

## BEFORE THE HON'BLE NATIONAL GREEN TRIBUNAL

## PRINCIPAL BENCH, NEW DELHI

ORIGINAL APPLICATION NO. 270/2025

NEWS ITEM TITLED "CONTAINERS FROM SUNKEN SHIP LIKELY TO DRIFT TOWARDS ALAPPUZHA, KOLLAM COASTS IN 48 HOURS: INCOIS" APPEARING IN THE HINDU DT.25.05.25

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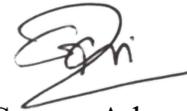
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Respondent No.-5  
Ministry of Ports, Shipping and Waterways  
(Government of India)

Through



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Date : 28.07.2025  
Place : New Delhi

**BEFORE THE HON'BLE NATIONAL GREEN TRIBUNAL****PRINCIPAL BENCH, NEW DELHI**

ORIGINAL APPLICATION NO. 270/2025

NEWS ITEM TITLED "CONTAINERS FROM SUNKEN SHIP LIKELY TO DRIFT TOWARDS ALAPPUZHA, KOLLAM COASTS IN 48 HOURS: INCOIS" APPEARING IN THE HINDU DT.25.05.25

**REPLY AFFIDAVIT ON BEHALF OF RESPONDENT NO. 5/ MINISTRY OF PORTS, SHIPPING AND WATERWAYS**

I, Rajendra Poswal S/o. Shri. Sukhram Poswal, Aged 58 years presently working as Nautical Surveyor at MMD, Noida, having my office address at A-13, IWAI, BHAVAN, NOIDA Sector 1, do hereby state on solemn affirmation as under:-

1. That I am authorised (letter C-18018/4/2021-MA) dated 28/07/2025) by the competent authority/Secretary, Ministry of Ports, Shipping and Waterways, Govt. of India to file the present reply affidavit on behalf of respondent no.5. I am well versed with the facts and circumstances of the case and competent to file the present reply.
2. That the present reply affidavit is filed in compliance of the Order dated 27.05.2025 passed by this Hon'ble Tribunal **on behalf of Respondent No. 5**, i.e. the Secretary, Ministry of Ports, Shipping and Waterways (hereinafter referred to as 'MoPSW').
3. That this Hon'ble Tribunal has taken *suo motu* cognisance regarding the News item titled "Containers from sunken ship likely to drift towards Alappuzha, Kollam Coasts in 48 hours: INCOIS<sup>1</sup>" appearing in The Hindu dated 25.05.2025. In respect of the marine incident involving 'MSC-ELSA 3' (IMO No. 9123221), respondent no.5 submits the following:

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Indian National Centre for Ocean Information Services (hereinafter referred to as 'INCOIS')

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**FACTS OF THE CASE**

4. 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. 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 ISM management 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).
5. 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 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 as

Annexure- A.



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6. That on 24.05.2025, at around 1300 hours IST, while transiting approximately thirty-eight (38) nautical miles southwest of Kochi and approximately thirteen (13) 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 as **Annexure- B.**
7. It is respectfully submitted that the ICG, 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 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.
8. 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 'DG Shipping'), 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 DG 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.
9. 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.

10. 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 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 DG 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.

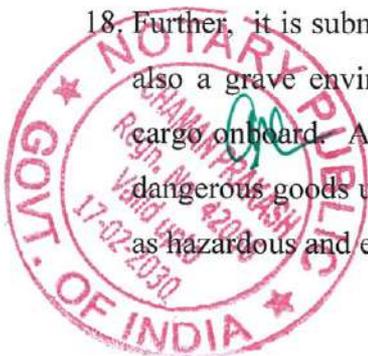
11. It was further reiterated by DG Shipping, that urgent and prioritized attention must be accorded to the immediate extraction of oil in event of possible capsizing of the vessel, particularly the heavy fuel oil contained within the vessel's tanks, in order to prevent the escalation of environmental damage and the potential for a major marine pollution incident within India's maritime zones.
12. 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 as Annexure- C.
13. 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.
14. 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. 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, MMD, in the discharge of their duties, is empowered to exercise such functions and authority as may be assigned by DG Shipping.

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15. 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.
16. 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 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').
17. 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 DG Shipping 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.
18. 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.



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19. 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, labeling, 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**

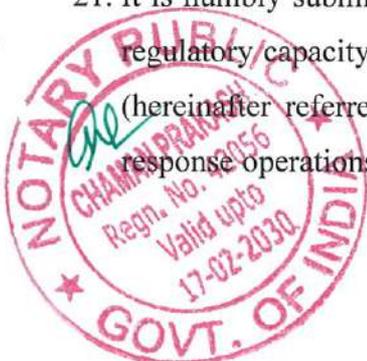
**2.4.4.1 Definitions and properties**

**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. ....”**

20. 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.

21. It is humbly submitted before this Hon'ble Tribunal that the DG Shipping, 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 operations involving central, state, and local authorities. DG Shipping functions

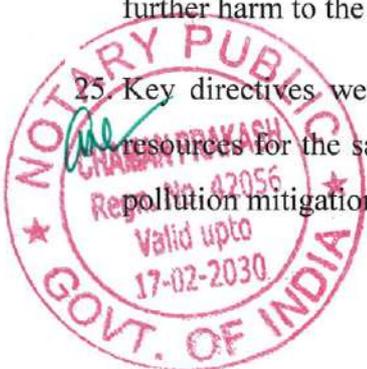


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as the central regulatory authority for merchant shipping in India and operates under the Ministry of Ports, Shipping and Waterways, Government of India.

