Voy.: W219

Port: DEP LKCMB

No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint °C	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
100	370788	WHSU2487281	2215	MALEIC ANHYDRIDE	8		103C	III	18720	N		F-A, S-B	KHH	NSA	Category A	720 PAPER BAG
101	370982	WHSU2021312	2215	MALEIC ANHYDRIDE	8		103C	III	18720	N		F-A, S-B	KHH	NSA	Category A	720 PAPER BAG
102	370984	WHSU0125684	2215	MALEIC ANHYDRIDE	8		103C	II	18720	N		F-A, S-B	KHH	NSA	Category A	16 PALLETS
103	370986	WHSU0097561	2215	MALEIC ANHYDRIDE	8		103C	II	18720	N		F-A, S-B	KHH	NSA	Category A	16 PALLETS
104	370988	WHLU0542240	1325	FLAMMABLE SOLID, ORGANIC, N.O.S.(TRIETHYLENEDIMINE)	4.1		70C	I	6408	N		F-A, S-G	KHH	NSA	Category B	12 PALLET
105	390382	WHSU2072346	2213	PARAFORMALDEHYDE	4.1		70C	III	18800	N		F-A, S-G	KHH	NSA	Category A	720 PAPER BAG
106	390384	WHSU2175848	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1		79C	III	15244	Y		F-A, S-G	KHH	NSA	Category A	600 BAG
107	390386	WHSU2368301	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1		79C	III	15244	Y		F-A, S-G	KHH	NSA	Category A	600 BAG
108	390582	WHSU2871147	2213	PARAFORMALDEHYDE	4.1		70C	III	18800	N		F-A, S-G	KHH	NSA	Category A	720 PAPER BAG

THE HIGH COURT OF KERALA

Dangerous Goods List

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M.V.: *WAN HAI 503* Flag: *SINGAPORE*

Call Sign: **S6AV2** IMO No.: **9294862**

Date: 07-06-2025 Voy.: **W219**

Port: DEP LKCMB

No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint °C	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
109	390584	WHSU2824947	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1		79C	III	15244	Y		F-A, S-G	KHH	NSA	Category A	600 BAG
110	390586	WHSU2970664	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1		79C	III	15244	Y		F-A, S-G	KHH	NSA	Category A	600 BAG
111	390782	WHSU0244662	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1		79C	III	15244	Y		F-A, S-G	KHH	NSA	Category A	600 BAG
112	390784	WHLU0680871	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1		79C	II	15244	Y		F-A, S-G	KHH	NSA	Category A	600 BAG
113	390786	TIIU2571169	2215	MALEIC ANHYDRIDE	8		103C	II	18720	N		F-A, S-B	KHH	NSA	Category A	16 PALLETS
114	390788	WHSU2565506	2215	MALEIC ANHYDRIDE	8		103C	III	18720	N		F-A, S-B	KHH	NSA	Category A	720 paper bag
115	390982	WHSU0168747	2215	MALEIC ANHYDRIDE	8		103C	III	18720	N		F-A, S-B	KHH	NSA	Category A	720 PAPER BAG
116	390984	WHSU0139754	2215	MALEIC ANHYDRIDE	8		103C	III	18720	N		F-A, S-B	KHH	NSA	Category A	16 PALLETS
117	390986	WHSU2491912	2215	MALEIC ANHYDRIDE	8		103C	III	18720	N		F-A, S-B	KHH	NSA	Category A	16 PALLETS

THE HIGH COURT OF KERALA सत्यमेव जयते

Dangerous Goods List

As required by SOLAS 74, chapter VII, regulation 4.5 and 7-2.2, MARPOL 73/78, Annex III, regulation 4(3) and chapter 5.4,paragraph 5.4.3.1 of the IMDG Code)

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M.V.: WAN HAI 503 Flag: SINGAPORE

Call Sign: S6AV2 IMO No.: 9294862

Date: 07-06-2025 Voy.: W219

Port: DEP LKCMB

No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint °C	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
118	390988	WHSU2233414	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1		79C	III	15244	Y		F-A, S-G	KHH	NSA	Category A	600 BAG
			1993	FLAMMABLE LIQUID, N.O.S.	3		33C	III	428	Y		F-E, S-E			Category E	2 DRUM
			1307	XYLENES	3		25C	III	7840	Y		F-E, S-E			Category B	35 DRUM
			1268	PETROLEUM DISTILLATES, N.O.S. or PETROLEUM PRODUCTS, N.O.S.	3		30C	II	336	Y		F-E, S-E			Category E	2 DRUM
119	170382	EITU0220122	1807	PHOSPHORUS PENTOXIDE	8			I	24546	N		F-A, S-B	HKG	NSA	Category A	960 BAG
120	170384	EITU0491510	1807	PHOSPHORUS PENTOXIDE	8			I	24546	N		F-A, S-B	HKG	NSA	Category A	960 BAG
121	180582	WHSU5339890	3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.(GUANIDINE,Ncyano-polymer with N1(2-aminoethyl)-1,2-ethanediamine)	9		250C	II	3174	Y		F-A, S-F	HKG	NSA	Category A	28 DRUMS
122	180584	WHSU5737738	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(COPPER(1)-IODIDE)	9			III	2550.6	Y		F-A, S-F	HKG	NSA	Category A.	4 PALLET
123	180782	WHSU5934742	1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-9C	II	7778.46	N		F-E, S-D	HKG	NSA	Category E	978 BOX
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-4C	II	89.06	N		F-E, S-D	HKG	NSA	Category E	18 BOX
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-9C	II	5.22	N		F-E, S-D	HKG	NSA	Category E	1 BOX
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-8C	II	1357.82	N		F-E, S-D	HKG	NSA	Category E	264 BOX
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-6C	II	1079.85	N		F-E, S-D	HKG	NSA	Category E	186 BOX
124	180784	WHSU8104899	1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-9C	II	4157.47	N		F-E, S-D	HKG	NSA	Category E	767 BOX

THE HIGH COURT OF KERALA

Dangerous Goods List

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M.V.: WAN HAI 503 Flag: SINGAPORE

Call Sign: S6AV2 IMO No.: 9294862

Date: 07-06-2025 Voy.: W219

Port: DEP LKCMB

No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint °C	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-9C	II	113.14	N		F-E, S-D	HKG	NSA	Category E	14 BOX
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-8C	II	30.66	N		F-E, S-D	HKG	NSA	Category E	6 BOX
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-6C	II	132.7	N		F-E, S-D	HKG	NSA	Category E	25 BOX
			1193	ETHYL METHYL KETONE(METHYL ETHYL KETONE)	3		-9C	II	4520.28	N		F-E, S-D	HKG	NSA	Category B	538 BOX
125	180786	WHSU8202513	1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-9C	II	3566.13	N		F-E, S-D	HKG	NSA	Category E	642 BOX
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-9C	I	406.69	N		F-E, S-D	HKG	NSA	Category E	49 BOX
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-8C	I	658.03	N		F-E, S-D	HKG	NSA	Category E	118 BOX
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-6C	I	564.39	N		F-E, S-D	HKG	NSA	Category E	92 BOX
			1193	ETHYL METHYL KETONE(METHYL ETHYL KETONE)	3		-9C	I	2903.09	N		F-E, S-D	HKG	NSA	Category B	326 BOX
126	180982	WHSU6925133	1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-9C	I	7241	N		F-E, S-D	HKG	NSA	Category E	1393 BOX
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-4C	II	19.79	N		F-E, S-D	HKG	NSA	Category E	4 BOX
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-9C	II	319.93	N		F-E, S-D	HKG	NSA	Category E	49 BOX
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-6C	II	156.89	N		F-E, S-D	HKG	NSA	Category E	34 BOX
127	180984	WHSU5631181	3090	LITHIUM BATTERIES	9			II	2494.16	N		F-A, S-I	HKG	NSA	Category A	167 BOX
			1263	PAINT (including paint, lacquer, enamel, stain, shellac, varnish, polish, liquid filler and liquid lacquer base) or PAINT RELATED MATERIAL(including paint thinning or reducing compound)	3		28C	II	554.75	N		F-E, S-E	HKG	NSA	Category A	43 BOX
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL (including printing ink thinning or reducing compound), flammable	3		41C	III	212.25	N		F-E, S-D	HKG	NSA	Category E	11 BOX
128	050282	HLBU1182265	3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.	9			III	11144	Y		F-A, S-F	SIN	NSA	Category A	56 DRUM

Dangerous Goods List

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M.V.: WAN HAI 503 Flag: SINGAPORE

Call Sign: S6AV2 IMO No.: 9294862

Date: 07-06-2025 Voy.: W219

Port: DEP LKCMB

No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint °C	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
129	050284	TGBU2202006	3394	ORGANOMETALLIC SUBSTANCE, LIQUID, PYROPHORIC,WATER-REACTIVE	4.2	4.3/		I	4982.5	N		F-G, S-M	SIN	NSA	Category D. Prohibited on any ship carrying class 1 with the exceptions listed in 7.2.7.1.3.2. "Separated from" acids.	PORTABLE TANK
130	170482	SIMU2502777	3295	HYDROCARBONS, LIQUID, N.O.S.	3		54C	III	16950	N		F-E, S-D	SIN	NSA	Category E	1 TANK
131	170484	TCKU2051348	2286	PENTAMETHYLHEPTANE	3		43C	III	14120	N		F-E, S-D	SIN	NSA	Category A	80 DRUM
132	170486	EGHU3655278	2924	FLAMMABLE LIQUID, CORROSIVE, N.O.S.	3	8/	-60C	III	3360	N		F-E, S-C	SIN	NSA	Category E.Clear of living quarters.	16 DRUMS
133	170682	RLTU2620107	1299	TURPENTINE	3		37C	III	20000	N		F-E, S-E	SIN	NSA	Category A	1 TANK
134	170684	GESU8067026	1299	TURPENTINE	3		37C	III	20000	Y		F-E, S-E	SIN	NSA	Category A	1 TANK
135	170686	CAAU2334080	2286	PENTAMETHYLHEPTANE	3		43.8C	III	14120	N		F-E, S-D	SIN	NSA	Category A	80 DRUM
136	190482	AAMU2505956	3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.	9			II	19170	Y		F-A, S-F	SIN	NSA	Category A	1 TANK
137	190484	SIMU2591943	3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.	9			II	19180	Y		F-A, S-F	SIN	NSA	Category A	1 TANK
138	190682	HOYU9681420	1299	TURPENTINE	3		35C	II	20000	N		F-E, S-E	SIN	NSA	Category A	1 TANK
139	190684	HOTU9500433	1299	TURPENTINE	3		37C	II	20000	Y		F-E, S-E	SIN	NSA	Category A	1 TANK
140	190686	TRHU1192632	3265	CORROSIVE LIQUID, ACIDIC, ORGANIC, N.O.S.(SODIUM POLYACRYLATE)	8			II	1983.2	N		F-A, S-B	SIN	NSA	Category B.Clear of living quarters	8 DRUM
			3265	CORROSIVE LIQUID, ACID C ORGANIC, N.O.S. (CONTAINS PHOSPHORIC ACID, PHOSPHATED ESTER)	8			II	6160	N		F-A, S-B	SIN	NSA	Category B.Clear of living quarters	28 DRUMS
141	300184	UACU5792654	3175	SOLIDS CONTAINING FLAMMABLE LIQUID, N.O.S.	4.1			I	1.33	N		F-A, S-I	SIN	NSA	Category B	3 BOX
			2286	PENTAMETHYLHEPTANE, SOLUTION ((ISODODECANE))	3			III	8.53	N		F-E,S-D				3 BOX
			1993	FLAMMABLE LIQUID, N.O.S (ISODODECANE, ETHANOL)	3		38C	III	2.12							2 BOX
142	190282	BHCU3233632	2030	HYDRAZINE, AQUEOUS SOLUTION with not less than 37% hydrazine, by mass	8	6.1/	103C	II	17000	Y		F-A, S-B	PKG	NSA	Category D.Clear of living quarters. "Separated from" acids.	80 DRUM
143	190284	IAAU2969846	2030	HYDRAZINE, AQUEOUS SOLUTION with not less than 37% hydrazine, by mass	8	6.1/	103C	II	17000	Y		F-A, S-B	PKG	NSA	Category D.Clear of living quarters. "Separated from" acids.	80 DRUM

The Directorate has been conducting daily coordination meetings to review operations and expedite resource mobilisation, regulatory clearances, and inter-agency coordination. The contents of this SITREP are based on both written and verbal inputs

)lders.

ully deployed 05 salvage personn

rescue divers of ICG) onboard. A

mobilized; approximately 3000 litr

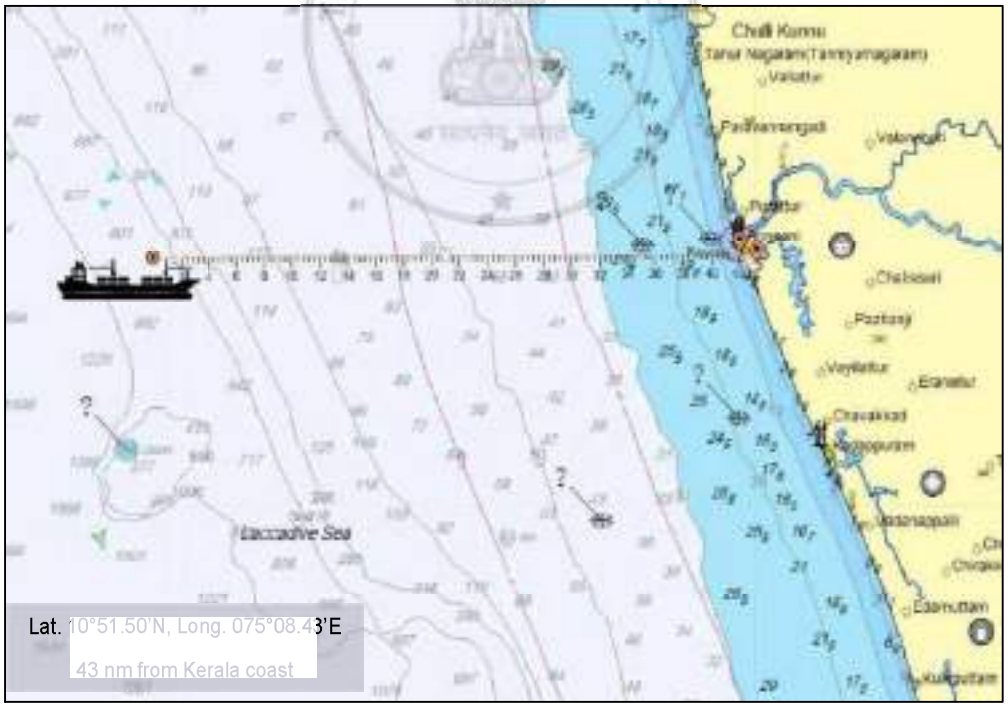
0,000 litres en route. DCP (1000

to Beypore air base and receive

deployment.

Figure 1: Vessel MSC Flo

with *ETV Water Lily* and then with personnel.



ds:

Refer to SITREP – 3, 2200 hrs on 10/06/2025

ures:

gs are being held under the ch

shipowners.

Directorate General of Shipping

Figure 1: [illegible]

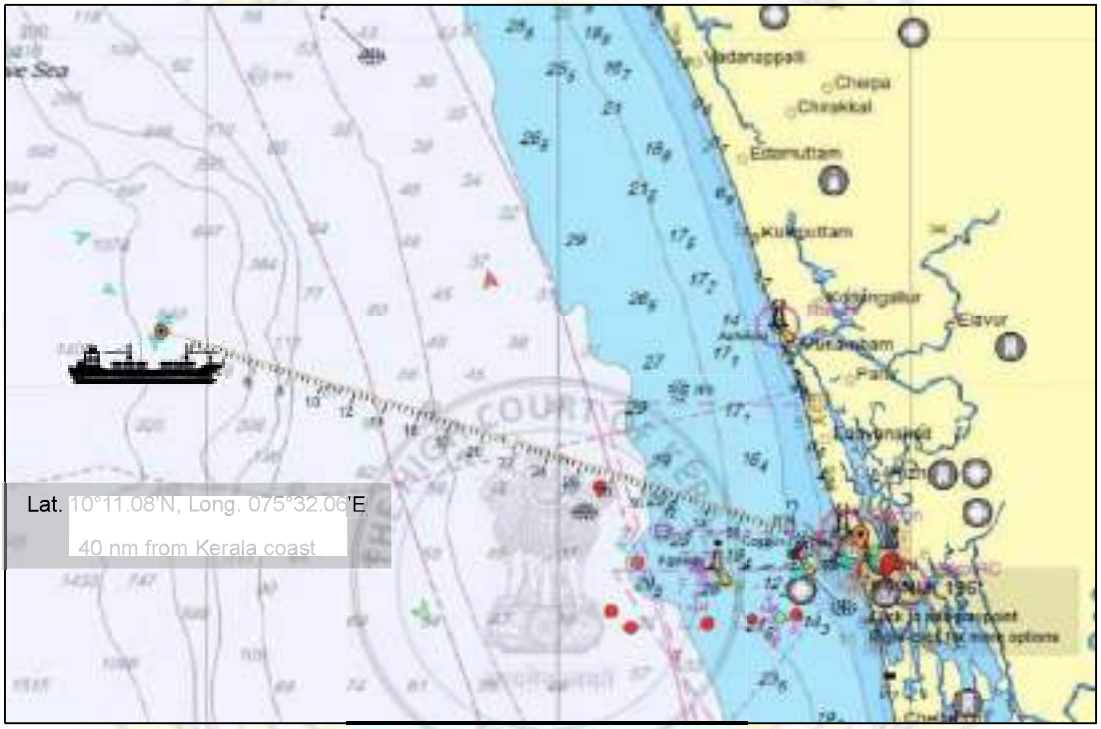
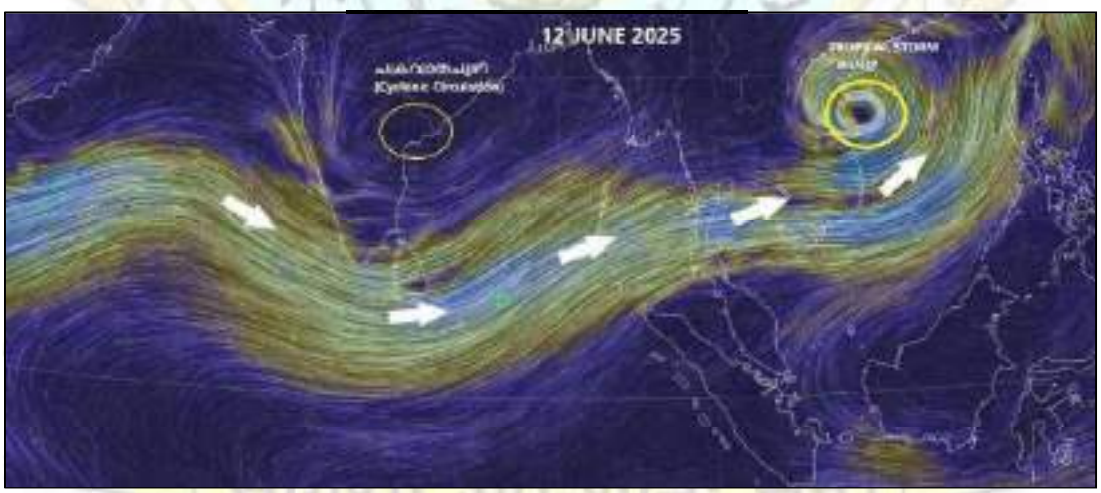


Figure 2: Position of the vessel at 1800 hrs on 12 Jun 2025

FSO VERIFIED - 3

ditions are expected over Kerala 15, with wind speeds likely re nificantly increases the urgenc arrangements, and shifting the potential environmental and coa



Assessment
SITREP – 3 @ 2200 hrs on 10/06/2025

Direct echno

Directorate General of Shipping

This SITREP is ... written and verbal ... from the stakeholders.

1. Incident Overview:

Refer to SITREP – 2, 2200 hrs on 09/06/2025

2. Response Actions Initiated:

Refer to SITREP – 3, 22... hrs on 10/06/2025

3. Present Status:

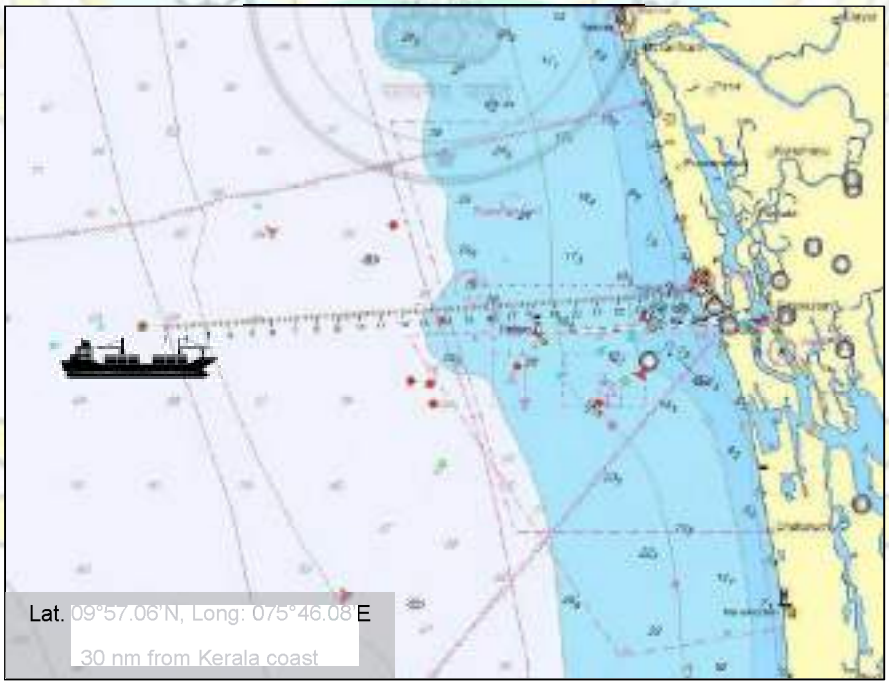


Figure 1: Location of the vessel as on 2030 hrs

The vessel remains afloat but continues to drift closer towards the Kerala coast due to

rly under high wind conditions.

Guard (ICG) gaged at the site. In a significant development, three personnel have successfully boarded the vessel as of 1747 hours and connected the towline to *Tug Offshore Warrior.*

Figure 2: Towline connected on Offshore Warrior at 1825 hrs

Additionally, Tug Triton Liberty is also at the location with a standby rope to connect with the ship. An attempt will be made during morning hours on 14th June 2025 to connect the tow line of Triton Liberty to WAN HAI 503 as well.

Tug Water Lily had arrived at Port of Kochi to clear her fouled propeller and has been instructed to carry additional fuel for Offshore Warrior to sustain the towing operation. ETV Water Lily is expected to depart Kochi after completion of bunkering. The propeller of ETV has been cleared and she is now expected to depart at about 0400 hours on 14 June and will reach the incident site at 1100 hours on same day.

Tug Garnet is expected to arrive the incident site at 2330 hours on 13 June 25 to further augment the towing effort. The Shipping Corporation of India has also been issued a notice to release their *Tug SCI Panna* to be deployed for the emergency response operation and she will also be available for towing operations from afternoon of 14 June 2025.

carious condition and proximity

ed deployment of salvage and

maintained.

n strategically positioned closer

Figure 3: Image no. 503 at 1615 hrs on 13 Jun 2025

etected.

res:

hrs on 10/06/2025

hrs on 10/06/2025

Directora e General of Shipping, 9th Floor Beta Building, I-Thi echno

Directorate General of Shipping

tow approximately 53 nautical m
6 'E. The towing operation was b
of 1.5 in a westerly direction until

Figure 1: Position of M/V Nautical Sky at 2200 hrs on 14 Jun 2025

Salvage operations are ongoing under continuous monitoring, with weath

weather conditions at about 15
am in the afternoon today.

Figure 2: Offshore warrior receiving fuel from ICG 22 (PCS Sakthi) at 1550 hrs and with tow line at 1600 hrs on 14 Jun

Figure 3: Offshore Warrior with tow vessel 2000 hrs and 1515 hrs on 14 Jun 2025

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as stabilised the vessel's posit
ensitive and weather-depender
MDG cargo alongside heavy fu
ronmental and safety risks in c

progressively move the vessel

vigilance.

efforts.

Directora **echno**

Directorate General of Shipping

remains under controlled tow

075°11.18'E, which is approxima

and 266 degrees 57 nm west

l, with a westward course of 27

e teams to stabilize its position

ast has been controlled for no

ue to persistent adverse sea a

correction and real-time adjust

Figure 2: Smoke emitting from the vessel

escalation.

Figure 3: Vessel Deployment for Emergency Response

remotely.

rs or debris that may reach th
of 200 metres and reporting

Situation Assessment:

ds the Indian coast has been sta bilised for now, the ove
ly delicate and susceptible to rapid change. The ve
bination of heavy fuel oil, diese l oil, and partic
a serious
of structural failure or uncontrolle
draft indicates loss of
trim, makes the vessel
ough weather.
present operational priority remains to establish and secure second towing
arrangements with *Boka Winger* as lead tug, to ensure towing stability as sea
continue to worsen. IMD forecasts indicate ongoing

le

Navigational Hazard:

Refer to SITREP – 3, 2200 hrs on 10/06/2025

Coordination Measures:

Refer to SITREP – 3, 2200 hrs on 10/06/2025

Cargo Assessment:

Refer to SITREP – 3, 2200 hrs on 10/06/2025

Directora **echno**

Directorate General of Shipping

25, *WAN HAI 503* remains unde controlled tow a position approximately 58 nautical miles est of Azhikod holding a ed speed of 0.3 to 0.6 knots.

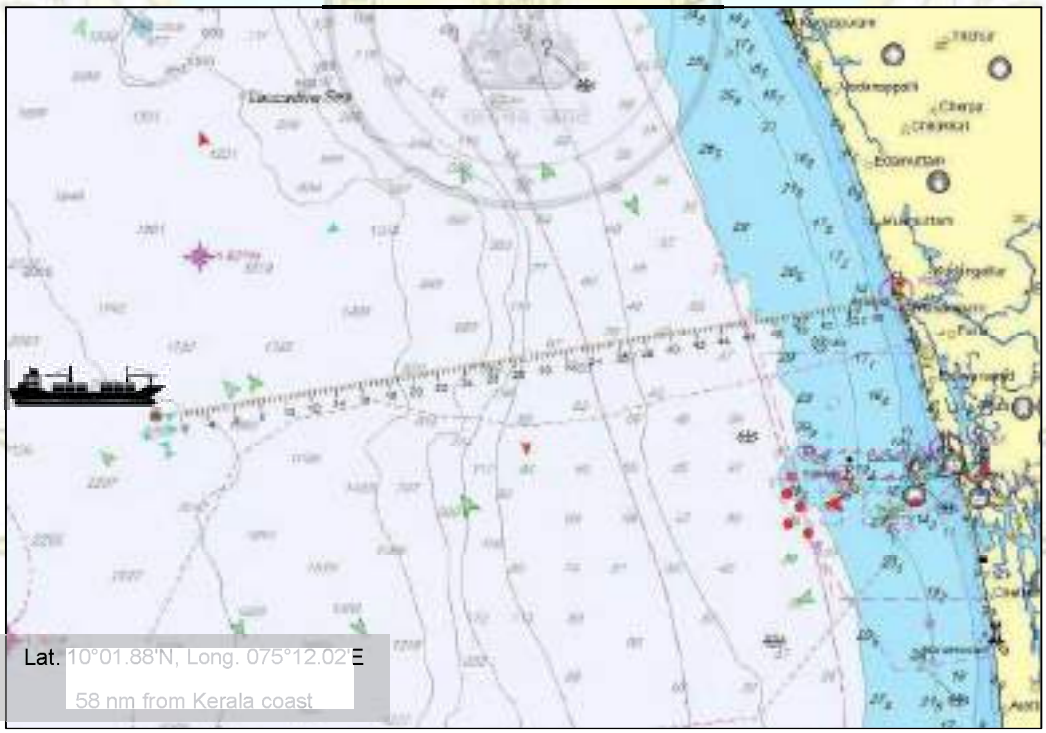

Figure 2: Position of WAN HAI 503 as on 15.06.2025 1200 hrs

The towline remains connected via

4.

ained continuous multi-agency
ations. Seven tugs — *Offshore*
aksham, *Garnet*, and *ETV Wa*
cooling in rotation, targeting
uctural temperature balance.

Figure 3: Tugs conducting fire operation

supplies are existing foam
Pyrocool firefighting agent is being mobilised from the US an
for deployment. Additional firefighting teams continue to arrive, wi
personnel already deployed on-site, twelve more on standby in Kochi, and t
reinforcements en route from Europe and the US pending visa clearances. In
Coast Guard remains actively engaged with one vessel onsite, continuing aer
surveillance and providing mid- support for *Offshore Warrior*
controlled tow speeds of 1.5 s. It remains engaged, though
operational arrangements are underway for the eventuar e ase of *Triton Liberty* once
personnel transfer can b safely executed via alternate t s as three sa ge tea
personnel are onboard T on Liberty. The Navy has also fered helicopte winching
support, subject to impro ving weather windows, for per onnel transfe or towlin
operations if required.

tionally, salvage team s have successfully removed a washed-up container
ot from coastal areas; these remain under customs control pending tran
acilities. ITOP continues to provide shoreline monitoring, envi
and contingen ering support in coord with

Figure 3: Lifeboat and container washed ashore in two areas on 15 Jun

operations.

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scenarios.

continue for the injured crew

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r the operational leadership of

Directorate General of Shipping, 9th Floor Beta Building, I-Think Techno Campus, Kanjurmarg (East), Mumbai - 400 042 (India)

-

Vs

ners : Respondent

Sd/-

V/S

INDEX

Nos

ALF OF RESPONDENT NO.2&

Sd/-

O.M.SHALINA, DEPUTY SOI

THE HIGH COURT OF KERALA
सत्यमेव जयते

BEFORE THE HON'BLE HIGH COURT OF KERALA AT ERNAKULAM

WP(PIL) No. 50 of 2025(S)

T.N. PRATHAPAN : Petitioner

Vs.

UNION OF INDIA & OTHERS : Respondents

AFFIDAVIT
FILED ON BEHALF OF RESPONDENT No. 2 & 4
(IN COMPLIANCE OF THE ORDERS DATED 05.06.2025 & 12.06.2025 ISSUED BY THIS HON'BLE COURT)

I, Ashish Mehrotra S/o. Late R. P. Mehrotra, aged 49 years, residing at No. 4, Coast Guard District Headquarters (Kerala & Mahe), PIN - 682 001 and working as District Commander in the Office of the Indian Coast Guard, at Fort Kochi, PIN - 682 001, do hereby solemnly affirm and state as follows: -

1. I am working as the District Commander in the office of the Respondent No. 4 and I am conversant with the facts of the case as borne out from official records. I am competent and duly authorised to swear and sign this Affidavit, for and on behalf of the Respondents 2 (Ministry of Defence) and 4 (Indian Coast Guard).

2. I respectfully submit that the duties and functions of the 4th Respondent-Indian Coast Guard is provided in Chapter III of the Coast Guard Act, 1978. The 4th respondent has taken various measures for safety of life and property at sea, protection of marine environment and prevent and control of marine pollution. I respectfully submit before this Hon'ble Court that swift, comprehensive and multi-faceted actions have been undertaken by Indian Coast Guard and various other agencies to

mitigate the environmental and public safety risks arising from the incident.

3. It is submitted that immediately following the sinking of the vessel 'MSC ELSA 3' on 25.05.2025 in the early hours and the successful rescue of all 24 crew members, the focus of authorities shifted to assessing and meticulously controlling potential oil and hazardous substance pollution. The Indian Coast Guard ('ICG') initiated prompt action, deploying three Offshore Patrol Vessels with pollution control equipment and aircraft for continuous surveillance, oil spill dispersant ('OSD') spray on affected areas and comprehensive pollution response. To date, minor oil sheens observed close to the sunken vessel, have been effectively addressed using OSD.

4. It is submitted that extensive coordination meetings have been conducted at both National and State levels, involving critical stakeholders such as the National Disaster Management Authority ('NDMA'), Kerala State Disaster Management Authority ('KSDMA'), District Collectors of coastal districts and expert agencies.

5. It is submitted that M/s. T & T Salvage Asia Pte Ltd. had been engaged by the owner for salvage operations, actively mobilizing assets, including an Ocean-Going Tug from Ratnagiri, with the endeavour to remove the 456 MT of Very Low Sulphur Fuel Oil ('VLSFO') and Marine Grade Oil ('MGO'). The entire process for removal of oil and hazardous cargo from sunken vessel by salvours is being monitored by the Director General of Shipping (3rd respondent) and the ICG, and is likely to take some time.

6. Additionally, experts from the International Tanker Owners Pollution Federation ('ITOPF') are providing crucial technical guidance on Hazardous & Noxious Substances ('HNS') including oil spill containment and are also supervising coastal cleanup efforts.

7. I submit that proactive measures include the issuance of a public advisory by KSDMA urging people to stay away from the coast, the establishment of a 200-meter safe perimeter by state police around washed-ashore containers and a navigation warning for mariners. I submit that environmental monitoring is robust, with the Central Marine Fisheries Research Institute collecting water samples from 54 locations for analysis, and a 20-nautical-mile no-fishing zone established around the sunken vessel.

8. I submit that a multi-beam survey has been conducted to locate the wreck and debris. A formal wreck removal notice has been issued by the Director General of Shipping to the master/owner/manager under relevant acts and conventions.

9. I submit that that preventive booming has been deployed at the mouths of various estuaries to contain potential spills, and the Ministry of Earth Sciences ('MoES') vessel Sagar Sampada is conducting an environmental impact assessment. Coastal cleanup efforts are actively recovering pollutants (nurdles), with drone surveillance confirming their presence across coastal villages. Diving operations are also commencing to cap vent holes and mark the wreck/containers.

10. I submit that the ICG is maintaining continuous deployment and readiness for any oil/chemical spill contingency until all hazardous materials are removed. The situation is being meticulously monitored by the ICG/Ministry of Defence, Director General of Shipping, Ministry of Ports, Shipping and Waterways, and the Kerala Government, with coordinated efforts aimed at preventing any environmental damages to the Kerala coast.

11. It is submitted that the efforts undertaken by ICG, in respect of 'MSC ELSA 3' have been narrated in the SITREPS (Situation Reports)

produced as Ext.R3(K) in the Affidavit dated 18.06.2025, filed on behalf of the Respondents 1 and 3 in the above case; and in respect of 'WAN HAI 503', in Ext.R3(L), and are omitted herein to avoid repetition.

12.I am filing this affidavit in respectful compliance of the order dated 05.06.2025 & 12.06.2025, without prejudice to the right of the Respondent 2 and 4 to file Counter Affidavit in the above Writ Petition (PIL).

13.I respectfully submit that the situation in respect of the marine incident is evolving, and therefore, the respondents may be permitted to file further Affidavit(s), as and when found necessary.

What is stated in paragraphs 1 to 13 above is true to my knowledge, and is stated on information and belief derived from records and I believe the same to be true.

Dated this the 03rd day of July, 2025

(Ashish Mishrotra)
Deputy Inspector General
District Commander

DEPONENT

Solemnly affirmed and signed before me by the Deponent on this the 03 day of July, 2025 at my office at Kochi

(Naveen Kaushik)
DaTO

ATTESTING OFFICER

E-IA NO : IA-202534957 E-FILING NO : EF-HCK-2025-057196

BEFORE THE HONOURABLE HIGH COURT OF KERALA AT ERNAKULAM

IA No Of Year 2025

In

WP(PIL) No 60 Of Year 2025

UMMER OTTUMMAL : APPLICANT / PETITIONER (P1)

Vs

UNION OF INDIAAND OTHERS : RESPONDENTS/ RESPONDENTS

PETITION FILED UNDER RULE 154 OF THE KERALA HIGH COURT RULESRECEIVING ADDITIONAL DOCUMENT

FEES PAID & STATUS - 100 (Success)

Sd/-
E-VERIFIED
ANIL THOMAS (T)
K/001063/1992

BEFORE THE HONOURABLE HIGH COURT OF KERALA AT ERNAKULAM

IA No Of Year 2025

In

WP(PIL) No 60 Of Year 2025

UMMER OTTUMMAL : APPLICANT / PETITIONER

V/S

UNION OF INDIA AND OTHES . RESPONDENTS/ RESPONDENTS

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BEFORE THE HON'BLE HIGH COURT OF KERALA AT ERNAKULAM

I.A No. of 2025

in

W.P(PIL) No. 60 of 2025

Ummer Ottummal : Applicant/ Petitioner

VS

Union of India & Others : Respondents/ Respondents

AFFIDAVIT

I, Ummer Ottummal, aged 68 years, S/o Kasmikutty, Kuppachan House, Ottummal Beach, Purappanangadi PO, Malappuram - 676 303, do hereby solemnly affirm and state as follows: -

1. I am the petitioner in the above case and I know the facts and circumstances of the case. The above Writ Petition is filed as a Public Interest Litigation as the issue raised in this Writ Petition is for the public good.

2 This deponent intends bring to the notice of this Hon'ble Court, the Situational Reports (SITREP) prepared by the 9th respondent - Kerala State Disaster Management Authority (KSDMA) (with the data collected from the 7th

respondent – Director General of Shipping [DGS], for the purpose of making this Hon'ble Court aware of the facts that no precautionary measures were taken by the Statutorily responsible respondents arrayed herein and no effective coordination activities, as envisaged by the International Conventions and the Statute on the subject i.e., Merchant Shipping Act, 1958 and the related Rules are happening post 'MSC ELSA 3 Incident' and 'MV Wan Hai 503 Incident'.

2.A. SITREP of MSC ELSA 3:-

2.A.1. SITREP 1200 hrs on 24.05.2025 - The first Situational Report of the 9th respondent categorically shows - there developed a 'Severe Starboard List' in MSC ELSA 3 Vessel en-route from Vizhinjam to Cochin, about 30 nautical miles south-west of Cochin port, by 15:15 hrs IST, the list had increased to 30 degrees and stabilized, with no progression observed. A true copy of the SITREP 1200 hrs on 24.05.2025, is produced herewith and marked as **EXHIBIT P9**. Ext. P9 categorically makes it clear that the 'Severe Starboard List' developed enroute to Cochin from the 17th respondent - Port, implying the fact that no effective Port State responsibilities have been attended to, as prescribed in the Statute and the Conventions, especially that of IMDG Code, emergency response plans for Hazardous Cargo Incidents 'Shipboard Oil Pollution Emergency Plan' or 'Shipboard Marine Pollution Emergency Plan' (SOPEP or SMPEP) - which are mandated by MARPOL Annt III (Harmful Substances in Packaged Form). On a preliminary analysis, the Director General of Shipping (DGS), 7th respondent herein, has found that the preliminary reason for such 'Starboard List' was due to improper Ballasting processes and other technical defects - both of which are man made. Surprisingly, the first

'Situational Report', there was no mention about the 'Cargo Manifest'; and regarding the containers that have fallen overboard, it is stated *"Details are awaited from owners"* - which, unmistakably shows that no Port State responsibilities, like inspection of the Hazardous Substances, Cargo, Cargo Manifest and the mandatory rescue plans etc were not conducted effectively. Though this report speaks of Search & Rescue (SAR) operations of the Coast Guard – 10th respondent, nothing was mentioned about following the National Maritime Search and Rescue Manual (NMSAR) - which by itself shows the lack of a system in place, though it is prescribed on papers. Added to this, there were reports to the effect that no proper stowing & lashing were done, as per IMDG Code and other related Rules. It is for the 7th respondent to come out with a detailed investigation report on all these elements - which, unfortunately is slacking before this Hon'ble Court for application of the Justice Delivery System in the above Writ Petition. Moreover, it reiterates the importance of a responsible body taking up the control in coordinating the whole affairs, as the present system has failed miserably. The first Situational Report itself indicates the lack of precautionary measures to avoid such a mishap ; and there was no concern expressed for the continued environmental damage and other Hazards caused to the Coastal people.

2.A.(g) In the second Situational Report (SITREP - 2) 22 Hours on 24.05.2025 also, the details regarding the contents of the containers were not available to authorities which is a grave situation. The coordination measures stated therein were also mechanical but not effective to salvage the situation. A true copy of the Second Situational Report [(SITREP - 2), 22 Hours on 24.05.2025] is produced herewith and marked as **EXHIBIT P10.**

2.A.i.b.It is only in the Third Situational Report, the authorities got some idea as to the hazardous & dangerous nature of the goods kept in 13 containers and the report speak of the environmental risk - which was not taken with due seriousness by the 3rd, 12th and the 22nd respondents (Ministry and the Pollution Control Boards). A true copy of the 3rd Situational Report dated 25.05.2025 is produced herewith and marked as **EXHIBIT P11**

2.A.ii. SITREP - 4, 1600 Hrs:- This report speaks of the environmental risk and the public safety concerns. The report is concluded by giving directions to all participating agencies to give 'action plans'. It also spoke about the coordination measures, mechanically. A true copy of the report dated 26.05.2025 is produced herewith and marked as **EXHIBIT P12.**

2.A.ii.a.SITREP - 5, 1600 Hrs on 27.05.2025:- This report evidences various hazardous materials including plastic pellets(nurdles) washing off to the shore in huge quantities, along with the containers which fell into the sea. It also speaks of the environmental risk and the coordination measures. A true copy of the report dated 27.05.2025 is produced herewith and marked as **EXHIBIT P13.**

2.A.iii. SITREP - 6, 2000 Hrs on 28.05.2025 - This report appears to be a more detailed version of the activities taking place to salvage the situations caused by 'MSC ELSA 3 Incident'. It mentions about the live environmental risk caused by nurdles and the significant environment threat out of 450 tons of Furnace & Diesel Oil (approx) and the 13 containers filled with Calcium

Carbide.The coordination measures of the DGS is also mentioned ; but, unfortunately, no serious efforts were seen to clear the Coast areas from the Pollution already caused the continued threat by resorting to modern, scientific and pragmatic methods, based on a designed and defined plan - with proper coordination between various agencies, instrumentalities figures as respondents herein. A true copy of the report dated 16.06.2025 is produced herewith and marked as **EXHIBIT P14.**

2.A.iv. The petitioner respectfully submits that after Ext.P14, i.e., the 6th situational report, the 9th respondent - KSDMA and the 7th respondent - DGS, have gone silent about the 'Environmental Risk' and the 'Coordination Measures'. The petitioner produces the other situational reports on 'MSC ELSA 3' at random, ending with the latest SITREP - 33, 18 Hours on 27.06.2025. A true copy of the report dated 28.06.2025 is produced herewith and marked as **EXHIBIT P15 .** A true copy of the report dated 19.06.2025 is produced herewith and marked as **EXHIBIT P16 .** A true copy of the report dated 20.06.2025 is produced herewith and marked as **EXHIBIT P17.** A true copy of the report dated 23.06.2025 is produced herewith and marked as **EXHIBIT P18.** A true copy of the report dated 24.06.2025 is produced herewith and marked as **EXHIBIT P19.** A true copy of the report dated 25.06.2025 is produced herewith and marked as **EXHIBIT P20 .** A true copy of the report dated 26.06.2025 is produced herewith and marked as **EXHIBIT P21.** A true copy of the report dated 27.06.2025 is produced herewith and marked as **EXHIBIT P22.**

2.B.SITREP of 'MV Wan Hai 503':- In SITREPs of 'MV Wan Hai 503', the concerned respondents have handled the situation seemingly without the due seriousness, though it contained more Hazardous & Noxious Substances (in

ational Report i.e., SITREI
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Both the MSC Elsa 3 and Wan Hai 503 incidents likely involved serious breaches of the IMDG Code and associated responsibilities by the vessel owners/operators, flag states, and port authorities. The following are the

3.1. MSC Elsa 3 -

ty of Life at Sea (SOLAS), 2004 dated nil is produced herewith and marked as **Exhibit P44.** The

mandates compliance with IMDG Code, in *stricto sensu*, for hazardous cargoes. Reports emphasize SOLAS requires Hazardous Goods—like calcium carbide—to be correctly packaged, labelled, and stowed; failures can constitute violations. Calcium carbide containers reacting with water and generating acetylene when onboard implies possible improper stowage, packaging, or segregation as per IMDG Class 4.3 requirements. As stated, the 'Severe Starboard List' of' MSC ELSA 3 apparently, is developed by the man made errors, discarding the 'Precautionary Principles', Maintenance and Establishment of IMDG Code - which is a contributory liability arising out of the responsibilities of the respondents arrayed herein. It can only be unearthed through an independent comprehensive investigation, as prayed for by the petitioners *vide* the *Prayer ii,* sought through the above 'Pro Bono Publico' petition, as the investigations pending by the India's Directorate General of Shipping

(DGS), is moving at a slow pace, with a soft pedal approach to the Ship Owner, as is evident from EXLPS.

3.2. Wan Hai 503 – IMDG Code Violations

Official sources confirm the vessel was carrying 143–157 dangerous goods containers, spanning IMDG Classes 3, 4.1, 4.2, 6.1 including flammable liquids, spontaneously combustible substances (pyrophorics), and toxic chemicals. Reports flag improper declarations: many containers initially marked as general cargo are being scrutinized for vague documentation. Cargo manifest anomalies: pyrophoric materials (class 4.2) and lithium batteries reportedly spilled air on contact leading to explosive fire – strongly suggesting IMDG misclassification or mishandling. More grave is the situation when the data (Cargo Manifest) pertaining to remaining containers numbering up to 1611 (1754 - 154), are not available to the authorities concerned – which is unprecedented and it invites consequences for the Criminal negligence and prosecution under other relevant enactments.

Likely violations: mis-declaration, inadequate packaging and segregation of high-risk cargo; failure to provide accurate IMDG documentation; improper notification to port/flag authorities. None of the Situational Reports of the 9th and 7th respondents have mentioned about the Strict adherence to the IMDG Code or otherwise, the moment the vessel enters into the EEZ of India i.e, 200 nautical miles as specified by the Maritime Zones Act, 1977.

3.3. Flag State & Port State Oversight

Flag State (Liberia for MSC, Singapore for Wan Hai): Under SOLAS and IMDG, flag states must enforce vessel compliance through inspections,

certification, and investigations. Given the nature of these cargoes and incidents, their oversight appears lax or inadequate.

Port State inspections by India: Post-incident, DGS and DRI are reviewing records—especially for Wan Hai, where DRI found only 157 containers declared as dangerous out of 1,754, potentially suggesting ports authorities accepted shipments with incomplete info.

3.4. Accountability Summary

Entity Potential Breach - Vessel Owners/Operators Mis-declaration, packaging, stowage, inadequate documentation of hazardous cargo Flag States Failure to ensure IMO/IMDG compliance.

Port States (India) Weak pre-departure checks, insufficient enforcement of cargo declarations.

DG Shipping / DRI Investigations Possible action under Merchant Shipping Act and Customs Law prompted.

3.5. A comprehensive investigation, as requested in *para 3.1* above is mandatory to unearth the Truth, under the aegis of this Constitutional Court.

4. This deponent intends to draw the judicial attention of this Constitutional Court to a report of the India - United Kingdom four - day joint workshop on 'Maritime Security; Crisis Management' *conducted by* DIRECTORATE GENERAL OF SHIPPING, GOVERNMENT OF INDIA *in partnership* with Department for Transport, Government of the United Kingdom, dated 31.07.2023

to 03.08.2023 held at Mumbai, India, for the purpose of creating awareness about the major Maritime Security threat faced by India, at page 36 of 42 mentioned by the Director General of Shipping. A true copy of the said report dated nil August 2023 is produced herewith and marked as **EXHIBIT P45**. It is submitted that the said report *inter alia* raises concern about the 'Terrorism' (Page 37 of 42), 'Navigational Incidents' (Page 38 of 42). The report on 'Terrorism' at Page 37, reads:

"The undertaking of Terrorist acts and activities within the Maritime Environment, using or against Vessels or fixed platforms, at Sea or in Port, or against any one of their passengers or personnel, against coastal Mumbai attack on November 26, 2008 is the most glaring example of how vulnerable the Country's coast can be unless provided a proper security umbrella."

At Page 28, under the subheading 'Navigational Incidents' narrates in detail the Mumbai attack by the terrorists and other attention demanding areas of the National security Guards. This deponent submits the MSC FIDSA 3 incident and Wan Hai 503 incident are to be seen in the backdrop of such possible infiltration into the coast of India, by the Foreign Ships / Indian Ships - in the era when 'hybrid war/ insurgency' methods are being adopted in various forms and combinations by the infiltrators. It calls for attention of the 24th Respondent - who has to ideally investigate the crimes registered against those two incidents, under the continuous Mandamus of this Hon'ble Court by invoking the extraordinary power and activating the prayer of this deponent.

5. Present and Future Implications

5.1 It is submitted that the IMDG Code violations present serious legal and under the public law remedy by invoking the liability for

non-performance under SOLAS, MARPOL, Merchant Shipping Act, and Indian marine pollution laws; and the respondents 1, 3, 4, 5, 6, 7, 8, 9, 10, 12, 13, 14, 15, 16, 17, 18, 19, 20, 22 and 23 are directly and conjointly - to be held liable for the 'MSC ELSA 3 Incident' & 'MV Wan Hai 503 Incident' and the prayers raised by this deponent be allowed.

5.2 The present Environmental Threats originated from the improperly handled HNS (calcium carbide, pyrophorics, pesticides) pose risk of explosive reactions, acidified seawater, long-lasting toxins, Human Safety and fisherfolk's risk of exposure to toxic fumes, skin/respiratory harm from contaminated fish, and denial of livelihoods due to fishing bans and hazardous debris are all the results of such haphazard handling of a very responsible task, otherwise to be handled in an orchestrated and defined manner in terms of compliance. Therefore it calls for accountability and Regulatory changes, if any, as prayed for. It may be noted that these incidents underscore the urgent need for stronger enforcement of IMDG standards by both flag and port states through audits, surprise inspections, and harsh penalties for non-compliance.

6. It is humbly submitted that both MSC Elsa 3 and Wan Hai 503 have violated IMDG Code provisions, including mis-declaration, improper stowage, packaging, and lack of accurate documentation. Port-State and Flag-State negligence further enabled these violations. These systemic failings magnify environmental, societal, and legal risks, and reinforce the need for immediate enforcement, investigation, and accountability, as prayed for by the petitioner.

Hence it is humbly submitted that this Hon'ble Court may be pleased to receive Exts. P9to P45 on file and treat them as part of the records considering the precarious situation at which the 'MSC ELSA 3 Incident' and 'Wan Hai 503 Incident' are being handled; and direct the 7thRespondent (DGS) to File a Comprehensive Compliance Report on the provisions of the Merchant Shipping Act, 1958 including the Merchant Shipping (Prevention of Pollution by Harmful Substances Carried by Sea in Packaged Form) Rules 2010, along with the compliance of International Maritime Dangerous Goods (IMDG Code), including the compliances on SOLAS and MARPOL *qua* the 'MSC ELSA 3 Incident' and 'Wan Hai 503 Incident', forthwith, in order to secure the ends of justice.

What is stated in Paragraphs 1 to 6 of this affidavit is true to my knowledge, information and belief and the same is derived from the records and I believe the same to be true.

Dated this the 01stday of July 2025.

DEPONENT

Solemnly affirmed and signed before me, by the deponent, who is personally known to me, on this the 01stday of July 2025 at Ernakulam.

Adv. RASEMI K V

BEFORE THE HON'BLE HIGH COURT OF KERALA, ERNAKULAM

I.A. No. OF 2025

IN

WP(PIL) No. 60 OF 2025

APPLICANT/ PETITIONER

Ummer Ottummal, aged 68 years, S/o Kasmikutty, Kuppachan House, Otummal Beach, Parappanangadi PO, Malappuram - 676303

Vs.

RESPONDENTS/RESPONDENTS

[illegible]

[illegible]of Home Affairs, North Block

[illegible]of Environment, Forest and Climate Change,
[illegible]ony, New Delhi- 110003.

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20. Maritime and Port Authority of Singapore (MPA), 460 Alexandra Rd, Singapore 119963 - through the liasoning officer of the Consulate-General of Singapore, 14th Floor, Maker Chambers IV, 222 Jamnalal Bajaj Road, Mumbai – 400021.

21. Ministry of External Affairs, represented by its Secretary, 7413, South Block, Nirman Bhavan, New Delhi - 110011

22. National Pollution Control Board Parivesh Bhavan, East Arjun Nagar, New Delhi 110032 rep. by its Chairman

23. Ministry of Defense, rep. by its Secretary, Room No. 305, B Wing, Sena Bhawan, New Delhi 110011

24. National Investigation Agency Opp. CGO Complex, Lodhi Road, New Delhi 110003 local office at X78X+3J9, Girinagar Housing Colony, Girinagar Housing Society, Kadavanthra, Kochi- 682020 Rep by its Director.

PETITION FILED UNDER RULE 154 OF THE KERALA HIGH COURT RULES

For the reasons stated in the accompanying affidavit, it is most humbly prayed that this Hon'ble Court may be pleased to receive Ext. P9 to Ext. P45 on file, and treat the same as part of the record, in order to secure the ends of justice.

Dated this the 1st day of July 2025.

Counsel for the Applicant/ Petitioner.

BEFORE THE HON'BLE HIGH COURT OF KERALA, ERNAKULAM

I.A. No. OF 2025

IN

WP(PIL) No. 60 OF 2025

APPLICANT/ PETITIONER

Ummer Ottummal, aged 68 years, S/o Kasmikutty, Kuppachan House, Ottummal Beach, Parappanangadi PO, Malappuram - 676303

Vs.

RESPONDENTS/RESPONDENTS

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of Home Affairs, North Block 0001

of Environment, Forest and C
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/ P&I Services Pvt Ltd., B30
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Gujarat, India.

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20. Maritime and Port Authority of Singapore (MPA), 460 Alexandra Rd, Singapore 119963 - through the liasoning officer of the Consulate-General of Singapore, 14th Floor, Maker Chambers IV, 222 Jamnalal Bajaj Road, Mumbai – 400021.

21. Ministry of External Affairs, represented by its Secretary, 74B, South Block, Nirman Bhavan, New Delhi - 110011

22. National Pollution Control Board Parivesh Bhavan, East Arjun Nagar, New Delhi – 110032 rep. by its Chairman

23. Ministry of Defense, rep. by its Secretary, Room No. 305, B Wing, Sena Bhawan, New Delhi 110011

24. National Investigation Agency Opp. CGO Complex, Lodhi Road, New Delhi – 110003 – local office at – X78X 3J9, Girinagar Housing Colony, Girinagar Housing Society, Kadavanthra, Kochi- 682020 Rep by its Director.

PETITION FILED UNDER RULE 150 OF THE KERALA HIGH COURT RULES

For the reasons stated in the accompanying Affidavit, it is most humbly prayed that this Hon'ble Court may be pleased to direct the 7th Respondent (DGS) to file a Comprehensive Compliance Report on the provisions of the Merchant Shipping Act, 1958 including the Merchant Shipping (Prevention of Pollution by Harmful Substances Carried by Sea in Packaged Form) Rules 2010, along with the compliance of International Maritime Dangerous Goods (IMDG Code), including the compliances on SOLAS and MARPOL *qua* the 'MSC ELSA 3 Incident' and 'Wan Hai 503 Incident', forthwith, in order to secure the ends of justice.

Dated this the 1st day of July 2025.

Counsel for the Applicant / Petitioner.

(SITREP -1 2200 Hrs on 24/05/2025)

Listing of MSC ELSA III (IMO no – 9123221)

1. Incident Overview:

On 24 May 2025 at approximately 1300 hrs IST, the container vessel MSC ELSA 3, operated by MSC Shipmanagement Ltd., developed a severe starboard list while en route from Vizhinjam to Cochin, about 30 nautical miles southwest of Cochin Port. By 1515 hrs IST, the list had increased to 30 degrees and stabilized, with no further progression observed.

Figure 1: MSC ELSA 3

2. Response Actions Initiated:

The Indian Coast Guard promptly responded to the incident by deploying a Dornier aircraft, which conducted aerial surveillance and successfully air-dropped a life raft to aid in crew evacuation. Additionally, surface units have been mobilised and are en route to provide Search and Rescue (SAR) and vessel support. The Indian Navy has also initiated assistance, with one naval vessel departing from Cochin and another, positioned north of the incident site, being rerouted to offer operational and humanitarian support.

3. **Present Status:**

Of the 24 crew members on-board (Russian – 01, Ukrainian – 02, Georgian -01, Filipinos 20), 21 have been safely evacuated to a life raft, while 3 remain onboard and are confirmed safe, maintaining communication with nearby vessels. M/V HANE YI is in close proximity, providing visual and VHF support. Some life rafts

reported so far. Crew list is attached

4. Additional Support:

MSC SILVER III, an MSC-operated vessel, has been deployed from Cochin to provide assistance at the incident site. M/V HANE YI remains on standby, maintaining communication and offering coordination support. Meanwhile, MSC Ship Management Ltd. has activated its emergency response protocols and is actively coordinating with MRCC Mumbai and relevant regional authorities to manage the situation.

5. Current Vessel Condition:

The vessel remains afloat and stable with a sustained 22° list, suggesting a temporary state of hydrostatic balance. There are no reports of water ingress, fire, or oil pollution. However, some life-saving appliances are inaccessible due to the listing angle, a risk currently being mitigated through aerial deployment of additional life-saving equipment.

6. Navigational Hazards:

Multiple containers have fallen overboard and are drifting in the vicinity, creating a navigational hazard. A Navarea warning has been issued via email to INHO and NCD Mumbai for promulgation. The vessel's updated position has been tracked via Marine Traffic. [insert latest position if available]

7. Coordination Measures

An online meeting was held on 24 May 2025 at 2000 he's regarding the MSC Elsa III vessel incident, attended by officials from DGS, MMD Kochi, Indian Coast Guard, Indian Navy, Kochi Port, MSC, and other stakeholders. Key outcomes included directions to owners for immediate mobilisation of salvors, appointment of an expert agency, and implementation of pollution prevention measures. Owners were instructed to ensure crew evacuation due to deteriorating weather, and to provide details on overboard containers, vessel condition, and cargo particulars. Two-hourly updates from ship-owners were mandated to ensure close monitoring and coordinated response.

8. Details of Cargo in Containers that have fallen overboard

Details are awaited from Owners

SITUATION REPORT - Initial

Incident: MSC ELSA 3 – Vessel Listing Emergency

Date: 24 May 2025

Time of Report: 1530 hrs IST

1. Incident Overview:

At approximately 1300 hrs IST on 24 May 2025, the container vessel MSC ELSA 3 (IMO No. 9123221), operated by MSC Shipmanagement Ltd., developed a severe starboard list while transiting from Vizhinjam to Cochin, approximately 30 nautical miles southwest of Cochin Port, at position 09°30.1'N / 075°46.638'E.

As of 1515 hrs IST, the vessel's list has increased to 30 degrees and is reported to be in a state of equilibrium, with no further progression observed.

2. Crew Status:

- Total crew onboard: 24
- 9 crew members are confirmed safe in a life raft.
- The remaining crew are onboard, safe, and in communication with nearby vessels.
- M/V HANE YI, a merchant vessel in proximity, has visual contact and was in VHF communication with the crew.
- Certain life rafts onboard MSC ELSA 3 could not be deployed due to the listing angle.

3. Response Actions:

a. Indian Coast Guard (ICG):

- An ICG Dornier aircraft is presently hovering at the incident location, maintaining aerial surveillance.
- In view of reported difficulties in launching life-saving equipment from the distressed vessel, the Dornier aircraft has successfully deployed a life raft near the vessel to enhance crew evacuation capability.

- Surface units have been mobilised and are enroute to the site for potential Search and Rescue (SAR), evacuation, or stabilisation support.

b. Indian Navy:

- An Indian Naval vessel has sailed from Cochin and is proceeding to the site.
- Another Naval vessel, stationed north of the incident location, has been rerouted to provide operational and humanitarian assistance.

c. Commercial Assistance:

- MSC SILVER III, a MSC vessel, has been deployed from Cochin and is heading to the incident position to provide support.
- M/V HANE YI remains on standby at the scene and continues to provide updates and coordination support.

d. MSC Shipmanagement:

- The operator has activated its emergency response protocols and is coordinating with MRCC Mumbai and regional authorities.

4. Risk Assessment & Stability:

- The vessel remains afloat and stable with a sustained 30° list, suggesting a temporary hydrostatic balance.
- No reports of ingress of water, fire, or oil pollution have been received so far.
- The inability to launch some of the vessel's own life-saving appliances presents a risk to safe evacuation, which is being mitigated by aerial deployment.

End of Report

SITREP - 2, 2200 Hrs on 24/05/2025

Listing of MSC ELSA III (IMO no – 9123221, Flag Liberia) SW of Kochi

Figure 1 MSC ELSA 3

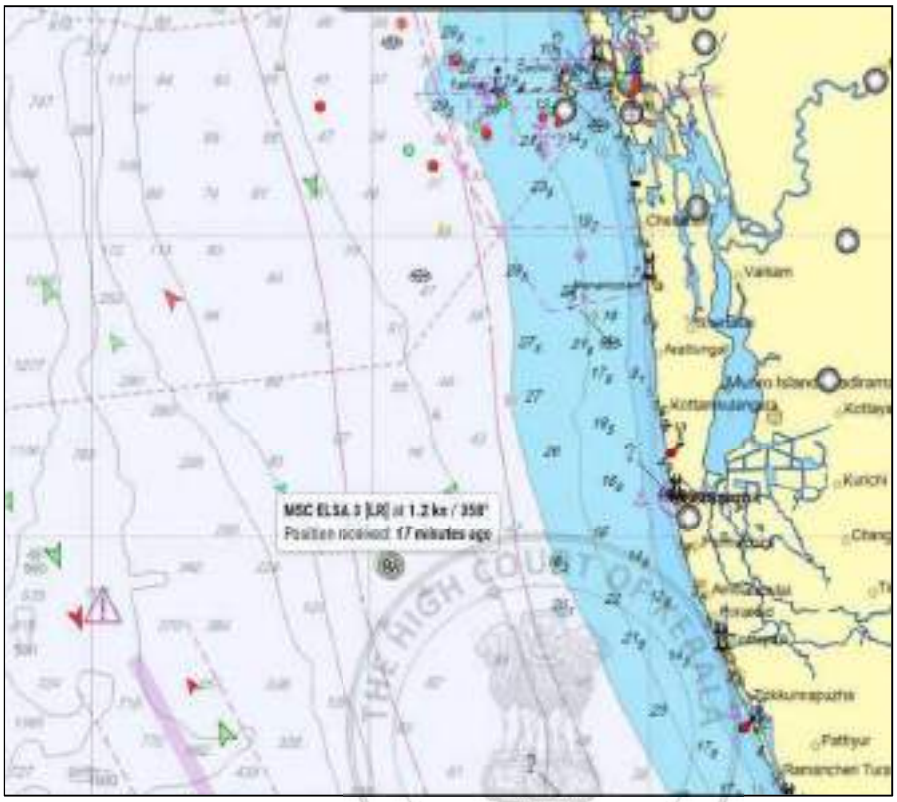

Figure 2: MSC ELSA 3 position at 2130 hours

attached

area warning has been issued v

on. The vessel's updated positior

Marine Traffic. [insert latest position if available]

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on 24 May 2025 at 2000 he's re

by officials from DGS, MMD Koch

As per information received from the owners there are approximately 40-45 containers that have fallen overboard. **The containers that fell overboard do not have any dangerous cargo and vessel now remains stable.**

SITREP – 3, 1300 Hrs on 25/05/2025

Sinking of MSC ELSA III (IMO no – 9123221, Flag Liberia) 13 nm South West of Kochi

with no further progression observed.

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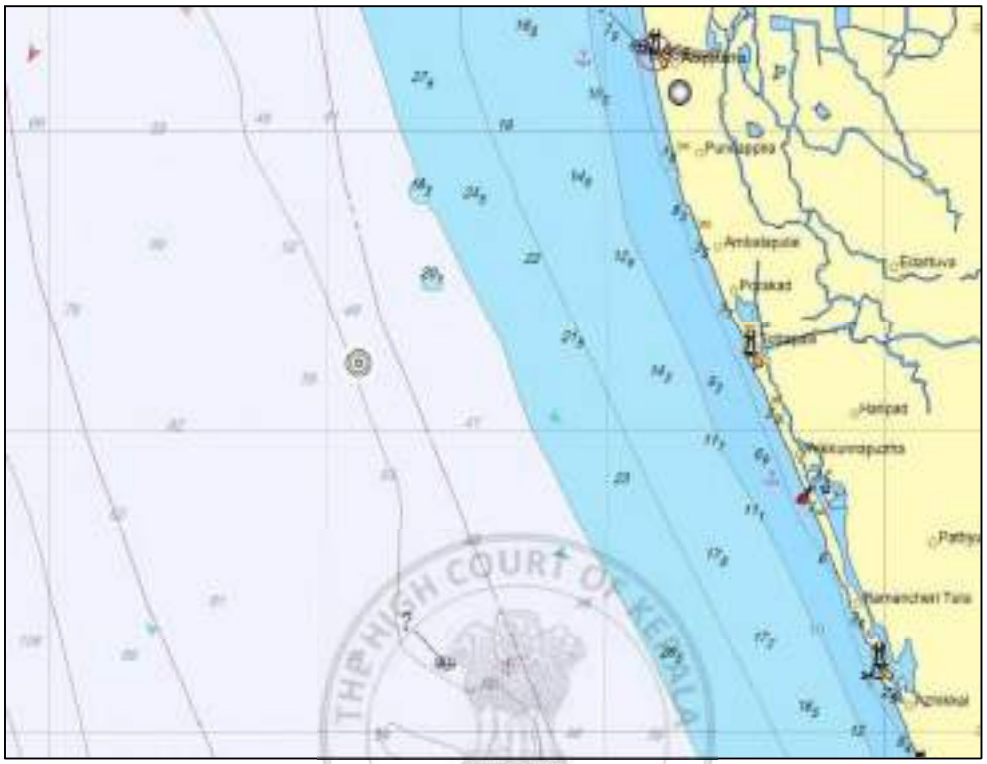
The Indian Coast Guard promptly responded to the incident by deploying a Dornier aircraft, which conducted aerial surveillance and successfully air-dropped a life raft to aid in crew evacuation. Additionally, surface units have been mobilised and are en route to provide Search and Rescue (SAR) and vessel support. The Indian Navy has also initiated assistance, with one naval vessel



SC ELSA position at 0700 hrs on 25th M

At approximately 0750 hours, the vessel sank about 13 nautical miles off the Kerala coast.

The Coast Guard has been conducting continuous surveillance of the area, and preliminary observations indicate signs of an oil spill in the vicinity of the incident.

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The vessel sank approximately 13 nautical miles off the coast of Kerala at 0750 hours on 25th May 2025 in position **09 Deg 18.75N 076 Deg 03.16E**. As a result of the incident, all deck containers have been reported adrift in the surrounding waters. Among these are 13 containers classified under IMDG (International Maritime Dangerous Goods) Class 4.3, which are known to contain Calcium Carbide — a hazardous substance that reacts violently with water, releasing flammable gases

ners is critical to prevent colli
tial threats to human life and pro

Figure-3 Aerial view of Oil Spill Source - Indian Coast Guard

6. **Environmental Risks:**

The adrift containers not only pose a navigational hazard but also represent a significant environmental threat, particularly given the nature of the cargo involved. The vessel was carrying approximately 367 tonnes of Heavy Fuel Oil (HFO) and 84.4 tonnes of Diesel Oil at the time of the incident. With the wreck located in close proximity to the Kerala coastline (approximately 13 nautical miles), there is a heightened risk of an oil spill. Such a spill could have serious

Figure 4 Aerial view of Oil Spill (Source : Indian Coast Guard)

ld on 24 May 2025 at 2000 hrs re
ed by officials from DGS, MMD

A follow up coordination meeting was held with stakeholders[1] on 25 May 2025 at 1100 hours to assess the evolving situation and issue necessary directives. During the discussion, MSC was instructed to coordinate proactively with all

relevant stakeholders, including state authorities to ensure a unified and effective emergency response. It was emphasized that MSC and the appointed salvors (T&T Salvage) must immediately establish contact with the Indian ICG in Kochi and initiate coordinated pollution control measures. The state government is to be integrated into all operational efforts, with local correspondence channels to be established for the formulation of a detailed action plan. DG Shipping will share necessary local contact details with MSC and supervise the implementation of pollution mitigation strategies and drift analysis. The ICG will continue aerial and surface surveillance of the area, provide regular SITREPs, and support containment and retrieval operations in collaboration with the salvors.

To streamline efforts, a unified communication channel involving MSC, state authorities, DGS, and the ICG will be created. Additionally, the salvors are to urgently prepare a comprehensive response plan in consultation with the International Tanker Owners Pollution Federation (ITOPF) and the P&I Club. Particular attention must be given to the immediate extraction of oil—especially the heavy fuel oil—from the wreck to prevent further environmental damage.

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SITREP – 4, 1600 Hrs on 26/05/2025

Sinking of MSC ELSA III (IMO no – 9123221, Flag Liberia) South West of Kochi

with no further progression observed.

The Indian Coast Guard has deployed three capital ships along with aerial surveillance (Do-228 sorties) to monitor oil pollution and drifting containers. MSC has mobilized four company representatives to Kochi to coordinate response efforts with ICG, MMD, and other relevant authorities. The single point of contact for the operation from MSC has been established, with local assets being engaged to support recovery efforts. Medical and psychometric evaluations of the rescued crew are currently in progress.

Figure 2: MSC ELSA 3 position at 2130 hours on 24th May 2025

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3. Present Status:

The vessel remains sunk off the Kerala coast, with the Indian Coast Guard deploying aerial and maritime assets for pollution monitoring and container tracking. MSC representatives are coordinating with ICG, MMD, and local authorities; crew members are in Kochi undergoing medical and psychometric checks. Salvage and oil spill response equipment are being mobilized and key assets like tugs are yet to be deployed. Public advisories have been issued to prevent civilian contact with hazardous containers, and ITOPF is supporting modelling and risk assessment.

4. Additional Support:

Further assistance is required to expedite the mobilisation of tugs for container recovery and oil spill response. Immediate deployment of Emergency Towing Vessels (ETVs) is recommended to prevent containers from drifting into sensitive areas. Professional saturation diving support with appropriate vessels is essential due to the depth (~60m) at the site. Coordination with OSR agencies at Kochi and Vizhinjam is necessary to ensure timely availability of equipment. Support from P&I Clubs is needed to fast-track approvals, authorise equipment mobilisation, and facilitate public communication and claims processes. Local

resources, including fishing boats and trailers, may be further engaged to aid in shoreline cleanup and logistics

5. Situation Assessment:

The sinking has led to the drifting of multiple containers at sea. At least 30 containers have already washed ashore along a 120 km coastal stretch. An oil sheen has been observed near the incident site, indicating leakage of diesel oil from the vessel. The wreck now lies fully submerged at an approximate depth of 60 metres. Several containers remain submerged with the vessel and may resurface, posing navigational and environmental hazards. Prevailing weather conditions continue to hamper salvage and containment efforts, highlighting the urgent need for a well-coordinated and expedited response.

Figure 3: Containers recovered on the Coastline

Figure 4: Container drifted on shore

7. Coordination Measures

A series of coordination meetings were convened on 24, 25, and 26 May 2025, involving officials from DG Shipping, Indian Coast Guard (ICG), IFC-IOR, MSC, salvors (T&T Salvage), P&I Club, ITOPF, port authorities, and state representatives. These meetings aimed to review the evolving situation, assess

on-ground challenges, and issue directives for accelerated and coordinated response actions

Key instructions included the immediate mobilisation of salvors, appointment of expert agencies, and implementation of pollution prevention strategies. Six-hourly updates from the shipowner have been mandated to ensure real-time monitoring.

During the latest meeting on 26 May, MSC confirmed that four company representatives, including Capt. Deepak Agarwal, are stationed in Kochi and actively coordinating with ICG and MMD. Fishing boats are being mobilised for container retrieval, while efforts are underway to hire two tugs from Mumbai. A dedicated salvage support coordination point has been established to streamline field operations and liaise with local authorities.

However, serious concerns were raised regarding delays in the deployment of key assets, particularly tugs and oil spill response equipment. MSC was instructed to provide immediate clarity on the availability and expected timelines of all hired marine assets, including crane barges. The need for a local contingency centre in Kochi with a single point of contact was reiterated to enhance inter-agency coordination.

In response to public safety concerns caused by beached containers, the state administration has begun disseminating advisories, and MSC has been asked to support these awareness efforts. ITOPF will share container drift modelling to assist in anticipatory response, while P&I is responsible for initiating crew processing and damage claim mechanisms.

All participating agencies have been directed to submit updated action plans, confirm deployment schedules, and ensure a unified and time-bound execution of containment, salvage and pollution mitigation operations.

SITREP – 5, 1600 Hrs on 27/05/2025

Sinking of MSC ELSA 3 (IMO no – 9123221, Flag Liberia) South West of Kochi

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n observed.

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ICG's

Samudra Prahari and ETV Water Lily departed Mumbai on 26th May 2025, and are expected to reach Kochi on 28th and 30th May 2025, respectively

The crew remains in Kochi for debriefing and statements towards Preliminary investigation being done by MMD Kochi.

Figure 2: MSC ELSA # position at 2130 hours on 24th May 2025

3. Present Status:

MSC has mobilized three shore-based teams, currently deployed across key locations in Alleppey (6-member team), Kollam (9-member team), and Thiruvananthapuram (4-member team) where containers have beached. These personnel are stationed on-site to support recovery efforts. Customs authorities have been informed and are present at these locations to facilitate inspection and handling.

Two tugs[1] have been chartered by T&T Salvage (ETA 3 days) and an additional small tug in Kochi is under assessment for immediate deployment. A tug from Kollam is authorised for high-tide operations, with more tugs and fishing trawlers being arranged.

To retrieve the containers, four road trailers were mobilized, however, due to remote access challenges and terrain constraints, the operation was not fully

successful. The areas attempted include Shaklikulangara, Parimanam, Chavara, and Kochu Azeekal. Of the four trailers, three remain on-site while one trailer, originally deployed to Shaklikulangara, is being withdrawn.

In support of loading operations, one crane has been mobilized by MSC's local office to assist at container locations in Kollam district. In addition, MSC is seeking to engage a tug from Kollam Port to secure containers from the seaside and tow them to the designated customs storage area.

Figure 2: Crane mobilised to recover container washed ashore

In Alleppey district, a crane positioned by local authorities is already stationed near one beached container. MSC is arranging for a road trailer to collect this container and transport it to the designated customs area in Kollam Port.

Plastic Pellets (Nurdles) have been observed along the shoreline near Thiruvananthapuram, with approximately 15–20 bags spotted in the vicinity of Varkala. Immediate manual clean-up operations have been initiated at the site to mitigate environmental impact. Local response teams in Alleppey and Kollam have been tasked with investigating potential additional nurdle spills and are coordinating closely with the State Disaster Management Authority (DMA).

4. Additional Support:

Coordination with disaster and environmental authorities is ongoing. MSC contacted the State Disaster Management Authority regarding Tier 1 oil spill response equipment. While the Authority confirmed that no such equipment is

available, they provided contact details for local vendors who may be able to assist.

Marine support efforts have faced weather-related delays. Three fishing boats arranged by MSC India and four boats arranged by local authorities were unable to deploy from Shaktikulangara due to adverse conditions. To supplement this, MSC have reached out to the local fishing community to provide trawlers or boats. Five trawlers are expected to be available for deployment soon.

The Indian Coast Guard was approached for assistance in locating floating containers and providing tug support to prevent them from drifting ashore. One container location was shared, however, due to the shallow depth (less than five meters), tug deployment at that location may not be feasible.

ICG is applying dispersants to the offshore oil sheen, and plans for capping leaks from the vessel are being developed by the salvors. MSC is liaising with ICG regarding Tier 1 equipment. ICG currently holds 3,000 litres of Oil Spill Dispersant (OSD) in usable condition and an additional 8,000 litres of OSD that expired in 2021. Sample testing will be conducted to assess its viability for use if required.

5. Situation Assessment:

A total of 35 beached containers have been identified by Customs. MSC's local office along a 120 km coastal stretch, with personnel being mobilized accordingly. Designated safe areas for storage are identified and container numbers of recovered units are being verified against the manifest, and open or damaged containers are being examined under customs supervision. MSC will continue to deploy personnel accordingly to these sites. The Coast Guard continues aerial surveillance; no hazardous containers have been found as yet.

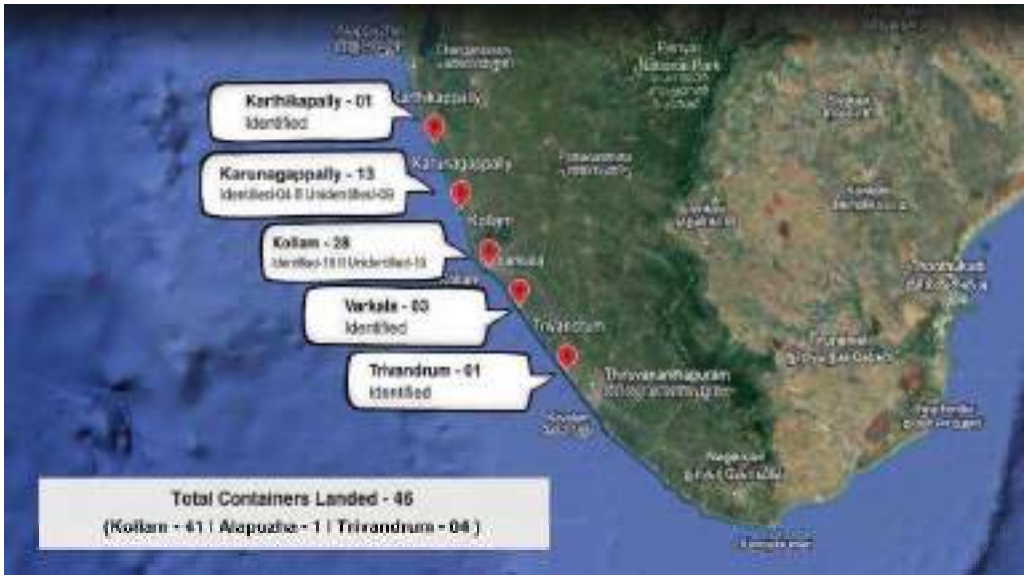

Figure 4: Containers recovered on the Coastline

One laden container (THRU 6850799) was successfully brought ashore by local vendors (WATERLINE) appointed by MSC Cochin. The container was lifted using a shore crane deployed by MSC Cochin.

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only pose a navigational hazard

potential impact on the environment and nearby coastal communities.

Figure 5. Container drifted on shore

7. Coordination Measures

A series of coordination meetings on 24, 25, 26 and 27 May 2025, chaired by DG Shipping with participation from ICG, IFC-IOR, MSC, T&T Salvage, P&I Club, ITOPF, National Disaster Management Authority (NDMA), port authorities, and state agencies, focused on streamlining the response to the MSC Elsa 3 incident. Key directives included urgent mobilisation of salvors, pollution mitigation, and regular six-hourly updates from the shipowner.

DGS is steering coordinated response operations involving central, state, and local authorities. A three-pronged salvage plan is underway addressing (i) oil recovery from the sunken vessel, (ii) drifting containers, and (iii) containers ashore. Coordination for underwater survey using multi-beam sonar has commenced to locate and assess the vessel and initiate capping of venting points. Oil extraction has been prioritised, with salvors directed to submit a revised, time-bound plan

ICG has deployed three capital ships aerial sorties, and vessels Samudra Prahari and ETV Water Lily to aid oil spill monitoring and containment. ICG continues aerial surveillance. identifying drifting containers. footage is awaited. Oil slick remains offshore. with dispersants deployed. Vessel hull condition is unknown—ROV inspection and capping may be required Retrieval and tracking of containers remain a challenge as containers are not RFID tagged Drone-based tracking of adrift containers is planned Formal casually investigation is ongoing, with the crew in Kochi for statements and the flag state duly informed DGS continues to maintain daily coordination and oversight.

All parties have been asked to submit updated action plans and confirm resource mobilisation timelines. MSC is to support public advisories, salvors to provide detailed deployment schedules, and ICG to coordinate on retrieval.

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Directorate General of Shipping

SITREP – 23, 2200 hrs on 15/06/2025

Sinking of MSC ELSA 3 (IMO no. 9123221, Flag Liberia) South West of Kochi

The contents of this SITREP are based on both written and verbal inputs received from the stakeholders

1. Incident Overview:

Refer to SITREP – 6

2. Response Actions Initiated:

Refer to SITREP – 6

3. Present Status:

Salvage operations remain ongoing under the supervision of the Directorate General of Shipping (DGS), with continuous coordination involving Indian Coast Guard, State Disaster Management Authorities, shipowners, salvors (T&T), P&I Club, MERC, ITOPF, and other stakeholders. The SEAMAC III is currently undergoing conversion for saturation diving operations while air diving equipment is being demobilised. Vessel has been shifted from Berth Q1 to Q7 inside Kochi Port to comply with hot work safety protocols. Firefighting safety equipment from Mumbai is awaited for final commissioning. SEAMAC III is scheduled for readiness by 17 June 2025.

T&T has submitted the updated Oil Recovery Plan (Revision 4.1) which outlines an estimated 24–26 days for oil extraction, subject to weather conditions. Saturation diving team mobilisation is nearly complete, with divers already onboard or en route, excluding divers earlier planned from South Africa. Control Centre at Kochi continues monitoring SEAMAC III's readiness, operational coordination, and compliance documentation. The Nand Saarthi remains sheltered at Kochi port due to prevailing adverse sea conditions and will redeploy offshore once conditions improve.

Onshore, MERC has delivered 61 containers to port with 4 more pending recovery. Daily container inspections continue, with minor container fragments recovered and secured. Approximately 65 tons of nurdles have been collected across affected

shorelines. Volunteer deployment remains strong with 190 personnel at Trivandrum, 120 at Kanyakumari, and 22 at Rameshwaram. ITOPF reported ongoing replenishment of nurdles due to fresh strandings, requiring sustained cleanup efforts. Trials for beach cleaning equipment were unsuccessful and equipment modifications are being arranged. New disposal sites for collected nurdles have been identified in coordination with Customs and Pollution Control Board.

In a separate development, MERC teams secured a hazardous barrel marked as HNO3 (nitric acid) which washed ashore at Alappad, Kollam. The barrel, suspected to belong to the Wan Hai 503 incident, was safely isolated with support from local police. ITOPF has been requested to provide detailed safety handling procedures. Clarifications are being sought regarding any permissions needed from Customs for its storage at Kollam Port.

Figure 1: Hazardous barrels recovered onshore

The offshore weather continues to present challenges. As per the latest weather forecast dated 15 June 2025, winds of 20–25 knots from the southwest persist over the southeast Arabian Sea, with visibility classified as very poor (2-3 NM) over the next 3–5 days. DGS has directed the salvors to submit both optimistic and realistic timelines accounting for prevailing monsoon conditions.

The weather forecast over southeast Arabian Sea off Kochi – Thiruvananthapuram coast

Dated: 15th June 2025

	Day 1: 15-Jun-2025				Day 2: 16-June-2025				Day 3: 17-June-2025			
	00 UTC	06 UTC	12 UTC	18 UTC	00 UTC	06 UTC	12 UTC	18 UTC	00 UTC	06 UTC	12 UTC	18 UTC
Wind speed (kt)	20-25	20-25	20-25	20-25	20-25	20-25	20-25	20-25	20-25	20-25	20-25	20-25
Wind direction	WSW	WSW	SW	SW	SW	SW	SW	SW	SW	SW	SW	SW
Weather	WS	WS	WS	WS	WS	WS	WS	WS	WS	WS	WS	WS
Visibility	VERY POOR	VERY POOR	VERY POOR	VERY POOR	VERY POOR	VERY POOR	VERY POOR	VERY POOR	VERY POOR	VERY POOR	VERY POOR	VERY POOR

	Day 4: 18-June-2025				Day 5: 19-June-2025			
	00 UTC	06 UTC	12 UTC	18 UTC	00 UTC	06 UTC	12 UTC	18 UTC
Wind speed (kt)	20-25	20-25	20-25	20-25	20-25	20-25	20-25	20-25
Wind direction	SW	SW	SW	SW	SW	SW	SW	SW
Weather	WS	WS	WS	WS	WS	WS	WS	WS
Visibility	VERY POOR	VERY POOR	VERY POOR	VERY POOR	VERY POOR	VERY POOR	VERY POOR	VERY POOR

Weather:- **Dry:** No Rain; **Isol:** Isolated; **Sct:** Scattered; **FWS:** Fairly Widespread ; **WS:** Wide Spread.

Visibility:- **Very Poor :** 1-2 nm; **Poor:** < 4-3 nm; Mod: 6-4 nm; Good: 8-6 nm; Fair: 10-8 nm. (**nm:** nautical miles)

Wind direction:- **WNW:** westnorthwesterly; **NW:** northwesterly.

Wind speed:- **kt:** nautical mile per hour.

Figure 2: Source IMD

4. Situation Assessment:

While significant progress has been made in capping the fuel oil tanks and stabilizing the wreck, the critical oil extraction phase remains pending and highly weather dependent. Any further delays in mobilisation or operational readiness could push the

extraction timeline dangerously close to the peak monsoon season, increasing environmental risks and limiting salvage windows. The saturation diving operation carries significant operational risks due to prevailing rough sea conditions, and DGS has reinforced the requirement for full team competency and adequate planning.

The continuous replenishment of nurdles along shorelines also presents an ongoing environmental concern. While cleanup operations are proceeding effectively, daily deposits necessitate sustained manpower to prevent secondary pollution. The situation remains under close supervision by DGS through daily review meetings with full inter-agency coordination. A claims desk remains operational under the supervision of P&I Club in coordination with DGS and State Authorities to address compensation for affected coastal communities and stakeholders.

Authorities remain focused on ensuring full operational readiness for oil extraction within the limited operational weather window available. All agencies are maintaining their respective roles with DGS closely monitoring compliance, timelines, and performance to prevent escalation of legal and financial liabilities.

5. Environmental Risks:

Refer to SITREP – 6, 1800 hrs on 28/05/2024

6. Coordination Measures

Refer to SITREP – 6 for the overall coordination measures being undertaken

SITREP – 6, 2000 hrs on 28/05/2025

Sinking of MSC ELSA 3 (IMO no – 9123221, Flag Liberia) South West of Kochi

Figure 1: Position of the vessel after sinking at 0600 hours on 25th May 2025

Figure 2: MSC ELSA 3 position at 2330 hours on 24th May 2025

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The salvors have mobilised the following manpower, assets and equipment to recover containers that are adrift and beached on the shoreline:

Oil Spill Response Team for MSC Elsa 3		
Personnel Deployed for shore watch and clean up by MSC & TT Salvage	**Personnel Deployed for shore watch and clean up by MERCS**	
108	38	
Salvage Masters – 2 | Project Managers - 2 | Chemist – 1 + 1 (remote) | Dive team – 6 | Side Scan Team – 3 | OSR spill team – Level 1= Level 2= Level 3= 1 Naval Architect – 1 | SCR – 1 | Salvors – 7 | Salvage Engineer – 1 | Commercial / Costing Manager – 1 (remote) | Oil spill specialist – 1 | Drone team – 2		
Trivandrum Team	**Alleppey Team**	**Kollam Team**
8 pax (including team lead)	4 pax (including team lead)	15 pax (including team lead)

Assets Being Deployed by Salvors

- 150 T bollard pull tugboat for offshore recovery works
- 40 T bollard pull tug for offshore recovery works
- 60 T bollard pull tug for offshore search and recovery works
- 60 T bollard pull tug for survey works
- High range (up to 5 kilometers) drones for surveillance
- High precision Side Scan and Multibeam equipment for underwater scanning and mapping
- Specialized Oil spill response equipment
- Specialized fuel recovery and hot tapping equipment
- Marine Diving gear and spread

on-site to support recovery efforts

present at these locations to fac

handling.

road trailers were mobilized. The containers which are not accessible due to the location being remote and terrain constraints. the containers are being extracted using tugs and dragged to the designated safe areas identified by the salvors in coordination with the ports and local authorities.

with about 100 personnel at the site Additionally, the local government has deployed 600 personnel for the clean-up activities. Plastic nurdles have spread over 20 km, a caution has been provided by ITOPF that nurdle contamination could spread along a 100-km coastline and emphasized the need for elevated storage and mechanical assistance (front-end loaders or excavators) for cleanup. A detailed plan for nurdle collection, transportation, and disposal is to be submitted by the salvors within 2 days

Oil Spill equipment is kept on standby in Kochi. Full diving system as well as professional divers are on standby. They shall be mobilised after assessment of the vessel after the multi-beam survey which is to commence on 29th May 2025

Figure 4, 5 & 6: Shore Cleanup for Plastic Pellets

4. Additional Support:

The coordinated response has been significantly reinforced by the critical contributions of multiple stakeholders. ICG has played a pivotal role in identifying, monitoring, and initiating mitigation measures for the oil sheens observed around the incident site.

The Kerala State Disaster Management Authority (KSDMA), in collaboration with local government bodies, has mobilized substantial additional manpower including Civil Defence personnel and locals to support ongoing shoreline cleanup operations.

Further, the local fishing community which has extended crucial support by providing trawlers and/or boats for reconnaissance and recovery of containers adrift and beached on locations with difficult terrain, enabling better access to impacted coastal stretches and enhancing the overall operational reach of the response teams.

5. Situation Assessment:

A total of 54 beached containers have been identified by Kerala State Disaster Management Authority along a 120 km coastal stretch, with personnel being mobilized accordingly. The salvors have identified 47 containers and recovered 23 of them from the coastline.

and according to recent surveillance, no containers have been spotted on the coast or afloat as of now.

Figure 3: Containers recovered on the coastline and adrift

Further, ICG, as part of its aerial surveillance identified and reported the presence of an oil sheen extending approximately 1 nautical mile around the vicinity of the sunken vessel MSC Elsa 3. The ICG has provided the exact coordinates of the observed oil sheen to enable targeted environmental sampling and containment efforts. These coordinates are being used to guide the deployment of oil pollution response equipment, support aerial and drone surveillance and inform further salvage operations in the affected maritime zone.

The salvors have been clearly instructed that plugging of the tanks/airpipes to contain oil and bunker must be completed without any further delay, with immediate emphasis

on expediting the operation. Given the depth and complexity of the task, it has been conveyed that reliance on anchor-handling tugs currently proposed by the salvor will not suffice. Deployment of a Diving Support Vessel (DSV) is being treated as a priority, and negotiations for its hiring must be initiated without delay. In parallel, the option of naval support—both in terms of divers and platforms—is to be kept open should commercial arrangements prove inadequate or time-consuming. The urgency of the situation has been strongly reiterated, and the salvors have been directed to proceed on a war footing to ensure the leakage is plugged at the earliest.

Figure 6: Coordinates of the oil sheen spotted during aerial surveillance

Oil sample analysis is currently being undertaken by the Kerala State Pollution Control Board (KPCB), and ICG would try to expedite the testing process, with the findings to be shared shortly. Another site, Kovalam, remains under observation; although it serves as a passage for fishing boats and will not be immediately boomed, equipment will be kept on standby. Dornier reconnaissance sorties have confirmed the presence of oil sheens likely emanating from the vessel's diesel leakage, further necessitating preventive booming in vulnerable areas. Cross-verification with local authorities is ongoing.

Further, 13 containers of IMDG 4 3 cargo carrying calcium carbide and 65-70 containers of plastic pallets have been identified which may hazardous. Five of the IMDG containers which were carried onboard are adrift, however, none have been currently washed up to the shore Such

Figure 7: Packed Calcium Carbide Container

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and, on 28 05.2025 a meeting was convened in hybrid mode under the chairmanship of the Director General of Shipping, with the presence of state authorities in Kochi, focused on streamlining the response to the MSC Elsa 3 incident. Key directives are focused on mobilisation of salvors for salvage of containers that are ashore as well as adrift, and the plan for pollution mitigation and regular six-hourly updates from the shipowner

Further, a

comprehensive and structured salvage operation plan is to be submitted by the salvors and MSC. It was requested that the plan clearly delineate three critical aspects: (i) for oil spill response — the removal of bunker oil from the sunken vessel, assessment and mitigation of water contamination including the potential impact on nearby river mouths, and addressing any associated pollution risks; (ii) for container recovery — the coordinated handling of containers that have drifted ashore, those currently adrift at sea, and those that sank with the vessel. Additionally, stakeholders insisted that the entire vessel and all sunken containers, along with associated residues, be removed as part of the recovery operation. A detailed, time-bound action plan covering each of these components — including operational timelines, resource mobilization, environmental safeguards, and reporting protocols — was requested within 2 days to ensure effective coordination and accountability across all responding agencies.

o submit updated action plans a

o support public advisories, salv

G to coordinate on retrieval.

THE HIGH COURT OF KERALA
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Annexure 1

Containers List 28-05-2025 , 6.30 pm				
Sl No	District	Taluk	Container Details	No.of containers
1	Kollam	Kollam	Unidentified	11
2	Kollam	Karunagappaly	Unidentified	10
3	Kollam	Kollam	Identified	18
4	Kollam	Karunagappally	Identified	4
5	Alappuzha	Karthikappally	Identified	2
6	Trivandrum	Trivandrum-Thumba	Identified	1
7	Trivandrum	Varkkala	Identified	3
8	Trivandrum	Neyyattinkara	Identified	3
9	Trivandrum	Trivandrum -Thumba	Unidentified	1
10	Trivandrum	Chirayankeezhu	Identified	1
Total Containers landed				**54**
Kerala State Disaster Management Authority				

THE HIGH COURT OF KERALA
सत्यमेव जयते

Directorate General of Shipping

SITREP – 27, 1800 hrs on 19/06/2025

Sinking of MSC ELSA 3 (IMO no. 9123221, Flag Liberia) South West of Kochi

The contents of this SITREP are based on both written and verbal inputs received from the stakeholders

1. Incident Overview:

Refer to SITREP – 6

2. Response Actions Initiated:

Refer to SITREP – 6

3. Present Status:

Monitoring and surveillance efforts at the wreck site of MSC ELSA 3 continue. Tug *Nand Saarthi* remains deployed at the wreck position and has reported the presence of a light rainbow sheen in the vicinity of the vessel, approximately 50 metres wide and 1 kilometre in length, dissipating naturally thereafter. No recoverable oil has been observed. Based on prior dive inspections, all fuel oil tanks and vents have been capped and sealed. No structural damage or significant deformation was noted on the vessel hull during the earlier operations. The current light sheen is assessed to be the result of residual contamination from mechanical spaces such as the engine room or crane assemblies, and is expected to continue dissipating naturally over time due to flushing by sea action.

The air diving phase has been formally concluded, with *SEAMAC III* departing Kochi Port at 0930 hrs today for Mumbai. The saturation diving system equipment and gases have been safely offloaded and stored. The replacement tug *Canara Megh*, which is to take over guard and response duties at the wreck site, remains anchored off Mumbai due to adverse weather. Following intervention by DGS, Mumbai Port has agreed to allow the vessel to berth for bunkering. Once weather permits and bunkering is complete, the tug is expected to depart for Kochi, with an ETA of 4–5 days.

Shoreline clean-up operations continue at Trivandrum, Kollam, and Kanyakumari. Submerged container retrieval is ongoing at Kollam under challenging weather conditions. Diving teams have been deployed to attach rigging to submerged broken containers during low tide windows. A total of 61 containers have been recovered to port to date, with 4 submerged containers under active salvage. Trivandrum continues to face a shortage of volunteers, with only 190 presents against a minimum requirement of 250. Efforts are being made to address this shortfall with the local administration.

A formal SOP has been issued, in coordination with Customs, for temporary storage of nurdles. Approximately 450 bags have been deposited in a designated warehouse at Kollam Port. The nurdles are being treated as cargo and will be handled accordingly under customs oversight.

Indian Coast Guard continues aerial surveillance over the wreck site. A sortie undertaken on 18 June at 0930 hrs reported no significant oil sheen. Another surveillance flight was scheduled for 1700 hrs today. No ICG surface assets are currently stationed at the wreck position, but vessels are on standby at Kochi.

MSC and the P&I Club have confirmed that formal arrangements are being finalised for transitioning to a new contractor for saturation diving and fuel extraction. The tentative start date for oil recovery operations will be communicated at the earliest, with detailed plans and a revised timeline to be submitted by MSC/Brand Marine Consultants within 48 hours.

4. Situation Assessment:

The light sheen observed around the MSC ELSA 3 wreck continues to be monitored. It is not associated with any active fuel leakage from sealed tanks, and is likely the result of residual contamination from engine spaces or machinery areas. Natural dissipation is expected, and no immediate intervention is warranted at this stage. Continued surveillance will be maintained by *Nand Saarthi* and periodic aerial sorties by the ICG.

The demobilisation of *SEAMAC III* marks the completion of the initial phase of capping and air diving. Preparations are underway to bring in *Canara Megh* as the new tug under charter from MERC, with fuel extraction operations to commence under a new

salvage contractor. The situation remains stable, but continued delays in operational mobilisation pose reputational and environmental risks, especially with monsoon intensifying.

Onshore, MERC is progressing with clean-up and recovery under weather constraints. The clean-up operations at affected beaches are continuing, but the shortfall in volunteer mobilisation remains a concern. Deployment of dedicated resources has helped sustain momentum. Temporary storage arrangements for recovered nurdles have been established in consultation with Customs, and formal handovers are being coordinated.

Daily inter-agency coordination led by the Directorate General of Shipping continues, involving all key stakeholders including MSC, P&I, MERC, ICG, ITOPF, and salvage consultants. Efforts remain focused on maintaining on-site surveillance, ensuring smooth contractor transition, and sustaining coordinated response operations both offshore and onshore.

5. Environmental Risks:

Refer to SITREP – 6, 1800 hrs on 28/05/2024

6. Coordination Measures

Refer to SITREP – 6 for the overall coordination measures being undertaken

Directorate General of Shipping

SITREP – 28, 1800 hrs on 20/06/2025

Sinking of MSC ELSA 3 (IMO no. 9123221, Flag Liberia) South West of Kochi

The contents of this SITREP are based on both written and verbal inputs received from the stakeholders

1. Incident Overview:

Refer to SITREP – 6

2. Response Actions Initiated:

Refer to SITREP – 6

3. Present Status:

Patrol and surveillance operations at the wreck site continue through Tug Nand Saarthi, which has resumed offshore duties after a temporary port call for crew rotation and supplies. The vessel is maintaining observation on-site. Weather remains a significant constraint, and temporary visibility of oil sheen has been attributed to residual pollutants from machinery spaces and structural crevices.

SEAMEC III has departed from Kochi Port on the morning of 20 June 2025 and is en route to Mumbai for demobilisation. All diving-related equipment is being offloaded. The Heliox gas cylinders have been secured and stored by MSC at a designated yard for use in future diving operations by the incoming contractor.

Canara Megh, the identified replacement tug, has completed bunkering as of late evening on 19 June at Mumbai anchorage. Weather permitting, the vessel will depart shortly for Kochi. Upon arrival, it will embark oil spill response equipment and take over patrolling duties from Nand Saarthi.

Onshore, container recovery operations are progressing at Kollam, where MERC has deployed dive teams to extract submerged containers. One container is currently being retrieved. Simultaneously, beach cleanup and nurdle collection efforts are underway across affected districts. At Trivandrum, 190 volunteers have been deployed with assurances from the District Collector to increase this number to 300–350 from

21 June. Similar operations continue at Kanyakumari and Rameshwaram. Approximately 75 tonnes of nurdles have been collected and are being prepared for relocation to Kollam Port for storage and customs processing. An agreement for temporary warehousing is being finalised to enable smooth logistical handover and further disposal planning.

4. Situation Assessment:

The wreck remains stable on the seabed, with no structural deformations observed that would indicate large-scale fuel breaches (assessment done during air dive operations). The visible oil sheen is considered to be the result of residual machinery oil and other pollutants naturally seeping from onboard equipment and fixtures, not from the fuel tanks, all of which were capped during earlier diving operations. These sheens are light, not recoverable, and expected to dissipate through natural weathering processes. Daily surveillance is being undertaken by Nand Saarthi, and additional aerial sorties are being conducted by the Indian Coast Guard. No major oil slicks have been reported.

The operational transition from T&T Salvage to a new contractor is underway. Brand Marine Consultants, overseeing the transition, have confirmed that contracting with SMIT Salvage is in its final stages. The formal oil removal plan and timelines will be communicated once the contract is signed. Tentatively, commencement of saturation diving operations for oil extraction will be indicated upon signing of contract which again will be subject to weather and readiness of resources.

The Directorate General of Shipping continues to coordinate all activities with Indian Coast Guard, State Authorities, Shipowners, Salvors, MERC, P&I Club and other stakeholders through daily monitoring and inter-agency meetings. All environmental protection and pollution mitigation measures are being prioritised. Updates on recovery efforts and beachside contamination continue to be compiled for tracking and regulatory purposes.

The situation remains under active monitoring, and the readiness for escalation of operational measures continues in parallel with stakeholder engagement. Further updates will follow.

5. Environmental Risks:

Refer to SITREP – 6, 1800 hrs on 28/05/2024

6. Coordination Measures

Refer to SITREP – 6 for the overall coordination measures being undertaken

Directorate General of Shipping

SITREP – 29, 1800 hrs on 23/06/2025

Sinking of MSC ELSA 3 (IMO no. 9123221, Flag Liberia) South West of Kochi

The contents of this SITREP are based on both written and verbal inputs received from the stakeholders

1. Incident Overview:

Refer to SITREP – 6

2. Response Actions Initiated:

Refer to SITREP – 6

3. Present Status:

Tug Nand Saarthi remains deployed at the wreck site, carrying out patrols and monitoring operations. The latest reports confirm the presence of a light rainbow sheen around the wreck, covering an approximate area of 1 kilometre by 50 metres. The sheen is observed to dissipate naturally beyond this range, and no significant changes have been reported in the past 48 hours. SEAMAC III departed Kochi port this morning and is currently en route to Mumbai for off-hiring, with arrival expected by 24 June 2025.

The replacement tug, Canara Megh, departed Mumbai this morning following weather-induced delays. The vessel is expected to reach Kochi by 28 June 2025, where MERC personnel will board and the vessel will take over caretaking duties from Nand Saarthi, subject to operational readiness and favourable conditions.

Onshore, agreements have been finalised with relevant authorities for the storage of recovered nurdles at Kollam Port and Vizhinjam Port. Shifting of approximately 190 tonnes of nurdles from Trivandrum beaches to port storage facilities will commence from 24 June 2025 under the supervision of Customs and the Pollution Control Board. Cleanup efforts continue along affected shorelines with increased volunteer mobilisation. Trivandrum District Administration and disaster management agencies

have facilitated the deployment of 500 volunteers across key locations, including Trivandrum, Kanyakumari, and Rameshwaram.

Indian Coast Guard continues daily aerial surveillance over both the MSC ELSA 3 wreck site and WAN HAI 503 area using Dornier aircraft. Patrols remain in place, and today's sortie was launched at 1000 Hrs, with updates awaited.

4. Situation Assessment:

The consistent light rainbow sheen observed near the wreck site is attributed to residual contaminants from enclosed compartments such as the engine room, machinery spaces, and structural components with trapped oil or lubricants. These residual discharges are minor and dissipate naturally due to sea conditions, with no evidence suggesting active fuel leaks from sealed tanks. Available underwater inspections during the earlier capping operations confirmed the tank openings are secure and no major hull deformation has been detected.

Given the ongoing light sheen, continuous observation is being maintained by Nand Saarthi at the site, complemented by aerial surveillance from the Indian Coast Guard. Experts have assessed that this type of light contamination is expected to persist intermittently until complete natural flushing occurs, which may take several weeks depending on sea conditions.

The offshore response is in a transition phase, with SEAMAC III demobilised and the replacement vessel, Canara Megh, expected to take over patrol and monitoring responsibilities by the end of June. Preparations for oil removal operations are underway, with Brand Marine Consultants and SMIT Salvage working on finalising a comprehensive removal and caretaking plan. However, no formal revised plan for oil extraction or wreck removal has been submitted by MSC as yet. DG Shipping has reiterated the requirement for immediate submission of a firm operational plan.

Onshore, the nurdle recovery and storage operation has been stabilised, with temporary storage solutions at port facilities secured and logistics commencing imminently. Volunteer participation has improved, though continued replenishment of nurdles on beaches requires sustained cleanup and monitoring efforts. Disposal and recycling solutions for the recovered nurdles are under discussion between Customs, the Pollution Control Board, and other relevant authorities.

Ongoing coordination between DG Shipping, State Authorities, MSC, Salvors, Indian Coast Guard, and other stakeholders continues to ensure environmental risks are mitigated and offshore operations resume promptly.

5. Environmental Risks:

Refer to SITREP – 6, 1800 hrs on 28/05/2024

6. Coordination Measures

Refer to SITREP – 6 for the overall coordination measures being undertaken

Directorate General of Shipping, 9th Floor Beta Building, I-Think Techno Campus, Kanjurmarg (East), Mumbai - 400 042 (India)

Directorate General of Shipping

SITREP – 30, 1800 hrs on 24/06/2025

Sinking of MSC ELSA 3 (IMO no. 9123221, Flag Liberia) South West of Kochi

The contents of this SITREP are based on both written and verbal inputs received from the stakeholders

1. Incident Overview:

Refer to SITREP – 6

2. Response Actions Initiated:

Refer to SITREP – 6

3. Present Status:

The transportation of nurdles from Trivandrum to Kollam Port commenced today with the arrival of the first truck at Kollam Port at 1800 hrs. The consignment was weighed on arrival, recording a gross weight of 18,550 kg. Unloading of the sacks has begun at Zone 5 of the MERC warehouse within Kollam Port premises, following which the truck will return to Trivandrum for the next batch of nurdles. This activity marks the start of the planned systematic transfer of recovered nurdles, supported by close coordination with District Authorities, Port Administration, Customs, Pollution Control Board, and Disaster Management agencies.

Separately, a floating container suspected to be from MSC ELSA 3 was spotted near Alappuzha. Immediate salvage efforts were initiated with two teams mobilised: one offshore team onboard the hired fishing vessel Ann Mary, and a second land-based response team deployed via Thottappally. The container was confirmed to originate from MSC ELSA 3 and contained polymers of ethylene (nurdles), some of which were found floating near the wreck and collected onboard Nand Saarthi. Nand Saarthi remains on site conducting monitoring operations, while efforts to connect and recover the drifting container are ongoing, complicated by weather conditions and visibility constraints.

Meanwhile, the daily beach cleanup continues with intensified efforts across all locations. At Trivandrum, a record 560 volunteers were deployed. MERC is closely coordinating with all authorities to increase volunteer strength, particularly in heavily impacted areas. A trial transport activity of nurdles from Kovalam to Kollam Port has been successfully initiated using fully enclosed, pre-weighed and tarpaulin-lined trucks, ensuring contamination-free movement of materials.

4. Situation Assessment:

The recovery and safe storage of nurdles from the coastal belt is progressing in a phased, controlled manner, with significant support from state and district authorities. However, the sighting of the floating container near Alappuzha, later confirmed as part of MSC ELSA 3's lost cargo, highlights persisting offshore risks. The contents of the container have already begun dispersing, posing renewed environmental challenges both at sea and along the coastline. Immediate containment and recovery of this drifting container is crucial to prevent further spread of nurdles into sensitive marine and coastal ecosystems.

At the wreck site, Nand Saarthi remains deployed for continuous monitoring and response, reporting a light, non-recoverable rainbow sheen around the area, likely from residual oils trapped in engine spaces or machinery components. No significant oil leak has been detected from the sealed fuel tanks, indicating that prior containment measures remain intact. That said, natural dissipation of minor sheens will continue over time and is being monitored by both the salvors and the Indian Coast Guard through surface and aerial surveillance.

MERC has also initiated coordinated sea and land-based operations to secure the floating container, working with local fisheries authorities to overcome challenges posed by fishing restrictions and vessel availability. Additionally, ITOPF has commissioned drift trajectory modelling to predict nurdle dispersion, aiding rapid deployment of cleanup teams to potential landfall sites.

The replacement tug Canara Megh is excepted to arrive on site by the 28th, awaiting favourable weather. The transition of oil removal operations to a new contractor is under discussion, with MSC expected to confirm a revised salvage plan and timeline

shortly. Overall, the situation remains dynamic, with offshore response, environmental containment, and onshore cleanup proceeding under close inter-agency coordination.

5. Environmental Risks:

Refer to SITREP – 6, 1800 hrs on 28/05/2024

6. Coordination Measures

Refer to SITREP – 6 for the overall coordination measures being undertaken

Directorate General of Shipping

SITREP – 31, 1800 hrs on 25/06/2025

Sinking of MSC ELSA 3 (IMO no. 9123221, Flag Liberia) South West of Kochi

The contents of this SITREP are based on both written and verbal inputs received from the stakeholders

1. Incident Overview:

Refer to SITREP – 6

2. Response Actions Initiated:

Refer to SITREP – 6

3. Present Status:

The container salvage operation near Alappuzha continues, with both offshore and shoreline teams mobilized. Despite persistent monitoring throughout the previous night and into the morning, the container itself has not been sighted. However, at approximately 1315 hrs today, the offshore fishing vessel Ann Mary reported floating pellet bags drifting towards the coastline. MERC teams were immediately deployed along the affected shoreline to initiate recovery. As of this report, a total of 64 intact pellet bags have been recovered and safely loaded onto a transport truck by the MERC salvage team. The recovery operation remains active as additional pellet bags continue to wash ashore across multiple locations in the area.

Offshore, Nand Saarthi remains on site near the MSC ELSA 3 wreck, maintaining surveillance under challenging weather conditions. The vessel has reported no significant oil sheen today, though previous light rainbow sheen observed yesterday has naturally dissipated. Canara Megh, chartered by MERC to assume duties from Nand Saarthi, is in transit to Kochi for deployment.

The nurdle transportation operation from Trivandrum to Kollam Port continues in coordination with Customs and Port authorities. The first batch of 18.5 metric tonnes has been successfully transported and secured at the designated MERC warehouse

within Kollam Port. Further transfers are underway as part of the broader environmental mitigation strategy.

MSC is expected to finalise the contract with the newly appointed salvor by the end of the day today. However, the Name of the salvor and the proposed operational timelines are yet to be communicated to the Indian authorities. It was requested that information be shared at the earliest to enable effective coordination.

4. Situation Assessment:

The floating pellet bags recovered today confirm partial loss of cargo from the container last sighted offshore, which is now presumed submerged or disintegrated due to adverse sea conditions. The situation underscores the potential for continued wash-up of nurdles and packaging materials along the coastline in the coming days. Shoreline teams remain actively engaged to mitigate the impact, with systematic monitoring and recovery operations in place.

At sea, while oil spill risk remains contained, isolated instances of non-recoverable, light sheen persist around the wreck site, likely due to residual contaminants in machinery spaces or structural voids. Continuous observation and aerial monitoring by the Indian Coast Guard are ongoing to detect any escalation.

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Onshore, the steady but limited volunteer turnout at Trivandrum restricts the pace of shoreline cleanup. Enhanced support from district authorities has been requested to augment manpower and sustain response momentum.

Simultaneously, finalization of the revised salvage contract and oil removal plan by MSC remains pending but is expected imminently. This is critical to addressing environmental risks from the sunken vessel, particularly as monsoon conditions intensify. DGS has reiterated the necessity for a firm, executable salvage timeline to be shared at the earliest to ensure operational preparedness and public confidence.

5. Environmental Risks:

Refer to SITREP – 6, 1800 hrs on 28/05/2024

6. Coordination Measures

Refer to SITREP – 6 for the overall coordination measures being undertaken

Directorate General of Shipping, 9th Floor Beta Building, I-Think Techno Campus, Kanjurmarg (East), Mumbai - 400 042 (India)

Directorate General of Shipping

SITREP – 32, 1800 hrs on 26/06/2025

Sinking of MSC ELSA 3 (IMO no. 9123221, Flag Liberia) South West of Kochi

The contents of this SITREP are based on both written and verbal inputs received from the stakeholders

1. Incident Overview:

Refer to SITREP – 6

2. Response Actions Initiated:

Refer to SITREP – 6

3. Present Status:

The offshore response for MSC Elsa 3 is progressing with the replacement guard vessel, Canara Megh, having departed Mumbai and currently en route to Kochi Port. The vessel is expected to arrive on 27th June 2025, after which essential oil spill response equipment will be loaded in coordination with MERC. Following this, Canara Megh will proceed to the wreck site to relieve Nand Saarthi, which continues to maintain guard duties and monitoring operations at the site. Nand Saarthi remains on standby to respond to any new developments until the vessel handover is complete.

SMIT Salvage has been formally appointed as the new contractor for the extraction of oil and wreck removal. The mobilisation of the Diving Support Vessel from Singapore is underway, with its arrival expected around 1st August 2025, subject to favourable weather conditions. Preparations for saturation diving and fuel extraction are ongoing, with operational planning in advanced stages.

Onshore, recovery efforts continue under the MERC framework. A container floating near Alappuzha triggered a coordinated response with both sea and shore teams deployed. So far, 105 intact pellet bags have been recovered from the coastline in that area, with operations continuing as additional debris is expected to wash ashore.

The transport of cleaned plastic pellets (nurdles) from Trivandrum to Kollam Port remains on schedule. As of today, six truckloads have been completed, amounting to

45.567 metric tons transferred to the designated MERC warehouse at Kollam Port. Further transportation operations are planned to continue daily.

4. Situation Assessment:

The salvage and pollution response operations remain in a critical preparatory phase, with offshore oil extraction yet to commence**.** The arrival of Canara Megh on 28th June 2025 will restore full guard vessel capability at the wreck site, ensuring continuous monitoring and readiness to respond to any contingencies. Until the new Diving Support Vessel arrives and saturation diving begins, interim monitoring and containment measures will remain in place.

Weather conditions remain a key factor, with July expected to present limited workable windows for offshore diving operations. August has been identified as the most suitable period to commence the complex fuel extraction process, with approximately 70% operational workdays projected based on historical weather data. The fishing ban currently in place will be lifted during this period, necessitating coordination with state authorities to establish exclusion zones around the wreck to avoid interference with the salvage operation.

Recovery for debris and nurdle contamination along the Kerala coastline continues; efforts have been effective, with significant volumes of nurdles already transported to

secure storage in Kollam Port. Discussions with Customs, Pollution Control Board, and other agencies are ongoing to finalise long-term disposal, segregation, and recycling mechanisms.

The sighting and recovery of floating containers and pellet bags near Alappuzha underscores the need for continued vigilance, both offshore and along the coastline. Comprehensive inter-agency coordination remains in place, led by the Directorate General of Shipping, to manage all aspects of offshore readiness, onshore recovery, and environmental protection.

5. Environmental Risks:

Refer to SITREP – 6, 1800 hrs on 28/05/2024

6. Coordination Measures

Refer to SITREP – 6 for the overall coordination measures being undertaken

Directorate General of Shipping

SITREP – 33, 1800 hrs on 27/06/2025

Sinking of MSC ELSA 3 (IMO no. 9123221, Flag Liberia) South West of Kochi

The contents of this SITREP are based on both written and verbal inputs received from the stakeholders

1. Incident Overview:

Refer to SITREP – 6

2. Response Actions Initiated:

Refer to SITREP – 6

3. Present Status:

Onshore response efforts continue to progress under the supervision of the MERC. The transportation of cleaned plastic pellets (nurdles) from Veli Beach to Kollam Port remains ongoing, with two additional truckloads dispatched today. A total of 790 bags weighing 14.032 metric tons were moved on 27 June 2025, bringing the cumulative transported quantity to approximately 59.6 metric tons since the commencement of operations on 24 June 2025. Further nurdle transportation from both Veli Beach and Perumathura Beach is scheduled for tomorrow.

Shoreline cleanup efforts have mobilised approximately 490 volunteers across Trivandrum, Rameswaram, and Kanyakumari. Recovery operations also targeted floating pellet bags reported near shore, with 8 to 9 bags retrieved from the coastline within the last 24 hours. Discussions regarding the final disposal plan for recovered nurdles are underway with relevant stakeholders, including MSC.

Offshore, the vessel transition is progressing. The tug Canara Megh arrived at Kochi Port and is currently being loaded with oil spill response equipment and personnel, including two divers equipped for contingency recovery of floating containers. The vessel is expected to sail by the evening of 27 June to relieve Nand Saarthi at the wreck site by the following morning. Nand Saarthi has remained on station, monitoring the site.

4. Situation Assessment:

While onshore recovery and transportation of nurdles have stabilised, the continued surfacing of floating pellet bags near the shoreline remains a concern. Drone and field surveillance efforts are being maintained to monitor for new hotspots. Despite significant quantities of recovered nurdles, a final disposal mechanism has yet to be formally concluded, requiring coordinated engagement with MSC, Customs, and other authorities.

Offshore, the operational readiness of Canara Megh for wreck-site monitoring and potential floating container recovery represents a positive development. However, the timeline for oil extraction and full-scale wreck removal remains contingent on the mobilisation of the new contractor engaged by MSC. The Directorate General of Shipping has reiterated the need for updated master logs on nurdle recovery, precise container status, and formalisation of disposal protocols. Additionally, aerial and sea patrols by the Indian Coast Guard continue to monitor the incident area, with no major changes reported as of today.

5. Environmental Risks:

<u>Refer to SITREP – 6, 1800 hrs on 28/05/2024</u>

6. Coordination Measures

Refer to SITREP – 6 for the overall coordination measures being undertaken

SITREP – 1, 1230 Hrs on 09/06/2025

Explosion on WAN HAI 503 (IMO no – 9294862, Flag Singapore) West of Kerala

1. Incident Overview:

On 09 June 2025, an incident was reported at approximately 0950 hrs of a Singapore flagged container vessel Wan Hai 503 (IMO Number: 9294862), under direct management of Wan Hai Lines and currently en route to Nhava Sheva, experiencing a **container explosion** resulting in a **significant onboard fire**. The vessel was located at Lat. 11°37.6'N, Long. 074°37.4'E, approximately southwest of the Indian coastline, 44 nautical miles (nm) from Azhikkal, Kerala. The fire has engulfed the entire vessel and is currently adrift.

Figure 1: Vessel WAN HAI 503

2. Response Actions Initiated:

The Indian Coast Guard (ICG) and the Information Fusion Centre Indian Ocean Region (IFC-IOR) were immediately informed of the incident by the Directorate General of Shipping (DGS).

Figure 2: Fire and explosion onboard

The ICG and the Indian Navy responded swiftly, deploying three Dornier aircraft—two by ICG and one by the Indian Navy—equipped with life rafts for aerial support and situational assessment. Additionally, two ICG surface ships have been dispatched and are expected to arrive at the vessel's position within three hours. A total of five ships have been deployed by the ICG and are expected to reach the scene between 1430–1600 hrs IST. Further, Indian Naval Warship operating in the area has been diverted and expected to reach the location at approximately 1700 hrs.

The Flag Administration of Singapore has also been formally intimated regarding the incident. A communication was issued by the Directorate requesting that the owners be advised to immediately appoint qualified salvors and firefighting experts to assess the cargo situation and provide expert guidance to support ongoing firefighting operations led by the Indian Coast Guard considering the nature of cargo carried onboard.

The nearby merchant vessel MV AMBRA and MV ONE MARVEL have also been alerted and directed to proceed to the site to provide immediate assistance after SAR SURPIC was activated.

Figure 3: Incident Location

3. Present Status:

The vessel remains adrift and continues to emit smoke due to the onboard fire. The vessel had twenty-two (22) crew members onboard. Four (04) crew members are currently reported missing who went for the initial fire fighting response and five (05) have sustained injuries, out of whom two (02) crew members have suffered severe burns. The crew, predominantly of Taiwanese nationality, have abandoned the ship, 10 in lifeboat and 08 in life raft. The crew members will be picked up by ONE MARVEL.

4. Additional Support:

While the vessel is under direct management of Wan Hai Lines, Bernhard Schulte Shipmanagement (BSM) is providing the required details. Owners have been directed to appoint a professional salvor and firefighting expert immediately. Preliminary contact has been made with SMIT Salvage for specialized assistance, as informed by BSM. The Directorate is in continuous liaison with the Indian Coast Guard, Indian Navy and the ship management team for coordinated emergency response.

5. Current Vessel Condition:

The vessel is drifting and the entire vessel has been engulfed by the fire. The vessel was initially instructed by Indian Coast Guard to alter course northwesterly away from the Indian coast, conditions permitting.

6. Navigational Hazards:

The fire poses a significant risk of further explosions and potential structural compromise. Any drifting containers or subsequent hazards to navigation will be assessed upon arrival of ICG assets. All nearby traffic has been alerted to maintain safe CPA and speed reductions in the vicinity.

7. Coordination Measures:

Ongoing coordination is being maintained between the Directorate General of Shipping, MRCC Mumbai, Indian Coast Guard, Indian Navy, Wan Hai Lines, and other stakeholders. Instructions have been issued for urgent appointment of salvage/firefighting experts, early assessment of cargo involved in the affected hold, and real-time updates to this office on all actions taken. Two-hourly operational updates from the owners are expected until the situation stabilizes.

8. Cargo Assessment:

Owners have been requested to promptly assess and report the nature of cargo in the affected hold to ascertain any hazardous material presence. No information has yet been received on whether dangerous goods were involved in the explosion. Confirmation is awaited.

SITREP – 2, 22300 Hrs on 09/06/2025

Ifing the entire vessel.

Figure 1: Fire and explosion onboard

2. **Response Actions Initiated:**

The Indian Coast Guard (ICG) and the Information Fusion Centre Indian Ocean Region (IFC-IOR) were immediately informed of the incident by the Directorate General of Shipping (DGS).

The Indian Coast Guard promptly initiated emergency operations. Three surface vessels—ICGS Rajdoot, Sachet, and Samudra Prahari—have been deployed, with Samudra Prahari having arrived on site at 2145 hrs IST. Two Dornier aircraft were also launched for aerial surveillance. The Indian Navy diverted a vessel for search and rescue (SAR) and rescued the 18 crew members (Crew List attached). Additionally, ETV Water Lily and tug Offshore Warrior with firefighting capability, have been mobilised by the DGS and shipowners, with estimated arrival at the incident site by 10 June afternoon. The Directorate General of Shipping (DGS) has formally informed the Flag State, Maritime and Port Authority (MPA) of Singapore, which has confirmed its engagement and is dispatching an investigator who is expected to reach Kochi on 10 June.

Figure 2: Present location of Wan Hai 503 (Vessel has drifted in southerly direction)

The vessel is drifting at approximately at 1.0 nm in a southerly direction and is an imminent threat considering the fuel onboard combined with 157 IMDG containers including 32.2 Tons of Nitrocellulose with Alcohol.

fire has spread aft towards the accommodation area since morning

stage. **However. the presence of approximately 2000 tonnes of fuel oil and 240 tonnes of diesel oil in tanks located adjacent to the fire zone increases the risk of escalation**

nce of IMDG cargo, firefighting op

hazard verification and expert a

rs and emergency towing vess

tainment efforts upon arrival.

The immediate concern remains containing the drift of the vessel away from the Indian coast and considering the magnitude of fire, connecting a towline will remain extremely challenging and alternative options are being considered with Indian Navy and Indian Coast Guard.

ent:

AI 503 is carrying approximately
isses 3 (flammable liquids), 4.1 (f
ous combustion), 4.3 (substances
es), 6.1 (toxic substances), 8 (cor
ubstances and Articles). A c
nary visuals and vessel plans ind
ide fuel oil tanks. It has also beer

DANGEROUS GOODS MANIFEST

(IMO FAL Form 7)

(As required by SOLAS 74, chapter VII, regulations 4.2 and 7-2.2, MARPOL, Annex III, regulation 4.2 and chapter 5.4, paragraph 5.4.3.1 of the IMDG Code)

Page Number

1.1 Name of ship WANHAI 503	1.2 IMO number 9294862	1.3 Call sign S6AV2

1.4 Voyage number W219	2. Flag State of ship SINGAPORE	3. Port of loading	4. Port of discharge COLOMBO

5. Stowage Position	6. Reference Number	7. Marks & Numbers - Freight container Identification No(s) - Vehicle registration No(s).	8. UN Number	9. Proper Shipping Name/(Technical Specifications)	10. Class/ (Subsidiary Risk(s)	11. Packing Group	12. Additional Information/Marine Pollutant/Flash point/etc.	13. Number and kind of packages	14. Mass (kg) or Volume (L)	15.EmS
010382	1	EMCU6428842	1866	RESIN SOLUTION flammable	3	III	28.5C	80 DRUM	17736	F-E, S-E
010384	2	HLBU1363704	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(Benzophenone)	9	III	MP	8 DRUM	15719	F-A, S-F
010582	3	EITU0122403	1866	RESIN SOLUTION flammable	3	III	28.5	80 DRUM	17760	F-E, S-E
010584	4	EITU3043102	2556	NITROCELLULOSE WITH ALCOHOL (not less than 25% alcohol, by mass,	4.1	II		360BOX	11216	F-B, S-J

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				and not more than 12.6% nitrogen, by dry mass)						
030382	5	UETU2783231	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(ZINC OXIDE)	9	III	MP	800 WOVEN PLASTIC	20340	F-A, S-F
030384	6	SEGU2043119	1866	RESIN SOLUTION flammable	3	III	45C	80 DRUM	18000	F-E, S-E
030582	7	HOYU2630186	2055	STYRENE MONOMER, STABILIZED	3	III	31C	1 TANK	20000	F-E, S-D
030584	8	DRYU2767355	1866	RESIN SOLUTION flammable	3	III	31C	80 DRUM	19680	F-E, S-E
100082	9	WHLU3405390	2211	POLYMERIC BEADS, EXPANDABLE evolving flammable vapour	9	III	63C	510 PAPER BAG	25575	F-A, S-I
100084	10	TLLU5937422	3092	1-METHOXY-2-PROPANOL	3	III	32CC	117 DRUM	24336	F-E, S-D
100086	11	WHSU4036420	3092	1-METHOXY-2-PROPANOL	3	III	32C	117 DRUM	24219	F-E, S-D
100182	12	WHLU3406648	2211	POLYMERIC BEADS, EXPANDABLE	9	III	63C	510 PAPER BAG	25755	F-A, S-I

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				evolving flammable vapour						
100184	13	WHSU4048591	3092	1-METHOXY-2-PROPANOL	3	III	32C	117 DRUM	24219	F-E, S-D
100186	14	WHSU4055775	3092	1-METHOXY-2-PROPANOL	3	III	32C	117 DRUM	24219	F-E, S-D
100282	15	WHSU5979388	3259	AMINES, SOLID, CORROSIVE, N.O.S. or POLYAMINES, SOLID, CORROSIVE, N.O.S.(Dodecylamine)	8	I			28700	F-A, S-B
130382	16	EIAU6514236	1148	DIACETONE ALCOHOL	3	III	58C	1 TANK	24244	F-E, S-D
130384	17	WHSU2113980	1247	METHYL METHACRYLATE MONOMER, STABILIZED	3	II	10C	80 DRUM	16160	F-E, S-D
130386	18	EGSU3343993	1866	RESIN SOLUTION flammable	3	III	56C	16 DRUMS	3456	F-E, S-E
130482	19	PRKU0112291	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(1,2,3-TRICHLOROBENZENE)	9	III	MP	1 TANK	26000	F-A, S-F

130484	20	WHSU0202013	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(2,6-BIS(1,1-DIMETHYLETHYL)-4-METHYLPHENOL	9	III	127C/MP	700 BAGS	14413	F-A, S-F
130486	21	WHLU0433233	2079	DIETHYLENETRIAMINE	8	II	104C	80 DRUM	15200	F-A, S-B
130582	22	EIAU2521258	1148	DIACETONE ALCOHOL	3	III	58 C	1 TANK	24244	F-E, S-D
130584	23	WHSU2612275	1247	METHYL METHACRYLATE MONOMER, STABILIZED	3	II	10C	80 DRUM	16160	F-E, S-D
130586	24	WHSU2408370	1866	RESIN SOLUTION flammable	3	III	31C	80 DRUM	19680	F-E, S-E
130682	25	PRKU0120044	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(1,2,3-TRICHLOROBENZENE)	9	III	MP	1 TANK	26000	F-A, S-F
130684	26	DJDU8614034	2019	CHLOROANILINES, LIQUID	6.1	II	98C	1 TANK	22350	F-A, S-A
130686	27	WHSU2467433	2259	TRIETHYLENETETRAMINE	8	II	137C	20 PALLET	17640	F-A, S-B
130782	28	GMCU3056363	1148	DIACETONE ALCOHOL	3	III	58C	1 TANK	24244	F-E, S-D

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130784	29	WHSU2279056	1866	RESIN SOLUTION flammable	3	III	31C	80 DRUM	19680	F-E, S-E
130786	30	WHSU2464753	1263	PAINT (including paint, lacquer, enamel, stain, shellac solutions, varnish, polish, liquid filler and liquid lacquer base) or PAINT RELATED MATERIAL(including paint thinning or reducing compound)	3	III	50C/MP	160 DRUM	14986	F-E, S-E
130882	31	PRKU0101384	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(1,2,3-TRICHLOROBENZENE)	9	III	MP	1 TANK	26000	F-A, S-F
130884	32	CXTU1144303	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(p-tert-butylphenol)	9	III	113C/MP	1 TANK	23680	F-A, S-F
130886	33	WHSU2241282	2320	TETRAETHYLENEPENTAMINE	8	III	171C/MP	80 DRUM	17640	F-A, S-B
130982	34	PCVU2524700	1148	DIACETONE ALCOHOL	3	III	58C	1 TANK	24244	F-E, S-D

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130984	35	WHSU2355285	2048	DICYCLOPENTADIENE	3	III	45C/MP	80 DRUM	17120	F-E, S-D
130986	36	DRYU2764361	1263	PAINT (including paint, lacquer, enamel, stain, shellac solutions, varnish, polish, liquid filler and liquid lacquer base) or PAINT RELATED MATERIAL(including paint thinning or reducing compound)	3	III	58C	60DRUM	3222	F-E, S-E
131082	37	PRKU0120297	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(1,2,3-TRICHLOROBENZENE)	9	III	MP	1 TANK	26000	F-A, S-F
131084	38	PRKU0110534	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(1,2,3-TRICHLOROBENZENE)	9	III	MP	1 TANK	26000	F-A, S-F
131086	39	WHSU2355937	2079	DIETHYLENETRIAMINE	8	II	104C	80 DRUM	15200	F-A, S-B

150382	40	WHSU2643070	1788	HYDROBROMIC ACID	8	II		80 DRUM	21020	F-A, S-B
150384	41	WHSU0105081	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(2,6-BIS(1,1-DIMETHYLETHYL)-4-METHYLPHENOL)	9	III	127C/MP	700BAGS	14413	F-A, S-F
150386	42	GESU8085420	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(p-tert-butylphenol)	9	III	113C/MP`	1 TANK	23680	F-A, S-F
150482	43	WHSU2490290	1247	METHYL METHACRYLATE MONOMER, STABILIZED	3	II	10C	80 DRUM	16160	F-E, S-D
150484	44	WHLU0501810	1247	METHYL METHACRYLATE MONOMER, STABILIZED	3	II	10C	80 DRUM	16160	F-E, S-D
150486	45	WHSU2001300	1866	RESIN SOLUTION flammable	3	III	31C	80 DRUM	19680	F-E, S-E
150582	46	RLTU2621361	3272	ESTERS, N.O.S.(PROPYLENE GLYCOL MONOMETHYL ETHER ACETATE)	3	III	42C	112 DRUM	24416	F-E, S-D

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150584	47	WHLU0640020	3092	1-METHOXY-2-PROPANOL	3	III	31C	80 DRUM	16720	F-E, S-D
150586	48	WHLU0701660	3092	1-METHOXY-2-PROPANOL	3	III	31C	80 DRUM	17120	F-E, S-D
150682	49	WHSU0357118	1219	ISOPROPANOL(ISOPROPYL ALCOHOL)	3	II	12C	80 DRUM	14240	F-E, S-D
150684	50	TIFU3253156	2048	DICYCLOPENTADIENE	3	III	32.2C/MP	1 TANK	23500	F-E, S-D
150686	51	WHSU0065013	1263	PAINT (including paint, lacquer, enamel, stain, shellac solutions, varnish, polish, liquid filler and liquid lacquer base) or PAINT RELATED MATERIAL(including paint thinning or reducing compound)	3	III	50C/MP	160 DRUM	18262	F-E, S-E
150782	52	PRKU0100109	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(1,2,3-TRICHLOROBENZENE)	9	III	MP	1 TANK	26000	F-A, S-F
150784	53	WHLU0678468	3092	1-METHOXY-2-PROPANOL	3	III	31C	80 DRUM	17120	F-E, S-D

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150786	54	WHLU0602061	3092	1-METHOXY-2-PROPANOL	3	III	31C	80 DRUM	16720	F-E, S-D
150882	55	NCCU0223079	2048	DICYCLOPENTADIENE	3	III	32.2C/MP	1 TANK	23680	F-E, S-D
150884	56	RLTU2009490	1604	ETHYLENEDIAMINE	8 /3	II	41.5C	1 TANK	23200	F-E, S-C
150886	57	WHSU2179289	2079	DIETHYLENETRIAMINE	8	II	104C	80 DRUM	15200	F-A, S-B
150982	58	SLZU2595778	1148	DIACETONE ALCOHOL	3	III	58C	1 TANK	24244	F-E, S-D
150984	59	WHSU0324881	1993	FLAMMABLE LIQUID, N.O.S.(LIME CITRUS AURANTIFOLIA)	3	I			3965	F-E, S-E
151082	60	NCCU1288177	1604	ETHYLENEDIAMINE	8 /3	II	41.5C	1 TANK	23320	F-E, S-C
151084	61	WHSU2701900	2320	TETRAETHYLENEPENTAMINE	8	III	171C/MP	80 DRUM	17440	F-A, S-B
151086	62	WHSU2041216	2579	PIPERAZINE	8	III	74C	72 DRUM	7200	F-A, S-B
220382	63	EGSU1258362	2859	AMMONIUM METAVANADATE	6.1	II		40 BAGS	21180	F-A, S-A
220782	64	WHSU5927677	1182	ETHYL CHLOROFORMATE	6.1 /3/8	I	16C	132 DRUM	27786	F-E, S-C
220884	65	EGHU9438618	2556	NITROCELLULOSE WITH ALCOHOL (not less than 25% alcohol, by mass,	4.1	II		160DRUM	20800	F-B, S-J

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				and not more than 12.6% nitrogen, by dry mass)						
290382	66	WHSU0266297	1805	PHOSPHORIC ACID SOULTION	8	III		218 DRUM	23944	F-A, S-B
290384	67	WHSU2918136	2215	MALEIC ANHYDRIDE	8	III	103C	720 PAPER BAG	18720	F-A, S-B
290386	68	WHSU2815360	3016	BIPYRIDILIUM PESTICIDE, LIQUID, TOXIC	6.1	II		80 DRUM	18320	F-A, S-A
290482	69	WHSU0199270	3016	BIPYRIDILIUM PESTICIDE, LIQUID, TOXIC	6.1	II		80 DRUM	18320	F-A, S-A
290484	70	WHSU2756098	3016	BIPYRIDILIUM PESTICIDE, LIQUID, TOXIC	6.1	II		80 DRUM	18320	F-A, S-A
290486	71	ISLU2204017	1595	DIMETHYL SULPHATE	6.1 ,8	I		1 TANK	4055	F-A, S-B
290582	72	WHLU0563242	1805	PHOSPHORIC ACID SOULTION	8	III		218 DRUM	23944	F-A, S-B
290584	73	WHSU2898132	2215	MALEIC ANHYDRIDE	8	III	103X	16 PALLETS	18720	F-A, S-B
290586	74	WHSU2414238	2531	METHACRYLIC ACID, STABILIZED	8	II	77C	80 DRUM	16560	F-A, S-B
290682	75	SLZU2406046	1593	DICHLOROMETHANE	6.1	III		1 TANK	29320	F-A, S-A

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290684	76	WHSU2556398	3016	BIPYRIDILIUM PESTICIDE, LIQUID, TOXIC	6.1	II		80 DRUM	18320	F-A, S-A
290686	77	WHSU0178323	3016	BIPYRIDILIUM PESTICIDE, LIQUID, TOXIC	6.1	II		80 DRUMS	18320	F-A, S-A
290782	78	WHSU0133247	2215	MALEIC ANHYDRIDE	8	III	103C	720 PAPER BAG	18720	F-A, S-B
290882	79	PRKU0110956	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(1,2,3-TRICHLOROBENZENE)	9	III	MP	1 TANK	26000	F-A, S-F
290884	80	BGBU5155317	2076	CRESOLS, LIQUID	6.1 /8	II	86C	1 TANK	23840	F-A, S-B
290886	81	ISLU2204547	1595	DIMETHYL SULPHATE	6.1 /8	I		1 TANK	3895	F-A, S-B
310382	82	WHSU2925536	2215	MALEIC ANHYDRIDE	8	III	103C	720 PAPER BAG	18720	F-A, S-B
310384	83	WHSU2454210	2215	MALEIC ANHYDRIDE	8	III	103C	16 PALLETS	18720	F-A, S-B
310386	84	TGBU1135515	2215	MALEIC ANHYDRIDE	8	III	103C	16 PALLETS	18720	F-A, S-B
310482	85	NCCU1265886	1593	DICHLOROMETHANE	6.1	III		1 TANK	29600	F-A, S-A
310484	86	WHSU2934944	3016	BIPYRIDILIUM PESTICIDE, LIQUID, TOXIC	6.1	II		80 DRUM	18320	F-A, S-A

310486	87	WHSU2797517	3016	BIPYRIDILIUM PESTICIDE, LIQUID, TOXIC	6.1	II		80 DRUM	18320	F-A, S-A
310582	88	SEGU9833795	1866	RESIN SOLUTION flammable	3	III	29C	23 DRUM	5106	F-E, S-E
310584	89	WHSU0184840	2215	MALEIC ANHYDRIDE	8	III	103C	16 PALLETS	18720	F-A, S-B
310586	90	WHSU2431560	2531	METHACRYLIC ACID, STABILIZED	8	II	77C	80 DRUM	16560	F-A, S-B
310682	91	WHSU0128718	3016	BIPYRIDILIUM PESTICIDE, LIQUID, TOXIC	6.1	II		80 DRUM	18320	F-A, S-A
310684	92	WHSU0165120	3016	BIPYRIDILIUM PESTICIDE, LIQUID, TOXIC	6.1	II		80 DRUM	18320	F-A, S-A
310686	93	ISLU2204378	1595	DIMETHYL SULPHATE	6.1 /8	I	83C	1 TANK	4055	F-A, S-B
310782	94	FYCU7132464	1805	PHOSPHORIC ACID SOULTION	8	III		218 DRUM	23944	F-A, S-B
310784	95	WHSU2054194	2531	METHACRYLIC ACID, STABILIZED	8	II	77C	80 DRUM	16560	F-A, S-B
310882	96	PRKU2509293	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(1,2,3-TRICHLOROBENZENE)	9	III	MP	1 TANK	26000	F-A, S-F

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310884	97	WHSU2951495	3016	BIPYRIDILIUM PESTICIDE, LIQUID, TOXIC	6.1	II		80 DRUM	18320	F-A, S-A
310886	98	WHSU2351818	2281	HEXAMETHYLENE DIISOCYANATE	6.1	II	138C	80 DRUMS	17440	F-A, S-A
370382	99	WHSU2662677	2213	PARAFORMALDEHYDE	4.1	III	70C	720 PAPER BAG	18800	F-A, S-G
370384	100	WHSU2239705	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1	III	79C/MP	600 BAG	15244	F-A, S-G
370386	101	WHLU0684959	3394	ORGANOMETALLIC SUBSTANCE, LIQUID, PYROPHORIC,WATER-REACTIVE	4.2/4.3	I			2652	F-G, S-M
370582	102	WHSU2508379	2213	PARAFORMALDEHYDE	4.1	III	70C	720 PAPER BAG	18800	F-A, S-G
370584	103	WHSU2104567	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1	III	79C/MP	600 BAG	15244	F-A, S-G
370586	104	WHSU2356430	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1	III	79C/MP	600 BAG	15244	F-A, S-G
370782	105	WHSU2211631	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1	III	79CMP	600 BAG	15244	F-A, S-G

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370784	106	WHSU2070791	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1	III	79C/MP	600 BAG	15244	F-A, S-G
370786	107	WHSU2655256	2215	MALEIC ANHYDRIDE	8	III	103C	720 PAPER BAG	18720	F-A, S-B
370788	108	WHSU2487281	2215	MALEIC ANHYDRIDE	8	III	103C	720 PAPER BAG	18720	F-A, S-B
370982	109	WHSU2021312	2215	MALEIC ANHYDRIDE	8	III	103C	720 PAPER BAG	18720	F-A, S-B
370984	110	WHSU0125684	2215	MALEIC ANHYDRIDE	8	III	103C	16 PALLETS	18720	F-A, S-B
370986	111	WHSU0097561	2215	MALEIC ANHYDRIDE	8	III	103C	16 PALLETS	18720	F-A, S-B
370988	112	WHLU0542240	1325	FLAMMABLE SOLID, ORGANIC, N.O.S.(TRIETHYLE NEDIMINE)	4.1	II	70C	12 PALLET	6408	F-A, S-G
390382	113	WHSU2072346	2213	PARAFORMALDEH YDE	4.1	III	70C	720 PAPER BAG	18800	F-A, S-G
390384	114	WHSU2175848	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1	III	79C/MP	600 BAG	15244	F-A, S-G
390386	115	WHSU2368301	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1	III	79C/MP	600 BAG	15244	F-A, S-G

390582	116	WHSU2871147	2213	PARAFORMALDEHYDE	4.1	III	70C	720 PAPER BAG	18800	F-A, S-G
390584	117	WHSU2824947	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1	III	79C/MP	600 BAG	15244	F-A, S-G
390586	118	WHSU2970664	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1	III	79C/MP	600 BAG	15244	F-A, S-G
390782	119	WHSU0244662	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1	III	79C/MP	600 BAG	15244	F-A, S-G
390784	120	WHLU0680871	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1	III	79C/MP	600 BAG	15244	F-A, S-G
390786	121	TIIU2571169	2215	MALEIC ANHYDRIDE	8	III	103C	16 PALLETS	18720	F-A, S-B
390788	122	WHSU2565506	2215	MALEIC ANHYDRIDE	8	III	103C	720 paper bag	18720	F-A, S-B
390982	123	WHSU0168747	2215	MALEIC ANHYDRIDE	8	III	103C	720 PAPER BAG	18720	F-A, S-B
390984	124	WHSU0139754	2215	MALEIC ANHYDRIDE	8	III	103C	16 PALLETS	18720	F-A, S-B
390986	125	WHSU2491912	2215	MALEIC ANHYDRIDE	8	III	103C	16 PALLETS	18720	F-A, S-B

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390988	126	WHSU2233414	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1	III	79C/MP	600 BAG	15244	F-A, S-G
170382	127	EITU0220122	1807	PHOSPHORUS PENTOXIDE	8	II		960 BAG	24546	F-A, S-B
170384	128	EITU0491510	1807	PHOSPHORUS PENTOXIDE	8	II		960 BAG	24546	F-A, S-B
180582	129	WHSU5339890	3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.(GUANIDINE,Ncyano-polymer with N1(2-aminoethyl)-1,2-ethanediamine),	9	III	250C/MP	28 DRUMS	3174	F-A, S-F
180584	130	WHSU5737738	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(COPPER(1)-IODIDE)	9	III	MP	4 PALLET	2550.6	F-A, S-F
180782	131	WHSU5934742	1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing	3	II	-9C	978 BOX	7778.46	F-E, S-D

HIGH COURT OF KERALA

				compound), flammable						
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3	II	-4C	18 BOX	89.06	F-E, S-D
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3	II	-9C	1 BOX	5.22	F-E, S-D
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3	II	-8C	264 BOX	1357.82	F-E, S-D

THE HIGH COURT OF KERALA सत्यमेव जयते

			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3	II	-6C	186 BOX	1079.85	F-E, S-D
180784	132	WHSU8104899	1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3	II	-9C	767 BOX	4157.47	F-E, S-D
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3	II	-9C	14 BOX	113.14	F-E, S-D
			1210	PRINTING INK flammable or	3	II	-8C	6 BOX	30.66	F-E, S-D

				PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable						
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3	II	-6C	25 BOX	132.7	F-E,S-D
			1193	ETHYL METHYL KETONE(METHYL ETHYL KETONE)	3	II	-9C	536 BOX	4520.28	F-E,S-D
180786	193	WHSUB202513	1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3	II	-9C	642 BOX	3539.13	F-E,S-D

			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3	II	-9C	49 BOX	406.69	F-E, S-D
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3	II	-8C	118 BOX	658.03	F-E, S-D
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3	II	-6C	92 BOX	564.39	F-E, S-D

			1193	ETHYL METHYL KETONE(METHYL ETHYL KETONE)	3	II	-9C	326 BOX	2903.09	F-E, S-D
180982	134	WHSU6925133	1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3	II	-9C	1393 BOX	7241	F-E, S-D
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3	II	-4C	4 BOX	19.79	F-E, S-D
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing	3	II	-9C	49 BOX	319.93	F-E, S-D

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				compound', flammable						
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL[including printing ink thinning or reducing compound',, flammable	2	II	-6C	34 BOX	155 89	F-E, S-D
1SC984	135	WHSU553[1E1]	3090	LITHIUM BATTERIES	9	II		157 BOX	2494.15	F-A, S-
			1253	PAINT [including paint, lacquer, enamel, stain, shellac, varnish, polish, liquid filler and liquid lacquer base] or PAINT RELATED MATERIAL[including paint thinning or reducing compound]	3	II	29C	43 BOX	554 75	F-E, S-E
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL [including printing	3	III	41C	11 BOX	212 25	F-E, S-D

				ink thinning or reducing compound), flammable						
050282	136	HLBU1182265	3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.	9	III	MP	56 DRUM	11144	F-A, S-F
050284	137	TGBU2202006	3394	ORGANOMETALLIC SUBSTANCE, LIQUID, PYROPHORIC,WATER-REACTIVE	4.2/4.3	I		5 PORTABLE TANKS	4982.5	F-G, S-M
170482	138	SIMU2502777	3295	HYDROCARBONS, LIQUID, N.O.S.	3	III	54C	1 TANK	16950	F-E, S-D
170484	139	TCKU2051348	2286	PENTAMETHYLHEPTANE	3	III	43C	80 DRUM	14120	F-E, S-D
170486	140	EGHU3655278	2924	FLAMMABLE LIQUID, CORROSIVE, N.O.S.	3 /8	III	-60C	16 DRUMS	3360	F-E, S-C
170682	141	RLTU2620107	1299	TURPENTINE	3	III	37C	1 TANK	20000	F-E, S-E
170684	142	GESU8067026	1299	TURPENTINE	3	III	37C/MP	1 TANK	20000	F-E, S-E
170686	143	CAAU2334080	2286	PENTAMETHYLHEPTANE	3	III	43.8C	80 DRUM	14120	F-E, S-D
190482	144	AAMU2505956	3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.	9	III	MP	1 TANK	19170	F-A, S-F

190484	145	SIMU2591943	3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.	9	III	MP	1 TANK	19180	F-A, S-F
190682	146	HOYU9681420	1299	TURPENTINE	3	III	35C	1 TANK	20000	F-E, S-E
190684	147	HOTU9500433	1299	TURPENTINE	3	III	37C/MP	1 TANK	20000	F-E, S-E
190686	148	TRHU1192632	3265	CORROSIVE LIQUID, ACIDIC, ORGANIC, N.O.S.(SODIUM POLYACRYLATE)	8	III		8 DRUM	1983.2	F-A, S-B
			3265	"CORROSIVE LIQUID, ACIDIC,	8	III		28 DRUMS	6160	F-A, S-B
260182	149	HAMU3560153	3082	ORGAN C, N.O.S.	9	III	MP	20 IBC	21980	F-A, S-F
260184	150	HAMU2087391	3082	(CONTAINS PHOSPHORIC	9	III	MP	20 IBC	21980	F-A, S-F
260186	151	BMOU6637425	3082	ACID, PHOSPHATED ESTER)"	9	III	MP	20 IBC	21980	F-A, S-F
300184	152	UACU5792654	3175	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.	4.1	II		3 BOX	1.33	F-A, S-I
190282	153	BHCU3233632	2030	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.	8 /6.1	II	103C8/MP	80 DRUM	17000	F-A, S-B
190284	154	IAAU2969846	2030	ENVIRONMENTALLY HAZARDOUS	8 /6.1	II	103C/MP	80 DRUM	17000	F-A, S-B

				SUBSTANCE, LIQUID, N.O.S.						
270282	155	EITU0586908	1263	SOLIDS CONTAINING FLAMMABLE LIQUID, N.O.S.	3	III	50C	58 PKGS	10788	F-E, S-E
270284	156	WHLU0581502	1263	HYDRAZINE, AQUEOUS SOLUTION with not less than 37% hydrazine, by mass	3	III	23C	2 DRUM/42 JERRYCANS	1059.32	F-E, S-E
270286	157	WHSU2849668	1170	HYDRAZINE, AQUEOUS SOLUTION with not less than 37% hydrazine, by mass	3	III	25C/MP	76 DRUM	12864	F-E, S-D
			1266	PAINT (including paint, lacquer, enamel, stain, shellac solutions, varnish, polish, liquid filler and liquid lacquer base) or PAINT RELATED MATERIAL(including paint thinning or reducing compound)	3	II	21C/MP	24 CARTONS	454	F-E, S-D

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16. Shipping Agent:
16.1 Place and date:
Signature of Agent:

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ors, P&I Club, Indian Coast G
une. The contents of this SITI
ed from the stakeholders.

Prahari and *ICGS Sachet*–a
ıg foam in the forward bays. IC
boundary cooling to reinforce

Figure 1: Firefighting operations at 2000 hrs on 10 Jun

Figure 2: . Firefighting operations on 1700 hrs on 30 Jun

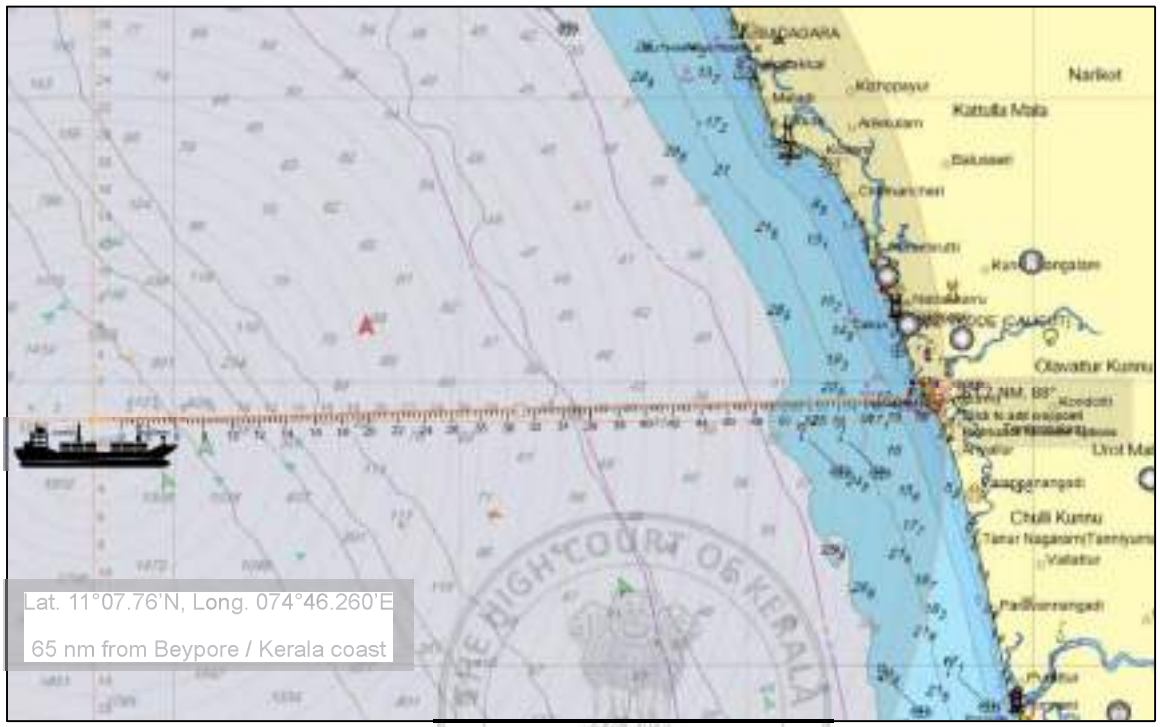

Figure 3: Position of MSV [illegible] at 1200 hrs on 10 Jun

THE HIGH COURT OF KERALA
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vessels are now engaged and

visually confirmed drifting so
is between 165°–170° at 0.
with recovery. Additional sup
nd retrieval, with a total of five s
have been requested to issu
easure, discussions are ongo

this figure was initially reported as 157)

ıal personnel to support on-sit

inav are engaged in SAR ope

ued crew members, 02 are

ve been put up in a Hotel in N

stigator will be arriving India sualty

Annexure – I

Count of CntrNo	Column Labels		
Hold Number	On Deck	Under Deck	Grand Total
1	73	100	173
2	125	156	281
3	96	185	281
4	116	236	352
5	111	179	290
6	89	185	274
7	24		24
8	37	42	79
Grand Total	**671**	**1083**	**1754**

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Dangerous Goods List

As required by SOLAS 74, chapter VII, regulation 4.5 and 7-2.2, MARPOL 73/78, Annex III, regulation 4(3) and chapter 5.4,paragraph 5.4.3.1 of the IMDG Code)

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M.V. : *WAN HAI 503* Flag: *SINGAPORE*

Call Sign: **S6AV2** IMO No. : **9294862**

Date: 07-06-2025 Voy. : **W219**

Port: DEP LKCMB

No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint (°C)	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
1	100082	WHLU3405390	2211	POLYMERIC BEADS, EXPANDABLE evolving flammable vapour	9		63C	III	25575	N		F-A, S-I	KHH	NSA	Category E. Shaded from radiant heat and protected from sparks and open flame. When stowed under deck, mechanical ventilation shall be in accordance with SOLAS regulation II-2/19 (II-2/54) for flammable liquids with flashpoint below 23 C(c.c.)	**510 PAPER BAG**
2	100084	TLLU5937422	3092	1-METHOXY-2-PROPANOL	3		32CC	III	24336	N		F-E, S-D	KHH	NSA	Category A	**117 DRUM**
3	100086	WHSU4036420	3092	1-METHOXY-2-PROPANOL	3		32C	III	24219	N		F-E, S-D	KHH	NSA	Category A	**117 DRUM**
4	100182	WHLU3406648	2211	POLYMERIC BEADS, EXPANDABLE evolving flammable vapour	9		63C	III	25755	N		F-A, S-I	KHH	NSA	Category E. Shaded from radiant heat and protected from sparks and open flame. When stowed under deck, mechanical ventilation shall be in accordance with SOLAS regulation II-	**510 PAPER BAG**
5	100184	WHSU4048591	3092	1-METHOXY-2-PROPANOL	3		32C	III	24219	N		F-E, S-D	KHH	NSA	Category A	**117 DRUM**
6	100186	WHSU4055775	3092	1-METHOXY-2-PROPANOL	3		32C	III	24219	N		F-E, S-D	KHH	NSA	Category A	**117 DRUM**
7	100282	WHSU5979388	3259	AMINES, SOLID, CORROSIVE, N.O.S. or POLYAMINES, SOLID, CORROSIVE, N.O.S.(Dodecylamine)	8			I	28700	N		F-A, S-B	KHH	NSA	Category A. "Separated from" acids.	
8	130382	EIAU6514236	1148	DIACETONE ALCOHOL	3		58C	III	24244	N		F-E, S-D	KHH	NSA	Category B	**1 TANK**
9	130384	WHSU2113980	1247	METHYL METHACRYLATE MONOMER, STABILIZED	3		10C	II	16160	N		F-E, S-D	KHH	NSA	Category B. Clear of living quarters.	**80 DRUM**

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M.V. : *WAN HAI 503* Flag: *SINGAPORE*

Call Sign: **S6AV2** IMO No. : **9294862**

Date: 07-06-2025 Voy. : **W219**

Port: DEP LKCMB

No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint(°C)	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
10	130386	EGSU3343993	1866	RESIN SOLUTION flammable	3		56C	III	3456	N		F-E, S-E	KHH	NSA	Category E	**16 DRUMS**
11	130482	PRKU0112291	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(1,2,3-TRICHLOROBENZENE)	9			III	26000	Y		F-A, S-F	KHH	NSA	Category A.	**1 TANK**
12	130484	WHSU0202013	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(2,6-BIS(1,1-DIMETHYLETHYL)-4-METHYLPHENOL	9		127C	[redacted]	14413	Y		F-A, S-F	KHH	NSA	Category A.	**700 BAGS**
13	130486	WHLU0433233	2079	DIETHYLENETRIAMINE	8		104C	[redacted]	15200	N		F-A, S-B	KHH	NSA	Category A. Clear of living quarters. "Separated from" acids.	**80 DRUM**
14	130582	EIAU2521258	1148	DIACETONE ALCOHOL	3		58 C	[redacted]	24244	N		F-E, S-D	KHH	NSA	Category B	**1 TANK**
15	130584	WHSU2612275	1247	METHYL METHACRYLATE MONOMER, STABILIZED	3		10C	II	16160	N		F-E, S-D	KHH	NSA	Category B. Clear of living quarters.	**80 DRUM**
16	130586	WHSU2408370	1866	RESIN SOLUTION flammable	3		31C	III	19680	N		F-E, S-E	KHH	NSA	Category E	**80 DRUM**
17	130682	PRKU0120044	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(1,2,3-TRICHLOROBENZENE)	9			III	26000	Y		F-A, S-F	KHH	NSA	Category A.	**1 TANK**
18	130684	DJDU8614034	2019	CHLOROANILINES, LIQUID	6.1		98C	II	22350	N		F-A, S-A	KHH	NSA	Category A. "Separated from" acids.	**1 TANK**

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Dangerous Goods List

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M.V. : *WAN HAI 503* Flag: *SINGAPORE*

Call Sign: **S6AV2** IMO No. : **9294862**

Date: 07-06-2025 Voy. : **W219**

Port: DEP LKCMB

No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint (°C)	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
19	130686	WHSU2467433	2259	TRIETHYLENETETRAMINE	8		137C	II	17640	N		F-A, S-B	KHH	NSA	Category B.Clear of living quarters. "Separated from" acids.	**20 PALLET**
20	130782	GMCU3056363	1148	DIACETONE ALCOHOL	3		58C	III	24244	N		F-E, S-D	KHH	NSA	Category B	**1 TANK**
21	130784	WHSU2279056	1866	RESIN SOLUTION flammable	3		31C	III	19680	N		F-E, S-E	KHH	NSA	Category E	**80 DRUM**
22	130786	WHSU2464753	1263	PAINT (including paint, lacquer, enamel, stain, shellac solutions, varnish, polish, liquid filler and liquid lacquer base) or PAINT RELATED MATERIAL(including paint thinning or reducing compound)	3		50C	III	14986	Y		F-E, S-E	KHH	NSA	Category E	**160 DRUM**
23	130882	PRKU0101384	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(1,2,3-TRICHLOROBENZENE)	9			III	26000	Y		F-A, S-F	KHH	NSA	Category A.	**1 TANK**
24	130884	CXTU1144303	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(p-tert-butylphenol)	9		113C	III	23680	Y		F-A, S-F	KHH	NSA	Category A.	**1 TANK**
25	130886	WHSU2241282	2320	TETRAETHYLENEPENTAMINE	8		171C	III	17640	Y		F-A, S-B	KHH	NSA	Category A. "Separated from" acids.	**80 DRUM**
26	130982	PCVU2524700	1148	DIACETONE ALCOHOL	3		58C	III	24244	N		F-E, S-D	KHH	NSA	Category B	**1 TANK**
27	130984	WHSU2355285	2048	DICYCLOPENTADIENE	3		45C	III	17120	Y		F-E, S-D	KHH	NSA	Category A	**80 DRUM**

THE HIGH COURT OF KERALA सत्यमेव जयते

Dangerous Goods List

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M.V. : WAN HAI 503 Flag: SINGAPORE

Call Sign: S6AV2 IMO No. : 9294862

Date: 07-06-2025 Voy. : W219

Port: DEP LKCMB

No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint (°C)	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
28	130986	DRYU2764361	1263	PAINT (including paint, lacquer, enamel, stain, shellac solutions, varnish, polish, liquid filler and liquid lacquer base) or PAINT RELATED MATERIAL(including paint thinning or reducing compound)	3		58C	III	3222	N		F-E, S-E	KHH	NSA	Category E	60DRUM
29	131082	PRKU0120297	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(1,2,3-TRICHLOROBENZENE)	9			III	26000	Y		F-A, S-F	KHH	NSA	Category A.	1 TANK
30	131084	PRKU0110534	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(1,2,3-TRICHLOROBENZENE)	9			[redacted]	26000	Y		F-A, S-F	KHH	NSA	Category A.	1 TANK
31	131086	WHSU2355937	2079	DIETHYLENETRIAMINE	8		104C	[redacted]	15200	N		F-A, S-B	KHH	NSA	Category A. Clear of living quarters. "Separated from" acids.	80 DRUM
32	150382	WHSU2643070	1788	HYDROBROMIC ACID	8			[redacted]	21020	N		F-A, S-B	KHH	NSA	Category C	80 DRUM
33	150384	WHSU0105081	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(2,6-BIS(1,1-DIMETHYLETHYL)-4-METHYLPHENOL)	9		127C	III	14413	Y		F-A, S-F	KHH	NSA	Category A.	700BAGS
34	150386	GESU8085420	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(p-tert-butylphenol)	9		113C	III	23680	Y		F-A, S-F	KHH	NSA	Category A.	1 TANK
35	150482	WHSU2490290	1247	METHYL METHACRYLATE MONOMER, STABILIZED	3		10C	II	16160	N		F-E, S-D	KHH	NSA	Category B. Clear of living quarters.	80 DRUM
36	150484	WHLU0501810	1247	METHYL METHACRYLATE MONOMER, STABILIZED	3		10C	II	16160	N		F-E, S-D	KHH	NSA	Category B. Clear of living quarters.	80 DRUM

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No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint (°C)	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
37	150486	WHSU2001300	1866	RESIN SOLUTION flammable	3		31C	III	19680	N		F-E, S-E	KHH	NSA	Category E	**80 DRUM**
38	150582	RLTU2621361	3272	ESTERS, N.O.S.(PROPYLENE GLYCOL MONOMETHYL ETHER ACETATE)	3		42C	III	24416	N		F-E, S-D	KHH	NSA	Category B	**112 DRUM**
39	150584	WHLU0640020	3092	1-METHOXY-2-PROPANOL	3		31C	[redacted]	16720	N		F-E, S-D	KHH	NSA	Category A	**80 DRUM**
40	150586	WHLU0701660	3092	1-METHOXY-2-PROPANOL	3		31C	[redacted]	17120	N		F-E, S-D	KHH	NSA	Category A	**80 DRUM**
41	150682	WHSU0357118	1219	ISOPROPANOL(ISOPROPYL ALCOHOL)	3		12C	[redacted]	14240	N		F-E, S-D	KHH	NSA	Category B	**80 DRUM**
42	150684	TIFU3253156	2048	DICYCLOPENTADIENE	3		32.2C	III	23500	Y		F-E, S-D	KHH	NSA	Category A	**1 TANK**
43	150686	WHSU0065013	1263	PAINT (including paint, lacquer, enamel, stain, shellac solutions, varnish, polish, liquid filler and liquid lacquer base) or PAINT RELATED MATERIAL(including paint thinning or reducing compound)	3		50C	III	18262	Y		F-E, S-E	KHH	NSA	Category E	**160 DRUM**
44	150782	PRKU0100109	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(1,2,3-TRICHLOROBENZENE)	9			III	26000	Y		F-A, S-F	KHH	NSA	Category A.	**1 TANK**
45	150784	WHLU0678468	3092	1-METHOXY-2-PROPANOL	3		31C	III	17120	N		F-E, S-D	KHH	NSA	Category A	**80 DRUM**

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Port: DEP LKCMB

No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint (°C)	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
46	150786	WHLU0602061	3092	1-METHOXY-2-PROPANOL	3		31C	III	16720	N		F-E, S-D	KHH	NSA	Category A	**80 DRUM**
47	150882	NCCU0223079	2048	DICYCLOPENTADIENE	3		32.2C	III	23680	Y		F-E, S-D	KHH	NSA	Category A	**1 TANK**
48	150884	RLTU2009490	1604	ETHYLENEDIAMINE	8	3/	41.5C	II	23200	N		F-E, S-C	KHH	NSA	Category A. Clear of living quarters. "Separated from" acids.	**1 TANK**
49	150886	WHSU2179289	2079	DIETHYLENETRIAMINE	8		104C	II	15200	N		F-A, S-B	KHH	NSA	Category A. Clear of living quarters. "Separated from" acids.	**80 DRUM**
50	150982	SLZU2595778	1148	DIACETONE ALCOHOL	3		58C	II	24244	N		F-E, S-D	KHH	NSA	Category B	**1 TANK**
51	150984	WHSU0324881	1993	FLAMMABLE LIQUID, N.O.S.(LIME CITRUS AURANTIFOLIA)	3			I	3965	N		F-E, S-E	KHH	NSA	Category E	
52	151082	NCCU1288177	1604	ETHYLENEDIAMINE	8	3/	41.5C	II	23320	N		F-E, S-C	KHH	NSA	Category A. Clear of living quarters. "Separated from" acids.	**1 TANK**
53	151084	WHSU2701900	2320	TETRAETHYLENEPENTAMINE	8		171C	III	17440	Y		F-A, S-B	KHH	NSA	Category A. "Separated from" acids.	**80 DRUM**
54	151086	WHSU2041216	2579	PIPERAZINE	8		74C	III	7200	N		F-A, S-B	KHH	NSA	Category A. Keep as cool as reasonably practicable. "Separated from" acids.	**72 DRUM**

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No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint (°C)	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
55	220382	EGSU1258362	2859	AMMONIUM METAVANADATE	6.1			II	21180	N		F-A, S-A	KHH	NSA	Category A. Segregation as for class 5.1 but "Away from" classes 4.1, 5.1 and 7.	40 BAGS
56	220782	WHSU5927677	1182	ETHYL CHLOROFORMATE	6.1	3/8	16C	I	27786	N		F-E, S-C	KHH	NSA	Category D. Clear of living quarters. Segregation as for class 3 but "away from" class 4.1.	132 DRUM
57	220884	EGHU9438618	2556	NITROCELLULOSE WITH ALCOHOL (not less than 25% alcohol, by mass, and not more than 12.6% nitrogen, by dry mass)	4.1			[redacted]	20800	N		F-B, S-J	KHH	NSA	Category D. "Away from" class 3 and heavy metals and their salts.	160DRUM
58	290382	WHSU0266297	1805	PHOSPHORIC ACID SOULTION	8			[redacted]	23944	N		F-A, S-B	KHH	NSA	Category A	218 DRUM
59	290384	WHSU2918136	2215	MALEIC ANHYDRIDE	8		103C	[redacted]	18720	N		F-A, S-B	KHH	NSA	Category A	720 PAPER BAG
60	290386	WHSU2815360	3016	BIPYRIDILIUM PESTICIDE, LIQUID, TOXIC	6.1			II	18320	N		F-A, S-A	KHH	NSA	Category B.Clear of living quarters	80 DRUM
61	290482	WHSU0199270	3016	BIPYRIDILIUM PESTICIDE, LIQUID, TOXIC	6.1			II	18320	N		F-A, S-A	KHH	NSA	Category B.Clear of living quarters	80 DRUM
62	290484	WHSU2756098	3016	BIPYRIDILIUM PESTICIDE, LIQUID, TOXIC	6.1			II	18320	N		F-A, S-A	KHH	NSA	Category B.Clear of living quarters	80 DRUM
63	290486	ISLU2204017	1595	DIMETHYL SULPHATE	6.1	8/		I	4055	N		F-A, S-B	KHH	NSA	Category D. Clear of living quarters.	1 TANK

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No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint(°C)	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
64	290582	WHLU0563242	1805	PHOSPHORIC ACID SOULTION	8			III	23944	N		F-A, S-B	KHH	NSA	Category A	218 DRUM
65	290584	WHSU2898132	2215	MALEIC ANHYDRIDE	8		103X	III	18720	N		F-A, S-B	KHH	NSA	Category A	16 PALLETS
66	290586	WHSU2414238	2531	METHACRYLIC ACID, STABILIZED	8		77C	[redacted]	16560	N		F-A, S-B	KHH	NSA	Category C.Clear of living quarters	80 DRUM
67	290682	SLZU2406046	1593	DICHLOROMETHANE	6.1			[redacted]	29320	N		F-A, S-A	KHH	NSA	Category A	1 TANK
68	290684	WHSU2556398	3016	BIPYRIDILIUM PESTICIDE, LIQUID, TOXIC	6.1			[redacted]	18320	N		F-A, S-A	KHH	NSA	Category B.Clear of living quarters	80 DRUM
69	290686	WHSU0178323	3016	BIPYRIDILIUM PESTICIDE, LIQUID, TOXIC	6.1			II	18320	N		F-A, S-A	KHH	NSA	Category B.Clear of living quarters	80 DRUMS
70	290782	WHSU0133247	2215	MALEIC ANHYDRIDE	8		103C	III	18720	N		F-A, S-B	KHH	NSA	Category A	720 PAPER BAG
71	290882	PRKU0110956	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(1,2,3-TRICHLOROBENZENE)	9			III	26000	Y		F-A, S-F	KHH	NSA	Category A.	1 TANK
72	290884	BGBU5155317	2076	CRESOLS, LIQUID	6.1	8/	86C	II	23840	N		F-A, S-B	KHH	NSA	Category B	1 TANK

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No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint (°C)	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
73	290886	ISLU2204547	1595	DIMETHYL SULPHATE	6.1	8/		I	3895	N		F-A, S-B	KHH	NSA	Category D. Clear of living quarters.	1 TANK
74	310382	WHSU2925536	2215	MALEIC ANHYDRIDE	8		103C	III	18720	N		F-A, S-B	KHH	NSA	Category A	720 PAPER BAG
75	310384	WHSU2454210	2215	MALEIC ANHYDRIDE	8		103C	[redacted]	18720	N		F-A, S-B	KHH	NSA	Category A	16 PALLETS
76	310386	TGBU1135515	2215	MALEIC ANHYDRIDE	8		103C	[redacted]	18720	N		F-A, S-B	KHH	NSA	Category A	16 PALLETS
77	310482	NCCU1265886	1593	DICHLOROMETHANE	6.1			[redacted]	29600	N		F-A, S-A	KHH	NSA	Category A	1 TANK
78	310484	WHSU2934944	3016	BIPYRIDILIUM PESTICIDE, LIQUID, TOXIC	6.1			II	18320	N		F-A, S-A	KHH	NSA	Category B.Clear of living quarters	80 DRUM
79	310486	WHSU2797517	3016	BIPYRIDILIUM PESTICIDE, LIQUID, TOXIC	6.1			II	18320	N		F-A, S-A	KHH	NSA	Category B.Clear of living quarters	80 DRUM
80	310582	SEGU9833795	1866	RESIN SOLUTION flammable	3		29C	III	5106	N		F-E, S-E	KHH	NSA	Category E	23 DRUM
81	310584	WHSU0184840	2215	MALEIC ANHYDRIDE	8		103C	III	18720	N		F-A, S-B	KHH	NSA	Category A	16 PALLETS

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No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint(°C)	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
82	310586	WHSU2431560	2531	METHACRYLIC ACID, STABILIZED	8		77C	II	16560	N		F-A, S-B	KHH	NSA	Category C.Clear of living quarters	**80 DRUM**
83	310682	WHSU0128718	3016	BIPYRIDILIUM PESTICIDE, LIQUID, TOXIC	6.1			II	18320	N		F-A, S-A	KHH	NSA	Category B.Clear of living quarters	**80 DRUM**
84	310684	WHSU0165120	3016	BIPYRIDILIUM PESTICIDE, LIQUID, TOXIC	6.1			II	18320	N		F-A, S-A	KHH	NSA	Category B.Clear of living quarters	**80 DRUM**
85	310686	ISLU2204378	1595	DIMETHYL SULPHATE	6.1	8/	83C	I	4055	N		F-A, S-B	KHH	NSA	Category D. Clear of living quarters.	**1 TANK**
86	310782	FYCU7132464	1805	PHOSPHORIC ACID SOULTION	8			III	23944	N		F-A, S-B	KHH	NSA	Category A	**218 DRUM**
87	310784	WHSU2054194	2531	METHACRYLIC ACID, STABILIZED	8		77C	II	16560	N		F-A, S-B	KHH	NSA	Category C.Clear of living quarters	**80 DRUM**
88	310882	PRKU2509293	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(1,2,3-TRICHLOROBENZENE)	9			III	26000	Y		F-A, S-F	KHH	NSA	Category A.	**1 TANK**
89	310884	WHSU2951495	3016	BIPYRIDILIUM PESTICIDE, LIQUID, TOXIC	6.1			II	18320	N		F-A, S-A	KHH	NSA	Category B.Clear of living quarters	**80 DRUM**
90	310886	WHSU2351818	2281	HEXAMETHYLENE DIISOCYANATE	6.1		138C	II	17440	N		F-A, S-A	KHH	NSA	Category C. Keep as dry as reasonably practicable. Clear of living quarters.	**80 DRUMS**

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No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint (°C)	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
91	370382	WHSU2662677	2213	PARAFORMALDEHYDE	4.1		70C	III	18800	N		F-A, S-G	KHH	NSA	Category A	720 PAPER BAG
92	370384	WHSU2239705	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1		79C	III	15244	Y		F-A, S-G	KHH	NSA	Category A	600 BAG
93	370386	WHLU0684959	3394	ORGANOMETALLIC SUBSTANCE, LIQUID, PYROPHORIC,WATER-REACTIVE	4.2	4.3/		I	2652	N		F-G, S-M	KHH	NSA	Category D. Prohibited on any ship carrying class 1 with the exceptions listed in 7.2.7.1.3.2. "Separated from" acids.	
94	370582	WHSU2508379	2213	PARAFORMALDEHYDE	4.1		70C	III	18800	N		F-A, S-G	KHH	NSA	Category A	720 PAPER BAG
95	370584	WHSU2104567	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1		79C	III	15244	Y		F-A, S-G	KHH	NSA	Category A	600 BAG
96	370586	WHSU2356430	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1		79C	III	15244	Y		F-A, S-G	KHH	NSA	Category A	600 BAG
97	370782	WHSU2211631	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1		79C	III	15244	Y		F-A, S-G	KHH	NSA	Category A	600 BAG
98	370784	WHSU2070791	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1		79C	III	15244	Y		F-A, S-G	KHH	NSA	Category A	600 BAG
99	370786	WHSU2655256	2215	MALEIC ANHYDRIDE	8		103C	III	18720	N		F-A, S-B	KHH	NSA	Category A	720 PAPER BAG

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No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint (°C)	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
100	370788	WHSU2487281	2215	MALEIC ANHYDRIDE	8		103C	III	18720	N		F-A, S-B	KHH	NSA	Category A	720 PAPER BAG
101	370982	WHSU2021312	2215	MALEIC ANHYDRIDE	8		103C	III	18720	N		F-A, S-B	KHH	NSA	Category A	720 PAPER BAG
102	370984	WHSU0125684	2215	MALEIC ANHYDRIDE	8		103C	[redacted]	18720	N		F-A, S-B	KHH	NSA	Category A	16 PALLETS
103	370986	WHSU0097561	2215	MALEIC ANHYDRIDE	8		103C	[redacted]	18720	N		F-A, S-B	KHH	NSA	Category A	16 PALLETS
104	370988	WHLU0542240	1325	FLAMMABLE SOLID, ORGANIC, N.O.S.(TRIETHYLENEDIMINE)	4.1		70C	[redacted]	6408	N		F-A, S-G	KHH	NSA	Category B	12 PALLET
105	390382	WHSU2072346	2213	PARAFORMALDEHYDE	4.1		70C	III	18800	N		F-A, S-G	KHH	NSA	Category A	720 PAPER BAG
106	390384	WHSU2175848	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1		79C	III	15244	Y		F-A, S-G	KHH	NSA	Category A	600 BAG
107	390386	WHSU2368301	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1		79C	III	15244	Y		F-A, S-G	KHH	NSA	Category A	600 BAG
108	390582	WHSU2871147	2213	PARAFORMALDEHYDE	4.1		70C	III	18800	N		F-A, S-G	KHH	NSA	Category A	720 PAPER BAG

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No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint(°C)	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
109	390584	WHSU2824947	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1		79C	III	15244	Y		F-A, S-G	KHH	NSA	Category A	600 BAG
110	390586	WHSU2970664	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1		79C	III	15244	Y		F-A, S-G	KHH	NSA	Category A	600 BAG
111	390782	WHSU0244662	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1		79C	III	15244	Y		F-A, S-G	KHH	NSA	Category A	600 BAG
112	390784	WHLU0680871	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1		79C	III	15244	Y		F-A, S-G	KHH	NSA	Category A	600 BAG
113	390786	TIIU2571169	2215	MALEIC ANHYDRIDE	8		103C	III	18720	N		F-A, S-B	KHH	NSA	Category A	16 PALLETS
114	390788	WHSU2565506	2215	MALEIC ANHYDRIDE	8		103C	III	18720	N		F-A, S-B	KHH	NSA	Category A	720 paper bag
115	390982	WHSU0168747	2215	MALEIC ANHYDRIDE	8		103C	III	18720	N		F-A, S-B	KHH	NSA	Category A	720 PAPER BAG
116	390984	WHSU0139754	2215	MALEIC ANHYDRIDE	8		103C	III	18720	N		F-A, S-B	KHH	NSA	Category A	16 PALLETS
117	390986	WHSU2491912	2215	MALEIC ANHYDRIDE	8		103C	III	18720	N		F-A, S-B	KHH	NSA	Category A	16 PALLETS

THE HIGH COURT OF KERALA सत्यमेव जयते

Dangerous Goods List

As required by SOLAS 74, chapter VII, regulation 4.5 and 7-2.2, MARPOL 73/78, Annex III, regulation 4(3) and chapter 5.4,paragraph 5.4.3.1 of the IMDG Code)

vices/ computer generated document providing the required information.

mation. Other information is required if applicable.

M.V. : WAN HAI 503 Flag: SINGAPORE

Call Sign: S6AV2 IMO No. : 9294862

Date: 07-06-2025 Voy. : W219

Port: DEP LKCMB

No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint(°C)	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
118	390988	WHSU2233414	1334	NAPHTHALENE, CRUDE or NAPHTHALENE, REFINED	4.1		79C	III	15244	Y		F-A, S-G	KHH	NSA	Category A	600 BAG
			1993	FLAMMABLE LIQUID, N.O.S.	3		33C	III	428	Y		F-E, S-E			Category E	2 DRUM
			1307	XYLENES	3		25C	III	7840	Y		F-E, S-E			Category B	35 DRUM
			1268	PETROLEUM DISTILLATES, N.O.S. or PETROLEUM PRODUCTS, N.O.S.	3		30C	III	336	Y		F-E, S-E			Category E	2 DRUM
119	170382	EITU0220122	1807	PHOSPHORUS PENTOXIDE	8			II	24546	N		F-A, S-B	HKG	NSA	Category A	960 BAG
120	170384	EITU0491510	1807	PHOSPHORUS PENTOXIDE	8			II	24546	N		F-A, S-B	HKG	NSA	Category A	960 BAG
121	180582	WHSU5339890	3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.(GUANIDINE,Ncyano-polymer with N1(2-aminoethyl)-1,2-ethanediamine)	9		250C	III	3174	Y		F-A, S-F	HKG	NSA	Category A	28 DRUMS
122	180584	WHSU5737738	3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, SOLID, N.O.S.(COPPER(1)-IODIDE)	9			III	2550.6	Y		F-A, S-F	HKG	NSA	Category A.	4 PALLET
123	180782	WHSU5934742	1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-9C	II	7778.46	N		F-E, S-D	HKG	NSA	Category E	978 BOX
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-4C	II	89.06	N		F-E, S-D	HKG	NSA	Category E	18 BOX
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-9C	II	5.22	N		F-E, S-D	HKG	NSA	Category E	1 BOX
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-8C	II	1357.82	N		F-E, S-D	HKG	NSA	Category E	264 BOX
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-6C	II	1079.85	N		F-E, S-D	HKG	NSA	Category E	186 BOX
124	180784	WHSU8104899	1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-9C	II	4157.47	N		F-E, S-D	HKG	NSA	Category E	767 BOX

THE HIGH COURT OF KERALA

Dangerous Goods List

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M.V. : *WAN HAI 503* Flag: *SINGAPORE*

Call Sign: **S6AV2** IMO No. : **9294862**

Date: 07-06-2025 Voy. : **W219**

Port: DEP LKCMB

No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint (°C)	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-9C	II	113.14	N		F-E, S-D	HKG	NSA	Category E	14 BOX
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-8C	II	30.66	N		F-E, S-D	HKG	NSA	Category E	6 BOX
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-6C	II	132.7	N		F-E, S-D	HKG	NSA	Category E	25 BOX
			1193	ETHYL METHYL KETONE(METHYL ETHYL KETONE)	3		-9C	II	4520.28	N		F-E, S-D	HKG	NSA	Category B	538 BOX
125	180786	WHSU8202513	1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-9C	II	3566.13	N		F-E, S-D	HKG	NSA	Category E	642 BOX
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-9C	II	406.69	N		F-E, S-D	HKG	NSA	Category E	49 BOX
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-8C	II	658.03	N		F-E, S-D	HKG	NSA	Category E	118 BOX
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-6C	II	564.39	N		F-E, S-D	HKG	NSA	Category E	92 BOX
			1193	ETHYL METHYL KETONE(METHYL ETHYL KETONE)	3		-9C	II	2903.09	N		F-E, S-D	HKG	NSA	Category B	326 BOX
126	180982	WHSU6925133	1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-9C	II	7241	N		F-E, S-D	HKG	NSA	Category E	1393 BOX
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-4C	II	19.79	N		F-E, S-D	HKG	NSA	Category E	4 BOX
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-9C	II	319.93	N		F-E, S-D	HKG	NSA	Category E	49 BOX
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL(including printing ink thinning or reducing compound), flammable	3		-6C	II	156.89	N		F-E, S-D	HKG	NSA	Category E	34 BOX
127	180984	WHSU5631181	3090	LITHIUM BATTERIES	9			II	2494.16	N		F-A, S-I	HKG	NSA	Category A	167 BOX
			1263	PAINT (including paint, lacquer, enamel, stain, shellac, varnish, polish, liquid filler and liquid lacquer base) or PAINT RELATED MATERIAL(including paint thinning or reducing compound)	3		28C	II	554.75	N		F-E, S-E	HKG	NSA	Category A	43 BOX
			1210	PRINTING INK flammable or PRINTING INK RELATED MATERIAL (including printing ink thinning or reducing compound), flammable	3		41C	III	212.25	N		F-E, S-D	HKG	NSA	Category E	11 BOX
128	050282	HLBU1182265	3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.	9			III	11144	Y		F-A, S-F	SIN	NSA	Category A	56 DRUM

Dangerous Goods List

As required by SOLAS 74, chapter VII, regulation 4.5 and 7-2.2, MARPOL 73/78, Annex III, regulation 4(3) and chapter 5.4,paragraph 5.4.3.1 of the IMDG Code)

vices/ computer generated document providing the required information.

mation. Other information is required if applicable.

M.V. : *WAN HAI 503* Flag: *SINGAPORE*

Call Sign: **S6AV2** IMO No. : **9294862**

Date: 07-06-2025 Voy. : **W219**

Port: DEP LKCMB

No.	Stowage position	Container No.	UN No.	Proper Shipping Name	IMO Class	Subsidiary Risk	FlashPoint(°C)	Packing Group	Weight (KGS)	MP	Ltd Qty(Y/N)	EmS	Port of Load	Port of Disch	Stowage requirement, Special Information and others	Remarks
129	050284	TGBU2202006	3394	ORGANOMETALLIC SUBSTANCE, LIQUID, PYROPHORIC,WATER-REACTIVE	4.2	4.3/		I	4982.5	N		F-G, S-M	SIN	NSA	Category D. Prohibited on any ship carrying class 1 with the exceptions listed in 7.2.7.1.3.2. "Separated from" acids.	PORTABLE TANK
130	170482	SIMU2502777	3295	HYDROCARBONS, LIQUID, N.O.S.	3		54C	III	16950	N		F-E, S-D	SIN	NSA	Category E	1 TANK
131	170484	TCKU2051348	2286	PENTAMETHYLHEPTANE	3		43C	III	14120	N		F-E, S-D	SIN	NSA	Category A	80 DRUM
132	170486	EGHU3655278	2924	FLAMMABLE LIQUID, CORROSIVE, N.O.S.	3	8/	-60C	III	3360	N		F-E, S-C	SIN	NSA	Category E.Clear of living quarters.	16 DRUMS
133	170682	RLTU2620107	1299	TURPENTINE	3		37C	III	20000	N		F-E, S-E	SIN	NSA	Category A	1 TANK
134	170684	GESU8067026	1299	TURPENTINE	3		37C	III	20000	Y		F-E, S-E	SIN	NSA	Category A	1 TANK
135	170686	CAAU2334080	2286	PENTAMETHYLHEPTANE	3		43.8C	III	14120	N		F-E, S-D	SIN	NSA	Category A	80 DRUM
136	190482	AAMU2505956	3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.	9			III	19170	Y		F-A, S-F	SIN	NSA	Category A	1 TANK
137	190484	SIMU2591943	3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCE, LIQUID, N.O.S.	9			III	19180	Y		F-A, S-F	SIN	NSA	Category A	1 TANK
138	190682	HOYU9681420	1299	TURPENTINE	3		35C	III	20000	N		F-E, S-E	SIN	NSA	Category A	1 TANK
139	190684	HOTU9500433	1299	TURPENTINE	3		37C	III	20000	Y		F-E, S-E	SIN	NSA	Category A	1 TANK
140	190686	TRHU1192632	3265	CORROSIVE LIQUID, ACIDIC, ORGANIC, N.O.S.(SODIUM POLYACRYLATE)	8			III	1983.2	N		F-A, S-B	SIN	NSA	Category B.Clear of living quarters	8 DRUM
			3265	CORROSIVE LIQUID, ACIDIC, ORGANIC, N.O.S. (CONTAINS PHOSPHORIC ACID, PHOSPHATED ESTER)	8			III	6160	N		F-A, S-B	SIN	NSA	Category B.Clear of living quarters	28 DRUMS
141	300184	UACU5792654	3175	SOLIDS CONTAINING FLAMMABLE LIQUID, N.O.S.	4.1			II	1.33	N		F-A, S-I	SIN	NSA	Category B	3 BOX
			2286	PENTAMETHYLHEPTANE, SOLUTION ((ISODODECANE))	3			III	8.53	N		F-E,S-D				3 BOX
			1993	FLAMMABLE LIQUID, N.O.S (ISODODECANE, ETHANOL)	3		38C	III	2.12							2 BOX
142	190282	BHCU3233632	2030	HYDRAZINE, AQUEOUS SOLUTION with not less than 37% hydrazine, by mass	8	6.1/	103C	II	17000	Y		F-A, S-B	PKG	NSA	Category D.Clear of living quarters. "Separated from" acids.	80 DRUM
143	190284	IAAU2969846	2030	HYDRAZINE, AQUEOUS SOLUTION with not less than 37% hydrazine, by mass	8	6.1/	103C	II	17000	Y		F-A, S-B	PKG	NSA	Category D.Clear of living quarters. "Separated from" acids.	80 DRUM

ilsation, regulatory clearanc

s SITREP are based on both v

ployed 05 salvage personnel
divers of ICG) onboard. Ad
ed; approximately 3000 litres
litres en route. DCP (1000 l
pore air base and received

Figure 2: 12 June 2009 (c)

Figure 2: Connection of hose line

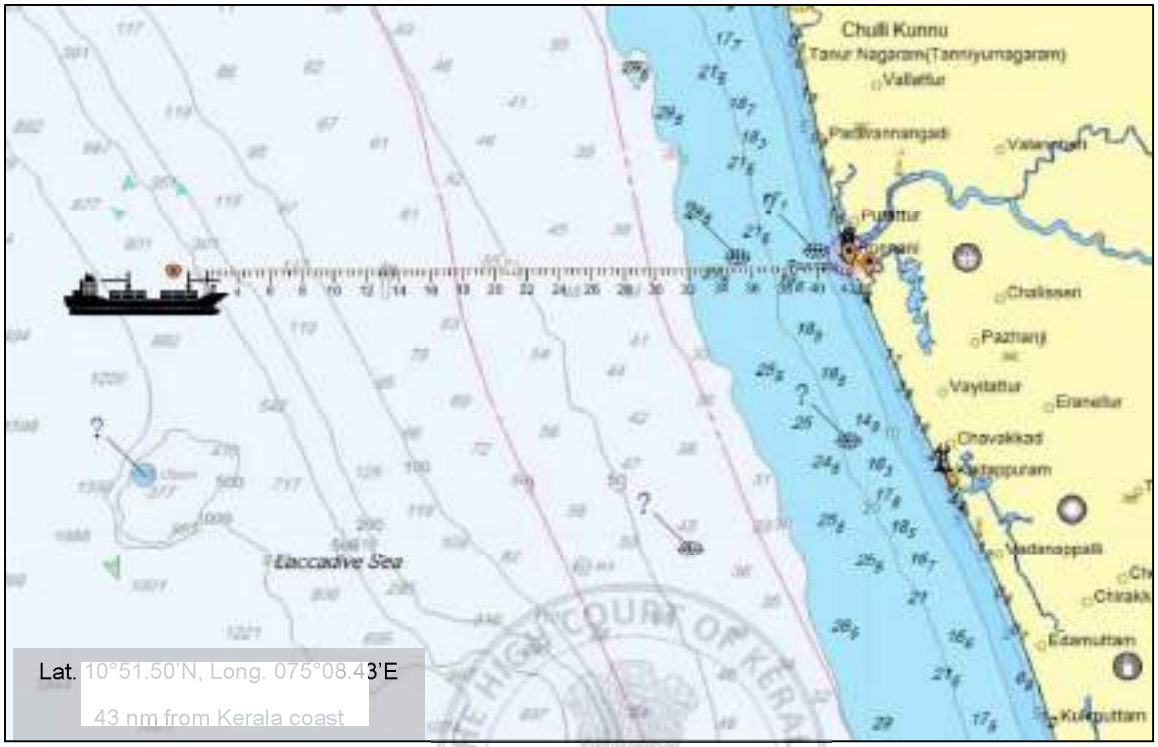


Figure 4: Location of MSC HAJ 503 at 1800 hrs on 11 Jun

THE HIGH COURT OF KERALA
सत्यमेव जयते

on 19/06/2025

THE HIGH COURT OF KERALA
सत्यमेव जयते

Directorate General of Shipping

1. Overview:

Refer to SITREP – 2, 2200 hrs on 09/06/2025

2. Response Actions Initiated:

Refer to SITREP – 3, 2200 hrs on [illegible]

Figure 1: MSC MAYA 509 at 1300 hrs 12 Jun

The vessel [illegible] but [illegible] and [illegible] easterly direction, presently located [illegible] miles off the Kerala coast. Lat. 10°11.08'N, Long. 075°32.06'E. Firefighting efforts have led to substantial reduction in active flames, with approximately 40% of the fire now suppressed. [illegible] working on mitigating the fire, dropping Dry Chemical P[illegible]

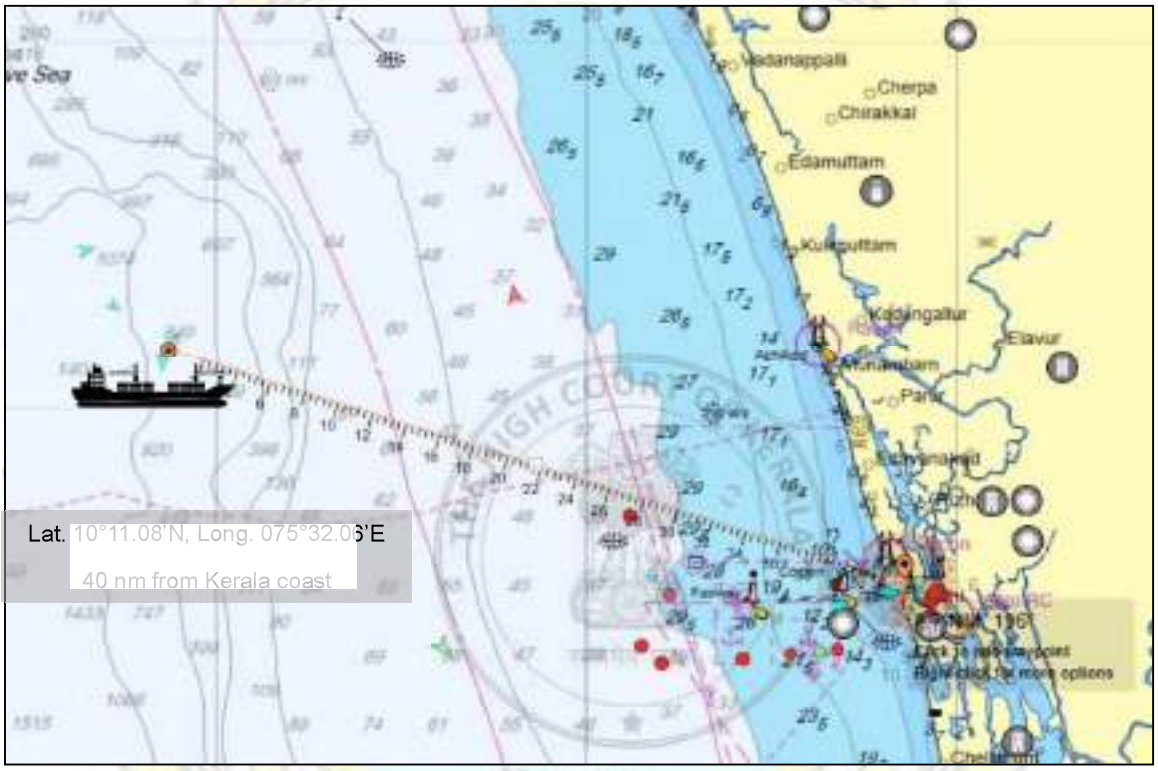
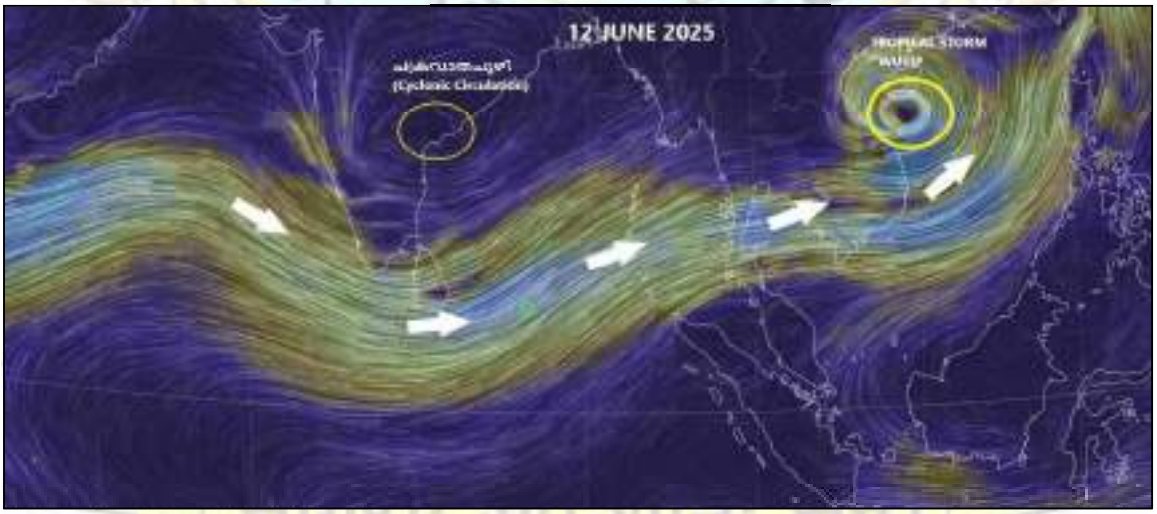


Figure 2: Position of the vessel at 1200 hrs on 12 Jun 2025

...ns on 10/06/2025.

IMD and KSDMA, strong wes s are expected over Kerala, M ith wind speeds likely reach ntly increases the urgency o ngements, and shifting the ve further offshore to prevent potential environmental and coastal impact.



Assessment
[REP ... 2200 hrs on 10/06/2025

Direct echno

Directorate General of Shipping

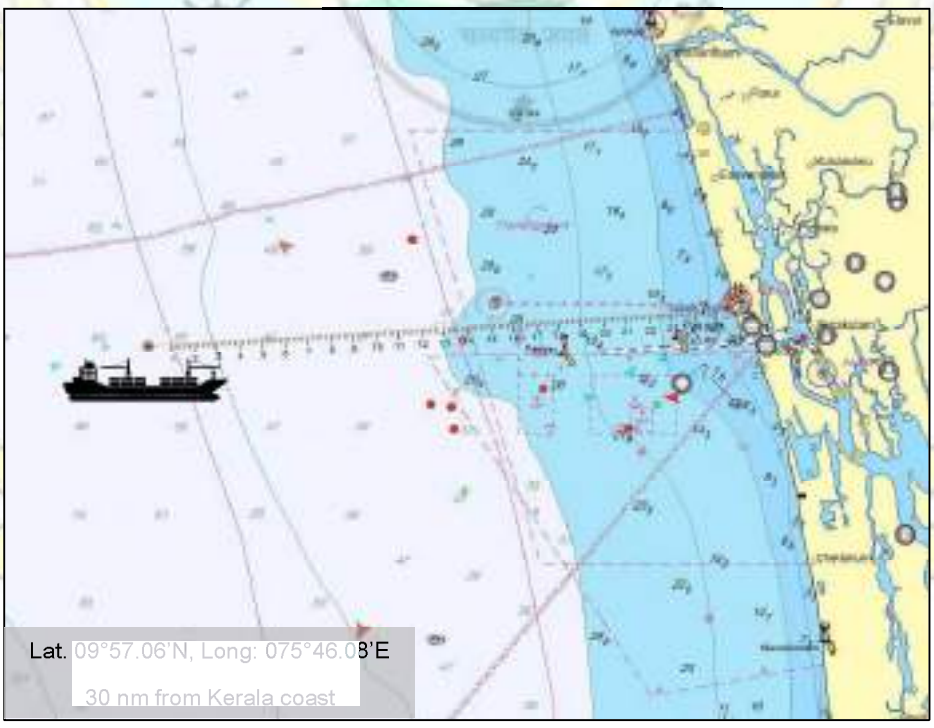


Figure 1: Location of the vessel as on 1630 Hrs

towards
nder high
wind conditions.

ard (ICG)
ed at the
site. In a significant development, three personnel have successfully boarded the vessel as of 1747 hours and connected the towline to *Tug Offshore Warrior*.

Figure 2: Towline connected on Offshore Warrior as on 13/06/25

Additionally. Tug Triton Liberty is also at the location with a standby rope to connect with the ship. An attempt will be made during morning hours on 14th June 2025 to connect the tow line of Triton Liberty to WAN HAI 503 as well

Tug Water Lily had arrived at Port of Kochi to clear her fouled propeller and has been instructed to carry additional fuel for Offshore Warrior to sustain the towing operation. ETV Water Lily is expected to depart Kochi after completion of bunkering. The propeller of ETV has been cleared and she is now expected to depart at about 0400 hours on 14 June and will reach the incident site at 1100 hours on same day

Tug Garnet is expected to arrive the incident site at 2330 hours on 13 June 25 to further augment the towing effort. The Shipping Corporation of India has also been issued a notice to release their *Tug SCI Panna* to be deployed for the emergency response operation and she will also be available for towing operations from afternoon of 14 June 2025.

4. Additional Support

In view of the vessel's precarious condition and proximity to the Indian coastline, a multi-layered and reinforced deployment of salvage and support assets has been maintained.

- have also been strategically positioned close to the shoreline
- ney containment and skimmers, particularly to suppress
- vessel and into coastal proximity
- me containers during
- ny cooling to prevent escalation.

Foam and DCP stocks have been positioned for immediate use at sea and onshore, ensuring uninterrupted firefighting capability. Simultaneously, all local authorities along the Kerala coast are considering to maintain hospital readiness, fire rescue services on standby, and pre-position fire tenders at

Figure 3: [illegible]

Directorate [illegible] Kerala to [illegible] grounding zones if necessary, and prepare evacuation and pub[illegible] for coastal communities. Immediate advisory alerts will be issued [illegible] state administration if any reversal in drift pattern is detected.

7. Navigational Hazards:

Refer to SITREP – 3, 2200 hrs on [illegible] 05

8. Coordination Measures:

Refer to SITREP – 3, 2200 hrs on 10/06/2025

9. Cargo Assessment:

Refer to SITREP – 3, 2200 hrs on 10/06/2025

Directorate General of Shipping

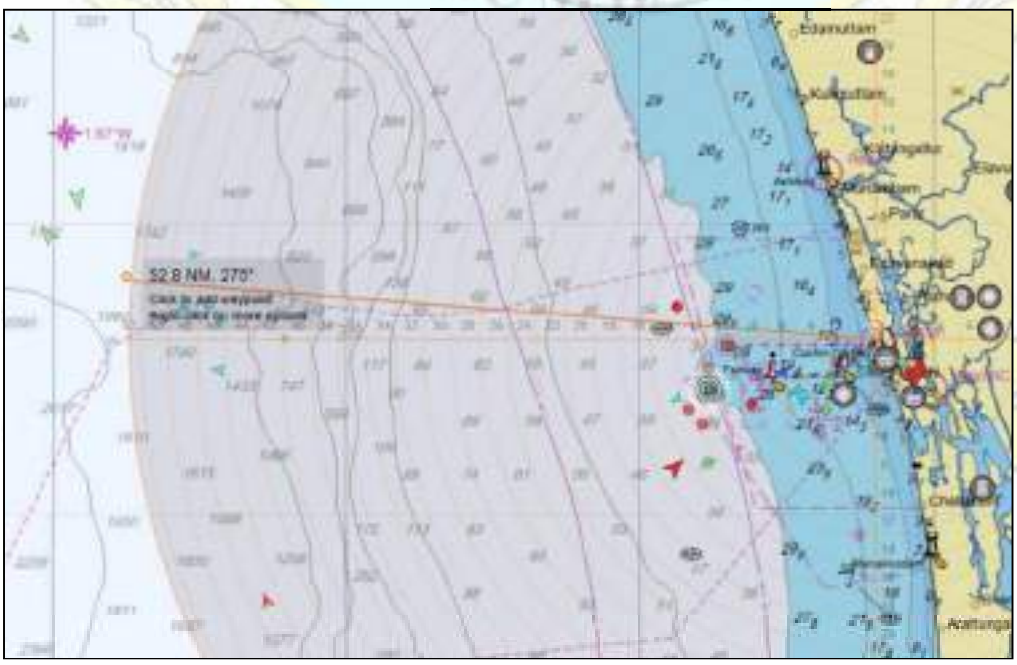
Incident Overview:

Response Actions Initiated

on 10/06/2025

Present Status:

approximately 53 nautical mile
in a westerly direction until 22



Salvage operations are ongoing under continuous monitoring, with weath

ns.

establish connection for at-se bunkering with great
her conditions at about 1535 h rs and received 65 KL
n the afternoon today.

Figure 2: Offshore Warrior receiving fuel from ICG Sakshi at 1535 hrs and with new line at 1820 hrs on 14 Jan

Figure 4: Offshore Warrior with tow line at 1500 hrs and 1415 hrs on 14 Jun 2025

numbers.

abilised the vessel's position temporarily stable, the ve and weather-dependent. T cargo alongside heavy fuel ental and safety risks in case

vigilance.

efforts.

...tion Measures:

...SITREP – 3, 2200 hrs on 10/06/2025

...Cargo Assessment:

Refer to SITREP – 3, 2200 hrs on ...

Director

Techno

Directorate General of Shipping

ains under controlled tow in t
1.18'E, which is approximately
266 degrees 57 nm west of
h a westward course of 275°
ms to stabilize its position. W
as been controlled for now, t
persistent adverse sea and

Figure 1: Position of WAN HAI 503 as on 12.06.2025 2200 hrs

Figure 2: Smoke emerging from the vessel

escalation.

Figure 3: Vessel Deployment for Emergency Response

remotely.

ontinue to instruct coastal res
debris that may reach the s
)0 metres and reporting sig

Situation Assessment

e Indian coast has been stabil
licate and susceptible to rap

dle

Refer to SITREP – 3 2200 Hrs on 10/06/2025

Refer to SITREP – 3 2200 Hrs on 10/06/2025

Refer to SITREP – 3 2200 Hrs on 10/06/2025

Director Techno

Directorate General of Shipping

VAN HAI 503 remains under c ntrolled tow at positio ximately 58 nautical miles we t of Azhikod holding a eed of 0.3 to 0.6 knots.

Figure 1: Position of VAN HAI 503 as on 16.06.2025 1200 hrs

The towline remains connected via

4.

continuous multi-agency dep s. Seven tugs — *Offshore War* ..., *Garnet*, and *ETV Water* ... — are deployed ng in rotation, targeting high ... ral temperature balance.

Figure 2. Tugs conducting fire suppression

Figure 3: Lifeboat and container located onshore on late hours on 15 Jun

operations.

Securing a second towline remains the most critical priority to provide redundancy and improve stability for future long-haul towing, with eventual relocation options being evaluated for potential port of ref[illegible]d [illegible]EEZ. Simultaneously, discussions continue with Kerala State au[illegible]horities and shoreline respon[illegible]se agencies to ensure readiness in the unlikely e[illegible]f any rapid drift shift toward In[illegible]dian waters. ICOPF has advised continued shore[illegible]adiness, even as the vessel is progressively moved further offshore, to accou[illegible]any container drift or unfores[illegible]een environmental spill scenarios.

Medical response efforts cont[illegible]nue for the injured crew me[illegible]bers, with five of the[illegible] are still hospitalised includ[illegible]ling three in Intensive Care Uni[illegible] (ICU). Ongoing [illegible] families is being facilitated by the owners and authorities. At present, re[illegible] remains under the operational leadership of the Directorate [illegible] with constant upda[illegible]s provided to the Ministry of Ports [illegible] from the highest levels of governm[illegible]

Navigational Hazards

Refer to SITREP – 3, 2200 hrs on 10/06/2025

सागराः सुपन्थानः सन्तु

Directorate General of Shipping, 9th Floor Beta Building, I-Think Techno Campus, Kanjurmarg (East), Mumbai - 400 042 (India)

Directorate General of Shipping

25, *MV WAN HAI 503* is po
5 nautical miles off the Kera
irse 250° at 1.0 knots.

Figure 1: Position of MV WAN HAI 503 as on 17.06.2025, 1800 hrs

ng efforts continue in rotation with the support of four
Winger, *Garnet*, *Saksham*, and *ETV Water Lily*, each
cross the vessel, with emphasis on the midship and
plan involves continuation of this rotation, ensuring

Figure 2: Tug 'Boka Winger' conducting firefighting operations

Figure 3: Towline connected to *Offshore Warrior*

the vessel is operating with
d hull strength evaluations, es
d sections, remain a priority.

Port of Refuge continue, with
ete fire suppression, structural
ernatives in Bahrain, Sri Lank
ation of a body reportedly w

onal Hazards:

Refer to SITREP – 3, 2200 hrs on 10/06/2025

Director

Techno

Directorate General of Shipping

25, MV WAN HAI 503 is po
nautical miles off the Kerala c
f 1.0 knot.

Figure 1: Position of WAN HAI 503 as on 14.06.2025 0600 hrs

detection.

d its operations with firefighting
s will be deployed from Garne
aboard Saroja Blessing, which
. Efforts are underway to res
iton Liberty, which was previo
im support if deployment dela

Figure 2: Tug rendezvous for operation

specialised firefi[illegible] dispatched f[illegible]
expected to re[illegible]bai by 21 Jun. C[illegible] onboarded on [illegible]
is scheduled to reach the site before 25 June. The salvage tea[illegible]
g high-performance synthetic tow ropes from Singapore, which are u[illegible]
oms clearance and will be used for improved towing reliability.

Figure 3: Ongoing towing and lifting operations

horeline response operation[illegible] supervision of MERC and Spill[illegible]
and are actively monitoring the coast for drifting containers or hazardous debris. A
human body suspected to be linked to the casualty has been recovered near th[illegible]
nd is currently under verification by local authorities. Ship[illegible]

surviving crew.

southwest monsoon. Tandem
with plans to undertake the sec
yed or an alternate asset be
tly, with swells around 3–3.5
e salvage master continues to a
secure long-range towing.

of Refuge are ongoing. Jebel A

Director General of Shipping, 9th Floor, Beta Building, I-Think Techno

Directorate General of Shipping

25, *MV WAN HAI 503* is po nautical miles off the Kera a speed of 1.6 knots.

Figure 1: Position of WAN HAI 503 as at 19.08.2025 0600 hrs

Figure 2: Aerial assessment indicates only minor smoke, no flames sighted

and boundary cooling operations are being carried out by
MV Water Lily, with firefighting teams maintaining cooling
and responsibilities were clearly
target, which is now maintaining
cooling was completed at 0232 hrs with assistance from MV Water
Lily. Offshore Warrior has departed the area for Port Harcourt, provisions, and onboard
supplies and is expected to return to station upon completion of turnaround.

Figure 3: Condition of the WAN HAI 503 on 19 Jun

vo 125kVA generators aboard

ow to

erator, a relatively short transi
ss expressed by the port ope
horities remains pending. Jeb
ve options. Criteria being
inspection infrastructure, scra
ies. Additionally, geopolitical a
ait of Hormuz and monsoon

Directorate General of Shipping

5, *MV WAN HAI 503* is locate
nautical miles from the India
of 320° and speed of 0.7 knot

Figure 1: Position of MV WAN HAI 503 as on 20.06.2025 0600 hrs

Figure 2: Aerial assessment indicates only white smoke, no flames sighted

confirmed.

Figure 3: Condition of the vessel on 20 Jun 25

two high-strength synthetic t
tantially enhancing control of t
wing. Plans are underway to re
towline as a long-term config
essel's current distance from
safe buffer zone, and towing

Directora Techno

Directorate General of Shipping

2025, MV WAN HAI 503 is nautical miles from the Kerala c

Figure 1: Position of WAN HAI 503 as on 21.06.2025 1800 hrs

Indian coast.

Figure 2: Aerial assessment indicates only white smoke, no flames sighted

conditions onboard have improved, though localised smoke emissions persist. Smoke continues to rise from cargo hold areas between Bays 4–9, with ... is noted at Bay 17 and near Bay 37–39. Crew report smoke from the ... Bays 33–35. No flames are currently visible. ... reading indicates a general ... temperatures were recorded around ... Bay 25 at 48°C, while areas such as ... register ambient heat levels (32–36°C). ... has been largely suppressed.

Firefighting, boundary cooling, and fire watch are being carried out in rotation by ... *Water Lily*, *Saroja Blessing*, and *Boka Winger*. At 1406 hrs, the ...

Figure 3: Personnel onboard assessing the vessel condition

4. Additional Support

The second tow rope—measuring 96 mm—was successfully connected to the casualty on 20 June, and the previously chafed rope from Boka Winger has been replaced. Current towing is being managed by Offshore Warrior, while Boka Winger remains available for additional FiFi (firefighting) support. Salvage personnel onboard continue to expand access inside the vessel, supported by equipment and [illegible] via support vessels. Temperature gauging operations are being

Figure 4: Vessel towing secured by Offshore Warrior while Boka Winger remains available for additional firefighting support

under MERC and ITOPF. No new debris or drifting
long the Kerala coast. One body previously recovered
nalysis in coordination with Kochi Police. Immigration
alvage crew changes and equipment mobilisation
aison between DGS and regional authorities.

in the midsection, likely caused by temperatures reaching 800–900°C during peak fire exposure. Collaboration with DNV's Emergency Response Service (ERS) is ongoing to assess structural strength and vessel stability for long-haul towing to a Port of Refuge

Figure 5: Onboard assessment by the vessel

Hambantota, Sri Lanka, remains the preferred Port of Refuge. A site visit by the salvage team is scheduled early next week to coordinate with port authorities on the vessel's condition, draft, berthing requirements, and onboard hazards. Dubai and Far East ports such as Singapore and Malaysia remain backup options. Route planning (via east or west of Sri Lanka) will be finalised post-site assessment, based on prevailing sea and monsoon conditions.

The Directorate General of Shipping continues to provide unified command and daily oversight of salvage, firefighting, port clearance, and inter-agency coordination. Regular SITREPs are being shared with MoPSW, and coordination with MPA Singapore, vessel owners, salvage contractors, and Indian authorities remains uninterrupted to ensure the safe resolution of the incident.

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6. Navigational Hazards:

Refer to SITREP – 3, 2200 hrs on 10/06/2025

Assessment
[IREF – 3 – 2200 hrs on 10/06/2025

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Directorate General of Shipping

25, *MV WAN HAI 503* is po nautical miles off the Indian cc s.

Figure 1: Position of MV WAN HAI 503 as on 22.06.2025 1800 hrs

Figure 2: Visuals of vessel as on 22.06.2025, 1220 hrs

activity onboard remains a ctive but localised. Bay 14 has witnessed a reignit
visible black smoke, while ght grey smoke continues to b e emitted from Bay
37–39. Firefighting efforts are ongoing with rotation between *Boka*
Varoja Blessil and *Water Lily* as required. Necessary cooling h
ging has been employed to monitor evolving hotspo
ions of water ingress with the ves
leadings currently stand at 1.0 m
12.6 m at midship, indicating
dsection but growing con

al Support

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scheduled for 23 June to locate the s
including damage. T&T have
assess the status of the emergency
switchboard, [illegible] generator, both of which have remained
during proper testing. All [illegible] including Pyrocool are
transit aboard *Virgo*, currently en route to Fujairah.

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been retrieved and is expected to be delivered ashore.

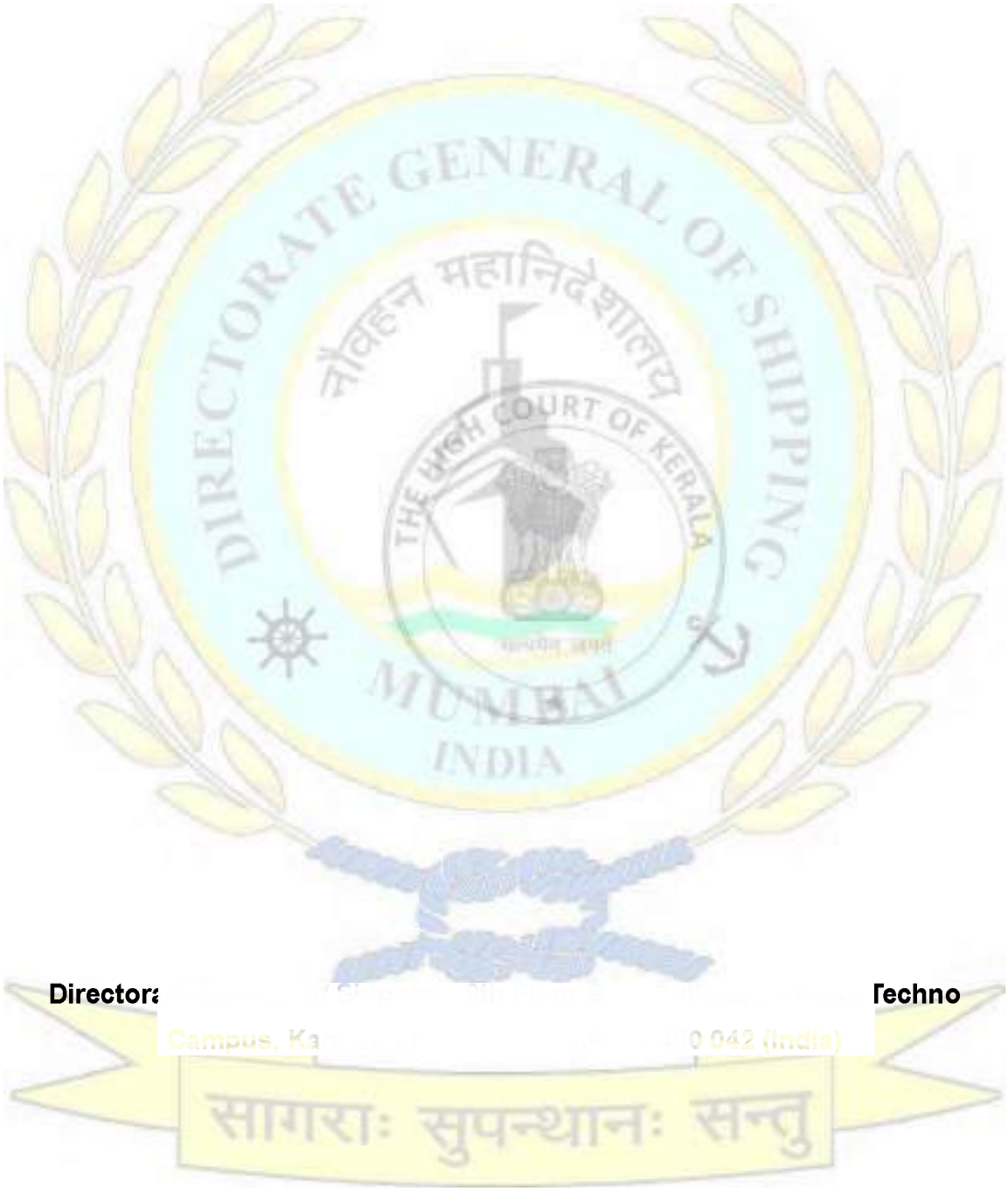
stability.

visit to Hambantota on 24 J
environmental safety protocols
ite options, taking into acco
integrity. Should the casualty s
will be executed without delay.

pping continues to oversee a
e management of the incident a

s:

Coordination Measures:



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Campus, Ka 0 042 (India)

Directorate General of Shipping

, MV WAN HAI 503 remains under tow at position
ximately 72 nautical miles fro m the Indian coastline,
knots.

Figure 1: Position of WAN HAI 503 as on 23.06.2025 1200 hrs

Figure 2: Condition of the vessel on 22.06.2024, 1229 hrs

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inster.

ll significantly enhance onboa

Situation Assessment

stable with a slight list of appr

. Intermittent flare-ups withi

...salvage timeline ... mitigation plans ...
...ions. The Directorate will enforce necessary measures to safeguard ...
... and coastal interests should these actions not progress satisfactorily ...
...dated timeframes.

6. Navigational Hazards:

Refer to SITREP – 3, 2200 hrs on 10/06/2025

7. Coordination Meas...

Refer to SITREP – 3, 2200 hrs on 10/06/2025

8. Cargo Assessments:

Refer to SITREP – 3, 2200 hrs on 10/06/2025

Director... **Techno...**

Directorate General of Shipping

Figure 2: Draft & Bow of the vessel

Additional Support

ce of intermittent smoke and
ued vigilance. The salvage ma
castle and underdeck passage
fe due to high gas concentrat
with equipment deployment c
for reinforcing the towline syste
prepared on site.

scenario.

ment.

Director

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Directorate General of Shipping

Lat. 09°58.47'N, Long. 075°00.09'E

70 nm from Kochi coast

Figure 1: Position of WAN HAI 503 as on 25.06.2025 1600 hrs

vage stability. Measures are al
permanent wire ropes, thou
conditions. Salvors have bee
ermanent tow lines at the ea
nce has been arranged for the
ns of illness upon returning to

Director

Techno

Directorate General of Shipping

IV WAN HAI 503 remains unde tow approximately 85 Nautical Miles off the Indi stline, positioned at Lat. 09°16 73'N Long. 074°49.96' E, proceeding west-southw t speeds between 1.2 to 3 knots with heavy rolling and pitching due to persistent rough sea conditions.

Figure 1: Position of WAN HAI 503 as on 26.06.2025 1600 hrs

Figure 2: Estimated trajectory for vessel movement

no. 4 remains critical. Structu

itainer stack collapse in the

ability (small) [illegible] boarding in the [illegible] g capability [illegible]

Additional Support

Salvage resources currently deployed include Offshore Warrior (towing), Saksham (Water Lily Boundary cooling, firefighting) and Sanjia Blessing (carrying additional equipment and independent pump [illegible] firefighting material remains en route aboard Virgo, scheduled to arrive by 26th June.

Figure 4: Vessel condition on 16 Jun 25

cases showing signs of recov

to compounded risks from o

ather conditions hampering o

s with incomplete manifest da

operation.

focus remains on stabilising

tow beyond Indian jurisdiction.

rs continues, with clear directi

container manifest data and a

ess. T&T Salvage has been ins

rd wire towline installation whe

lvage operations.

in the shortest possible timeframe.

to SITREP – 3, 2200

ation Measures:

Director: Techno

Directorate General of Shipping

2025, MV Wan Hai 503 is pos
0 nautical miles from the India
:s under moderate sea conditi

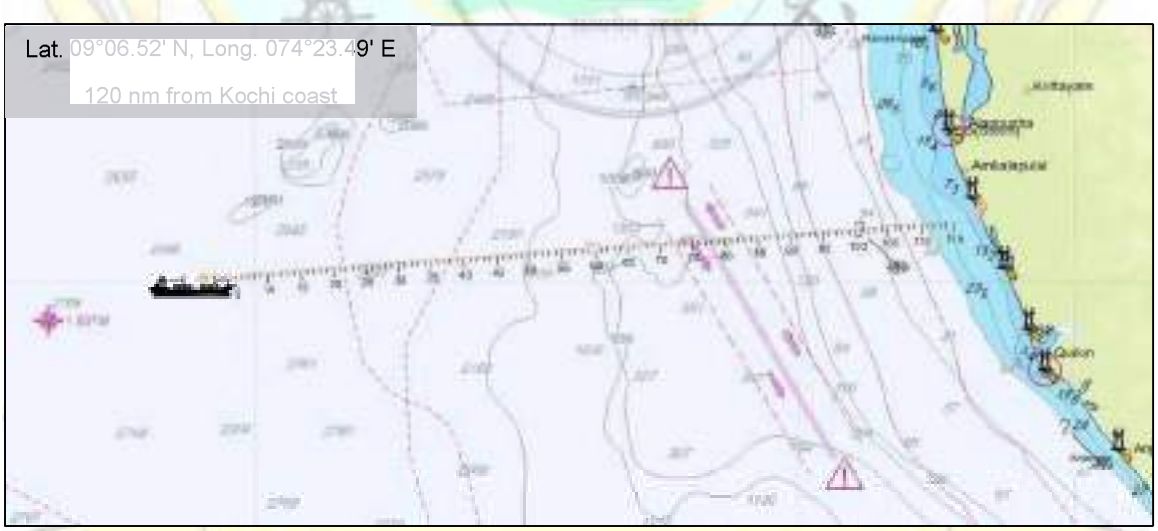

Figure 1: Position of MV Wan Hai 503 on 27.06.2025 1800 hrs

The salvage team, comprising the Salvage Master, firefighters, and supp

asualty vessel facilitating salv ge gear and personnel
ged in the transfer of personn l and the Voyage Data
been shifted to Water Lily for transport to Kochi Por
ng operations aimed at movin g the vessel out of
one (EEZ), with approximat ely 82 nautical

assessment

operational environment remains challenging, with heavy swell and
ions limiting safe access to the casualty for comprehensive firefighti
ntaining efforts. The vessel's draft has increased but remains within permissi
rameters, and structural stability assessed at 75.9% of allowable sea forces
However, the presence of unknown cargo - over 280 containers with incomplet
declarations—continues to pose significant risk, including fire escalation risks and crew
safety.

Figure 2: Condition of the vessel on 27 Oct 2025

The partial [illegible] deck surfaces, overcast conditions compromised
containment, with wind-dri[illegible] and [illegible] smouldering fires, particularly in
containers suspected to hold plastic resin. While boundary cooling is ongoing via
available tugs, direct internal firefighting remains constrained until access is [illegible]

igational safety, and contin

s.

Navigational Hazards

on 10/06/2025

Coordination Measures:

Directorate

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Directorate General of Shipping

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nues its towage operation tov). As of 1200 hrs on 28 June 074° 22.43'E, approximately on a southerly course at a sp

Figure 1: Position of WAN HAI 503 as on 28.06.2025 1200 hrs

going with Saroja Blessings
age team has confirmed that ap
een pumped out of the flood
ewatering is subject to impro

Figure 2: Condition of the vessel on 28 June 2025

Bank.

on 10/06/2025

on 10/06/2025

Directora Shipping, 9th Floor Beta Build Techno

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INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA

2004

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Part A
Carriage of dangerous goods in packaged form

Regulation 1
Definitions

For the purpose of this chapter, unless expressly provided otherwise:

1 *IMDG Code* means the International Maritime Dangerous Goods (IMDG)Code adopted by the Maritime Safety Committee of the Organization by resolution MSC.122(75), as may be amended by the Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article VIII of the present Convention concerning the amendment procedures applicable to the annex other than chapter I.

2 *Dangerous goods* mean the substances, materials and articles covered by the IMDG Code.

3 *Packaged form* means the form of containment specified in the IMDG Code.

Regulation 2
*Application**

1 Unless expressly provided otherwise, this part applies to the carriage of dangerous goods in packaged form in all ships to which the present regulations apply and in cargo ships of less than 500 gross tonnage.

2 The provisions of this part do not apply to ships' stores and equipment.

3 The carriage of dangerous goods in packaged form is prohibited except in accordance with the provisions of this chapter.

4 To supplement the provisions of this part, each Contracting Government shall issue, or cause to be issued, detailed instructions on emergency response and medical first aid relevant to incidents involving dangerous goods in packaged form, taking into account the guidelines developed by the Organization.†

Regulation 3
Requirements for the carriage of dangerous goods

The carriage of dangerous goods in packaged form shall be in compliance with the relevant provisions of the IMDG Code.

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* Refer to:
.1 part D, which contains special requirements for the carriage of INF cargo; and
.2 regulation II-2/19, which contains special requirements for ships carrying dangerous goods.

† Refer to:
.1 the *Emergency Response Procedures for Ships Carrying Dangerous Goods (EmS Guide)* (MSC/Circ.1025); and
.2 the *Medical First Aid Guide for Use in Accidents Involving Dangerous Goods (MFAG)* (MSC/Circ.857)
published by the Organization.

Regulation 4
Documents

1 In all documents relating to the carriage of dangerous goods in packaged form by sea, the Proper Shipping Name of the goods shall be used (trade names alone shall not be used) and the correct description given in accordance with the classification set out in the IMDG Code.

2 The transport documents prepared by the shipper shall include, or be accompanied by, a signed certificate or a declaration that the consignment, as offered for carriage, is properly packaged, marked, lapelled or placarded, as appropriate, and in proper condition for carriage.

3 The person(s) responsible for the packing/loading of dangerous goods in a cargo transport unit* shall provide a signed container/vehicle packing certificate stating that the cargo in the unit has been properly packed and secured and that all applicable transport requirements have been met. Such a certificate may be combined with the document referred to in paragraph 2.

4 Where there is due cause to suspect that a cargo transport unit in which dangerous goods are packed is not in compliance with the requirements of paragraph 2 or 3, or where a container/vehicle packing certificate is not available, the cargo transport unit shall not be accepted for carriage.

5 Each ship carrying dangerous goods in packaged form shall have a special list or manifest setting forth, in accordance with the classification set out in the IMDG Code, the dangerous goods on board and the location thereof. A detailed stowage plan, which identifies by class and sets out the location of all dangerous goods on board, may be used in place of such a special list or manifest. A copy of one of these documents shall be made available before departure to the person or organization designated by the port State authority.

Regulation 5
Cargo Securing Manual

Cargo, cargo units† and cargo transport units shall be loaded, stowed and secured throughout the voyage in accordance witch the Cargo Securing Manual approved by the Administration. The Cargo Securing Manual shall be drawn up to a standard at least equivalent to the guidelines developed by the Organization. ‡

Regulation 6
Reporting of incident is involving dangerous goods

1 When an incident takes place involving the loss or likely loss overboard of dangerous goods in packaged form into the sea, the master, or other person having charge of the ship, shall report the particulars of such an incident without delay and to the fullest extent possible to the nearest coastal State. The report shall be drawn up based on general principles and guidelines developed by the Organization.§

2 In the event of the ship referred to in paragraph 1 being abandoned, or in the event of a report from such a ship being incomplete or unobtainable, the company, as defined in regulation IX/1.2, shall, to the fullest extent possible, assume the obligations placed upon the master by this regulation.

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* Refer to the International Maritime Dangerous Goods (IMDG) Code, adopted by the Organization by resolution MSC.122(75).

† As defined in the Code of Safe Practice for Cargo Stowage and Securing, adopted by the Organization by resolution A.715(17), as amended.

‡ Refer to the Guidelines for the preparation of the Cargo Securing Manual (MSC/Circ.745).

§ Refer to the General principles for ship reporting systems and ship reporting requirements, including Guidelines for reporting incidents involving dangerous goods, harmful substances and/or marine pollutants, adopted by the Organization by resolution A.851(20).

Department for Transport

REPORT

of the

India – United Kingdom Four-Day Joint Workshop on

Maritime Security: Crisis Management

conducted by

Directorate General of Shipping, Government of India

in partnership with

Department for Transport, Government of the United Kingdom

31st July 2023 to 03rd August 2023

@ Ballroom, Taj Mahal Palace Hotel, Mumbai, India

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Security – Focus and Wo 16

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Shri Shyam Jagannathan, Director 34

THE HIGH COURT OF KERALA
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1.

ing the cooperation through tech
ractices in Maritime Security.

ith the Department of Transport (D
l MaSLO, i.e. Mr Simon Corkhill
ptions of exploring a joint worki
y means of conducting an India
Maritime Security.

gements, the DFT proposed a fc oint
held in Mumbai from 31st July 20

2.

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- incidents.
- be
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3.

The objectives of this four-day training were as follo

- Understand maritime security risks, trend, a
- Identify ISPS Code standards relating to con
- Describe how to develop contingency plans.
- Describe indicators of a potential security incident.
- Describe initial actions that can be taker interoperability.
- Identify the common causes of failures at in
- Identify relevant legal frameworks.
- Identify the roles and responsibilities of resp
- Identify the different sources of information
- Describe shared situational awareness and identify tools for build it.

4.

attended the workshop was 211, w ne and
s of the said participants are provid

	Online	Physic	
Indian Navy & Indian Coast Guard	1	4	**5**
Board of Examinations of Seafarers		1	**1**
Shipping Companies	22	29	**51**
	14	17	**31**
MoPSW / DGS / MMD / Allied Offices	9	21	**30**
	1		**1**
Flag State		1	**1**
Maritime Board		1	**1**
Media	1	4	**5**
MHA		1	**1**
Mission to Seafarers		1	**1**

	20	15	**34**
Port Facility Security Officer	10	13	**23**
	4	2	**6**
Recognised Security Organisations	2	4	**6**
Sailing Vessel Federation		1	**1**
Security Agencies / CISF	1	5	**6**
	2		**2**
Ship Security Officer	1	3	**4**
		3	**3**
Grand Total	**88**	**126**	**214**

rt has

5.

	on,	Bio	
1		91, ditionary Warfare School, USA of Defence Managem abad. The officer has varied experience of participating in sev ional exercises and HADR exerc s operations.	1.
2	ia-Pacific	ned the UK police in 1984 and se	1. Team) 2. o crisis

3	K 	Officer. terrorism. Birthday Honours list for service response. With over a decade ce in the Multi-agency and cr ent arena, Carl has signifi ge and understanding of cross-age service delivery and desigu, cy preparedness and response. /orked across the Prepare strand of rument's CT strategy, CONTEST (	1. ing 2. and 3. for 4. Model 5. Table-Top Exercise 6. Debriefing
4	DFT me ; Team		1. risks 2. 3.

			threats 4. 5. Table-Top Exercise 6. Debriefing
5	inder ıa er 	ınanded INS Sagardhawan and commanding INS Brahmaputra missile frigate. He has also been ommunication Officer and F c Warfare Officer of the Western Fl graduate of Defence Services S Wellington and Naval War Colle was at the Directorate of Naval Sign l Headquarters prior to assum l of Brahmaputra. A keen sportsm Navy polo team.	1. sponse:
6	a ıard) 		1.

		2015 ara ist in Maritime Law and Policy v Maritime Affairs) from WMU 2(erest area Maritime Security Environment Protection.	
7	. R), ean 	een Deshmukh was born on 18 l Bhopal, India. raduate of the Indian Naval Acade	1.

8		won the Kalmar Prize awarded behalf of M/s. Kalmar Global to th recognised as leaders among t peers. so done his MICS, UK and is curre of the Maritime Security Branch of te. His hobbies include web desigr x server administration, which is s taugnt.	1. Workshop 2. 3. Focus 4. ine
9		years.	1. /

THE HIGH COURT OF KERALA

10	:or ral of Shipping 	ing boots. on requests, etc.	1. n IMB 2. MC for the sessions

6.

ed at the Ballroom of Taj
ai, between 9 am and 5 pm
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7.

ral of Shipping

The event commenced with

. collaboration in

Shri Jose Matheickal, Director
the International Maritime
insightful Inauguration Speech
organisation and commending
workshop, which he felt was th

Annexure I.

As the inaugural session drew to a close, Capt. R. K. Muduli, Nautical Adviser (i/c) at the DGS, extended the Vote of Thanks, expressing gratitude to all the dignitaries, participants, speakers, media, event managers and attendees as well as requesting the participants for an active engagement in the event.

SESSION I: Maritime Security – Focus and Workshop Outline

TIME	TOPIC	SPEAKER
11:30 - 12:00	Maritime Security Focus: Workshop outline	Capt. Anish Joseph, Dy. Nautical Adviser DGS
LINK TO VIDEO RECORDING: HTTPS://WWW.YOUTUBE.COM/WATCH?V=WEAVG0781H0		

The session gave an insight to the Indian government capacity building initiatives and contingency plan to address maritime piracy, armed robbery by the implementation of a contingency anti-piracy plan. This plan has a structured approach to addressing maritime security incidents, involving various committees and ministries, diplomatic engagement to successfully resolve piracy incidents and ensure the safe return of seafarers.

Furthermore, a brief was provided on the aim of the workshop which was to provide an overview of maritime security risk, teach participants how to develop contingency plans and respond to security incidents, and emphasize the importance of knowledge sharing and engagement with various organizations.

TIME	TOPIC	
12:00 - 13:00	Introduction to crisis management	Simon Corkill, IMSOT, DFT, UK
LINK TO VIDEO RECORDING : HTTPS://WWW.YOUTUBE.COM/WATCH?V=WEAVGO78VH0		

TIME	TOPIC	
14:00 - 15:00	Report by Information Fusion Centre – Indian Ocean Region (Indian Navy)	Cdr Naveen Deshmukh, Operations Officer
LINK TO VIDEO RECORDING: HTTPS://WWW.YOUTUBE.COM/WATCH?V=WEAVGO78VH0		

ations in the Indian Ocean region.

vided an overview of the Indian
collaborative maritime security ini
ne significance of the Indian Ocean
d in 2022.

y risks

TIME	TOPIC	SPEAKER
15:30 - 17:00	Maritime security risks	Mike Henman, IMSOT, DFT, UK
LINK TO VIDEO RECORDING: HTTPS://WWW.YOUTUBE.COM/WATCH?V=WEAVGO78VH0		

TIME	TOPIC	
09:00 - 11:00	Maritime security emergency planning	Mike Henman, IMSOT, DFT, UK
LINK TO VIDEO RECORDING : HTTPS://WWW.YOUTUBE.COM/LIVE/76-SR4243B8?FEATURE=SHARE		

	TOPIC	
11:30 - 13:00	Disrupting, identifying and responding early to maritime security threats	Mike Henman, IMSOT, DFT, UK
LINK TO VIDEO RECORDING : HTTPS://WWW.YOUTUBE.COM/LIVE/76-SR4243B8?FEATURE=SHARE		

(Interoperability)

TIME	TOPIC	SPEAKER
14:00 - 15:00	Joint Working (Interoperability)	Carl Daniels, JESIP, UK
LINK TO VIDEO RECORDING : HTTPS://WWW.YOUTUBE.COM/LIVE/76-SR4243B8?FEATURE=SHARE		

N VII AC

15:30 - 16:00	MMDAC / DGCOMM	Capt. Harinder Singh, Nautical Surveyor - DGS
LINK TO VIDEO RECORDING : HTTPS://WWW.YOUTUBE.COM/LIVE/76-SR4243B8?FEATURE=SHARE		

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TIME	TOPIC	
16:00 – 17:00	Maritime Security – Its Challenges & Coordination	RAdm TVN Prasanna, VSM, Joint Secretary (Maritime Security), NSCS
LINK TO VIDEO RECORDING : HTTPS://WWW.YOUTUBE.COM/LIVE/76-SR4243B8?FEATURE=SHARE		

.cy efforts for security, addressed cc
of business for the maritime securit
ciousness and a collective response

TIME	TOPIC	
09:00 - 10:15	Incident response: Indian Navy	Capt. Amaninder Singh Sangha, IN
LINK TO VIDEO RECORDING : HTTPS://WWW.YOUTUBE.COM/WATCH?V=SY2NEF2NENE		

TIME	TOPIC	
10:15 - 11:00	2023 Jan – Jun IMB PRC Report	Capt. Manish Kumar, NS, DGS
LINK TO VIDEO RECORDING : HTTPS://WWW.YOUTUBE.COM/WATCH?V=SY2NEF2NENE		

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TIME	TOPIC	SPEAKER
11:30 - 12:00	Joint Working (Interoperability)	Carl Daniels, JESIP, UK
LINK TO VIDEO RECORDING : HTTPS://WWW.YOUTUBE.COM/WATCH?V=SY2NEF2NENE		

TIME	TOPIC	
12:00 - 13:00	Roles and Responsibilities	Carl Daniels, JESIP, UK
LINK TO VIDEO RECORDING : HTTPS://WWW.YOUTUBE.COM/WATCH?V=SY2NEF2NENE		

and responsibilities
during maritime secu
before a standard res
based on three tie
(tactical), and bronze
teamwork was d
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TIME	TOPIC	SPEAKER
14:00 - 15:00	Information Management	Mike Henman, IMSOT, DFT, UK
LINK TO VIDEO RECORDING : HTTPS://WWW.YOUTUBE.COM/WATCH?V=SY2NEF2NENE		

TIME	TOPIC	
15:30 - 17:00	The Principles for Joint Working The Joint Decision Model	Carl Daniels, JESIP, UK
LINK TO VIDEO RECORDING : HTTPS://WWW.YOUTUBE.COM/WATCH?V=SY2NEF2NENE		

This session outlined the principles of joint working, which would be used in responding to maritime security incidents. It provided a decision-making framework for all responders to maritime security incidents. The principles for joint working are: co-locate, communicate, co-ordinate, jointly understand risk and share situational awareness.

The Joint Decision Model has five stages: 1) gather information and intelligence, 2) assess threats and risks, 3) consider powers, policies and procedures, 4) identify options and contingencies, and 5) take action and review.

e

TIME	TOPIC	
09:00 - 10:30	Incident response: Indian Coast Guard	Cmdt. Chandra Shekhar Joshi, ICG
LINK TO VIDEO RECORDING : HTTPS://WWW.YOUTUBE.COM/WATCH?V=SY2NEF2NENE		

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TIME	TOPIC	
10:30 - 11:00	Table-Top Exercise	Mike Henman, IMSOT Carl Daniels, JESIP, UK
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TIME	TOPIC	SPEAKER
14:00 - 15:00	Debriefing	Mike Henman, IMSOT Carl Daniels, JESIP, UK
LINK TO VIDEO RECORDING : HTTPS://WWW.YOUTUBE.COM/WATCH?V=SY2NEF2NENE		

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https://www.youtube.com/watch?v=WeavgO78xH0

Day 2: https://www.youtube.com/live/76-sR4243b8?feature=share

Day 3: https://www.youtube.com/live/DaVDJcqE2Yg?feature=share

Day 4: https://www.youtube.com/watch?v=SY2neF2NeuE

the experts are available using the following link:

https://k00.fr/bj2s7xx8

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THE HIGH COURT OF KER

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13. **ANNEXURES**

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There is no universal definition of maritime security, but it classifies issues in the maritime domain comprising national security, marine environment, economic development, and human security. Besides the world's oceans, it also deals with regional seas, territorial waters, rivers and ports.

The Indian Ocean region covering a vast maritime zone of nearly 68.56 million sq. km. faces many traditional and non-traditional safety and security challenges and is vulnerable to criminals and anti-national activities including piracy, armed robberies at sea, terrorism, human trafficking, drugs trafficking, illicit trafficking in wildlife, trafficking of weapons, crimes in the fisheries sector such as IUU fishing, degradation of ocean health, unlawful exploration of marine resources, and climate change with its related repercussions on environmental security.

Maritime Security includes elements of

- International peace and security,
- Sovereignty-territorial integrity/political independence,
- Security from crimes at sea,
- Security of resources and environmental security

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सत्यमेव जयते

For India as a maritime nation its interests are substantial and need to be protected at all costs

1. Maritime Territory - India's Maritime Territory is home to more than 1200 islands and a lengthy 7517 km of coastline. The Exclusive Economic Zone (EEZ) is 2.02 million square kilometres in size.

2. Sea Lines of Communication (SLOCs) - The International Shipping Lanes of the Indian Ocean and the SLOCs are significant to India's maritime security calculations because they account for 95 percent of all of its trade volume.

3. Maritime Economy - In terms of fish production, India ranks second in the world. The Indian Ocean have a vast deposit of polymetallic nodules, which is a valuable source of many minerals.

4. Maritime Transportation - Over 70% of the value and nearly 95% of the volume of India's international trade is transported by sea. Maritime Security has a direct impact on economic development, regional security and the stability of nations. Shipping is responsible for carrying over 80% of the volume of international trade in goods. Every year approximately 11 billion tons of goods are transported by ships which amount to around 1.5 tons per person based on the current global population. Also seaborne trade has quadrupled in size in the past four decades, reiterating its critical role in global trade.
5. Maritime Investments - India's financial involvement in nearby countries like Sri Lanka and the Maldives. At the moment, India operates the "Maitri" and "Bharati" research stations in Antarctica.

6. Indian Diaspora - With many nations in the IOR, India has exchanged goods and maintained cultural ties. A key component of the maritime security framework is the safety and security of the Indian Diaspora living there.

7. India's Historic Cultural and Trade Links in the IOR - India has historically been the hub of trade and cultural exchange in this area thanks to its location in the Indian Ocean. Connections between India and Malaysia, Mauritius, Cambodia, and Indonesia.

8. Energy security - Imports of energy are extremely important to the Indian economy. While offshore oil and gas production accounts for 80% of all domestic gas production, these imports are transported by sea.

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MAJOR Maritime SECURITY THREATS FACED BY INDIA ARE:

Strategic:

- China's regressive stance in the critical sea lanes in the South China Sea and there inroad to Indian Ocean are the centre of the entire maritime security challenge. Thus there is Concerns over maritime security and of rule-based order in Indo-Pacific China is increasing its influence not just with military force but through the belt, the string of pearls and road initiative too.The sea lanes of communication are critical for peace, tability, prosperity and development of the Indo-Pacific region.

For India's maritime security, the growing Chinese Navy and its acquisition of a base in Djibouti, 24 access facilities in Malaysia, the 'Covert' base in Gwadar, and the recently announced maritime silk route are of serious concern.

- **Control of Choke Points**: India, which is equally remote from most of these choke points, may contribute significantly to the security of this vast maritime zone. These are necessary for the defence of Indian maritime interests. The Iran-Iraq War in the 1980s, for instance, highlighted the dangers to Indian energy imports through the Straits of Hormuz.
- Both old and novel threats can affect SLOCs, and SLOCs in the IOR have historically been susceptible to disruption.
- **Regional Uncertainty**: The IOR's maritime security is made more challenging by unpredictability in Somalia, Yemen, Iran, and other nations.

Terrorism:

- The undertaking of terrorist acts and activities within the maritime environment, using or against vessels or fixed platforms at sea or in port, or against any one of their passengers or personnel, against coastal.
- Mumbai Attack on November 26, 2008, is the most glaring examples of how vulnerable the country's coasts can be unless provided a proper security umbrella

Piracy:

- The movement by sea of large volume of commercial freight and its mandatory movement through maritime choke points, such as the Panama Canal, Suez Canal, Strait of Hormuz, Strait of Bab-el-Mandab, the Malacca Strait and the Bosporus Strait invite piracy. Near Somalia and the Gulf of Aden Piracy has been predominant in the seas of Somalia and the Gulf of Aden between 2005 and 2012.
- The Contact Group on Piracy off the Coast of Somalia (CGPCS) was established in 2009 as a platform for international coordination and cooperation. India was part of this initiative and the success in curbing the Somalian Piracy has been effective case demonstration of collaboration between public and private sectors. Through enhanced information sharing, development of best practices, the deployment of private security personnel, capacity building and the establishment of legal frameworks the results were achieved. This is a model for replication for addressing maritime security challenges worldwide.

Smuggling and human trafficking:

- Organized crime, trafficking and smuggling are increasingly linked to global patterns of violence. Drugs and arms smuggling jeopardizing much of the Indian Ocean
- The world's most notorious centres of drug production are located in the Indian Ocean

region. Examples include the Golden Triangle and Golden Crescent. The IOR is also infamous for other destabilizing activities like gunrunning and human trafficking.

Infiltration, Illegal Migration:

- India's land boundaries have always been porous to infiltration by large scale illegal migration. These large scale influxes over the decades have resulted in widespread political turmoil in the Border States. creek areas of Gujarat have been highly vulnerable. The Tamil Nadu coast had witnessed a steady inflow of Sri Lankan refugees when a condition akin to civil war prevailed earlier.

Environmental security

- The degradation of the environment, climate change and the overexploitation of ocean resources are threatening the interests and futures of all the region's countries and peoples. Because large scale commercial operations take place in the ocean ecosystem, there will inevitably be incidents that harm the environment.

- Unsustainable Ocean resources usage- Competition for resources in and under the oceans, specifically energy and protein, is intensifying. In the long run this will increase the likelihood of flooding, resulting in loss of life and damage to property as illustrated by recent tsunamis and cyclones.

- Illegal Unreported and Unregulated (IUU) Fishing: IUU presents a threat to maritime security because it gives piracy a base of operations.

Navigational Incidents:- The Suez Canal serves as a vital maritime commercial route between the Mediterranean Sea and the Red Sea and was blocked for a week by a large container ship in March 2021. This incident caused loss of billions of dollars by disrupting the flow of goods through one of the world's busiest maritime routes. Even though a navigational incident, this highlights the potential disruptions which can precipitate a maritime security issue.

Security is an evolving concept but what I humbly submit is the need for an preemptive approach, which is cognitive of the risks, precise in the risk assessment and vulnerability profiling, methodical in the security cover framework in terms of legal sanctity and procedures. I request this august house to let me very briefly recount one incident that is closely connected to the very venue of our Maritime Security Workshop on Crisis management.

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As many as 11 Taj Mumbai employees a third of the hotel's casualties laid down their lives while helping between 1,200 and 1,500 guests escape

delay in the deployment of India's elite National Security Guards. it took over 10 hours for the NSG commandos to be deployed at the sight of conflict The casualty count and overall damage could have been drastically less if the NSG forces could arrive earlier. Now we have five new NSG hubs were established across Kolkata, Mumbai, Hyderabad, Chennai and Ahmedabad. These hubs ensure a division of geographical responsibility as well as faster reaction times

Then, the lack of coordination between authorities in the Indian capital of New Delhi and officials ndia's Union Home Minister had

2008.

terrorism. On December 17, 2008, the Indian parliament

amendments

A strong check against similar attacks necessitated that all constituent bodies of India's maritime security has access to the right intelligence at the right time .India has taken the initiative to set up the National Intelligence Grid (NATGRID), an integrated grid that connects the databases of the core security agencies in India. The purview of NATGRID would include 11 central agencies and

police of all states and union territories This would help improve coordination between state and central agencies.

These were largely to showcase how one particular incident impacts our response to security considerations and the immense costs for security lapses.

Given the continuous challenge to ensure maritime security at all times it is imperative that an evolutionary approach is a must. a reactionary approach should be limited to only incident specific exception handlings which are causatives for changes in the security grid protocols

The world has witnessed remarkable coordinated progress with the successful implementation of the International Ship and Port Facility Security Code (ISPS Code). It is worth while to reiterate the code's objectives – The objectives of this code are to establish an international framework involving cooperation between contracting Governments. Government Agencies. Local administrations and the shipping and port industries to detect/ assess security threats and take preventive measures against security incidents affecting ships or port facilities used in international trade to establish the respective roles and responsibilities of all these parties concerned at the national and international level for ensuring maritime security. to ensure the early and efficient collation and exchange of security- related information to provide a methodology for security assessments so as to have in place plans and procedures to react to changing security levels and to ensure confident that adequate and proportionate maritime security measures are in place.

Additionally the use of technologies like the Automatic Identification System (AIS) and LRIT for vessel tracking and monitoring has revolutionized maritime security. AIS provides real time information about vessel movements. enabling authorities to detect suspicious activities and respond promptly. LRIT enables tracking of vessels worldwide. This technology has proven in certain regions towards preventing piracy. illegal fishing. smuggling and bolstering the safety and security of our seas.

I would keenly urge the Nautical Division in the Directorate General of Shipping to pursue the model of the United States wherein to improve the safety and security of Indian coastline. early notice of arrival if required by the vessel to be given to Port Authorities which may be shared to all concerned authorities. A system needs to be developed on the lines of National Vessel Management System (NVMS) of U.S in India.

Separately, the formation of Bureau of Port Security (BoPS) for security audit of ports is in progress Integration of Director General of Shipping , Director General of Light houses and Lightships and formation of BoPS will bring most of IMO's safety and security related aspects

under one integrated umbrella which will help in the implementation of security and safety related protocols/ codes at ports in effective manner.

The Ministry of Ports, Shipping and Waterways has suggested after visit of an Indian delegation for participation in International Port Security Program at the United States in October 2022 for port facility security audit to be carried out twice in a year, one which is announced and scheduled and another which is unannounced as in the United States of America.

Separately, US Coast Guard encourages the cyber security monitoring in U.S Ports. However India needs to come up with specific directives on the ISPS Syber security and specific guidelines for ISPS security in ports.

Interestingly United States of America follow Qualship -21 and E- ZERO (Zero Environmental deficiencies or violations) program for carrying out the Port State Control (PSC) inspection on the ship an exempting the vessel on the good record of Qualship 21 and E- Zero. India does not give any incentive to the vessel arriving in Indian waters and hence needs to explore these possibilities too for an incentivized regime.

India's maritime security initiatives include

- Security and Growth for All in the Region (SAGAR), to improve relations with its maritime neighbours on the economic and security fronts
- Project Mausam, to re-establish connections and communication channels between nations surrounding the Indian Ocean
- Indian Ocean Naval Symposium (IONS), to foster closer maritime ties between the navies of the Indian Ocean region's coastal states.
- Indian Ocean Rim Association (IORA)– India can address maritime concerns thanks to close collaboration with IORA nations
- Sagarmala Initiative– With the Sagarmala project, India's coastline will be surrounded by several ports

The Way Forward

1. Regional Maritime Security Framework: To address the issues, an all encompassing security framework for the IOR must be created.
2. Developing close ties with nations facing a crisis: For the unhindered and unrestricted movement of Indian trade and shipping to support ongoing economic development. Think of Saudi Arabia, Egypt, etc.

3. Increase maritime exchanges between littoral states. For instance, military drills, cultural encounters, etc.
4. Information Exchange. To intercept and prosecute vessels and individuals involved in illegal activity, mechanisms and protocols for the exchange of tactically crucial information and intelligence must be put in place.
5. Common Operational Grid. A common operational grid between the littoral nations is necessary for the effective management of the maritime domain, particularly within a complicated region like the IOR.
6. India must make improvements to its coordinated patrols with all of the littoral states. It would be necessary for ASEAN to work through SAARC, BIMSTEC, and ASEAN to fill in the gaps and establish a framework for shared maritime security.

A multidisciplinary maritime advisory body is urgently required for a country with India's maritime resources, difficulties, and opportunities to conceptualize a vision, create plans, and keep an eye on maritime activity.

The main areas where India and other like-minded nations must coordinate their efforts are the maritime security challenges in the Indo-Pacific and South China Sea

nd appeal to all the participants to
action frameworks for further eng
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