22. It is further humbly submitted that a series of daily coordination meetings since 24.05.2025, chaired by DG Shipping 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.
23. It is respectfully submitted that the ICG conducted 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.
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 DG Shipping 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, 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.
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.



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26. It is humbly submitted, in this regard, a notice, dated 30.05.2025, has been issued by the 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 said notice issued by MMD, Kochi is produced herewith as annexure-D.

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 66 containers were salvaged and delivered to the port as of 20.07.2025, 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.

28. It is respectfully submitted that the Kerala and Tamil Nadu State Authorities, in conjunction with MERC, 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. A true copy of the report detailing the status and measures undertaken, and the volunteers deployed, submitted by MERC and dated 20.07.2025, is produced herewith as Annexure- E.

29. It is further submitted that the situation at the wreck site is constantly being monitored by the Salvors. While intermittent oil sheens were initially observed in the vicinity of the incident location, these appear to have gradually 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.

30. It is respectfully submitted that DG Shipping, 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

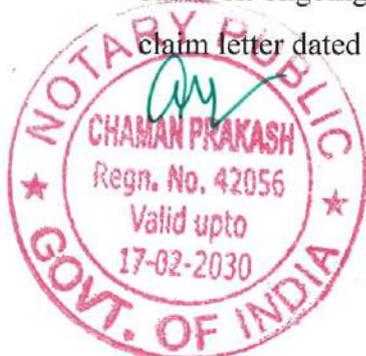


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Indemnity (P&I) Insurer, the Directorate advised the Government of Kerala (vide meeting held on 03.06.2025 at Thiruvananthapuram) and the Government of Tamil Nadu (vide meeting held on 04.06.2025 at Nagercoil) that all departmental and agency-level claims may be routed through DG Shipping 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 DG Shipping would serve as the central channel for scrutiny, collation, and submission of such claims to facilitate coordinated and accelerated processing by P&I insurer.

31. Furthermore, it is respectfully submitted that two separate communications were issued on 13.06.2025 by the DG Shipping 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 DG Shipping. 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. Copies of the aforementioned official communications are annexed herewith as Annexure- F (Kerala) and Annexure-G (Tamil Nadu).
32. It is respectfully submitted that, pursuant to the establishment of claims desk by the DG Shipping in response to the MSC ELSA 3 incident, the Government of Kerala had submitted its first interim claim vide letter dated 18.06.2025, issued by the Special Secretary to the Government, Environment Department. This interim claim, amounting to ₹77.15 crore, has been submitted on account of losses incurred by the fisheries sector, ecological and environmental damage, coastal and marine pollution, costs associated with beach clean-up and waste disposal operations, and long-term socio-economic rehabilitation. It also includes estimated expenses incurred by various State agencies in responding to the MSC ELSA 3 incident and preliminary restoration work already undertaken. The interim claim states that this assessment is subject to further revision based on ongoing scientific evaluation and field-level impact studies. A true copy of the claim letter dated 18.06.2025 is produced herewith as Annexure-H.

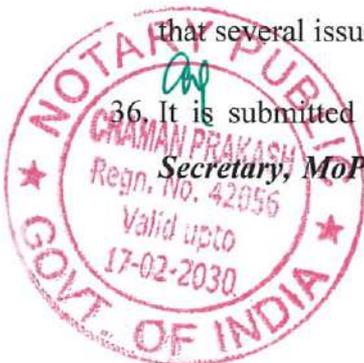


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33. It is further submitted that the Kerala State Government, considering the environmental and social issues arising from the MSC ELSA 3 shipwreck, has undertaken the disbursement of ₹1,000 as financial assistance, along with the provision of free rations to affected fishermen, as an interim relief measure. This has been implemented vide Order No. S.U.(Kai)11/2025/DMD dated 29.05.2025, in light of the severe impact on the livelihoods of fishermen in the coastal districts of Thiruvananthapuram, Kollam, Alappuzha, and Ernakulam. A true copy of the order dated 29.05:2025 issued by the Kerala State Government is produced herewith as **Annexure-I.**
34. That this Hon'ble Tribunal may kindly consider that several cases have been filed in relation to the sinking of MSC Elsa 3. A case has been filed before the Hon'ble High Court of Kerala in the matter of ***Shri T.N. Prathapan v. Union of India & Ors. [WP(PIL) No. 50 of 2025]*** on 03.06.2025. The PIL filed under the provisions of the Disaster Management Act, 2005, seeks judicial intervention to ensure a coordinated and effective response to the incident, including measures for environmental and public safety. An interim order dated 05.06.2025 was passed, wherein the Hon'ble Court noted the petitioner's concerns regarding the ecological damage due to the incident. The copy of the said order is annexed as **Annexure-J.**
35. It is further submitted that two additional writ petitions have been filed before the Hon'ble High Court of Kerala at Ernakulam, titled ***Ummer Ottummal v/s Union of India & Ors. [WP(PIL) 60/2025]*** and ***Charles George v. Union of India & Others [WP(PIL) 70 of 2025]***. The petitions raise serious concerns regarding the sinking of MV MSC ELSA 3 off the Alappuzha coast on 25.05.2025. It alleges failure of environmental and maritime regulatory authorities in ensuring wreck removal, oil extraction, and proper handling of hazardous cargo, and further alleges cargo misdeclaration and the illegal transport of foreign waste. The petitions seek urgent judicial directions for wreck removal, environmental remediation, repatriation of waste, imposition of a security deposit of USD 134 million, and initiation of admiralty proceedings to arrest MSC-operated vessels in Indian jurisdiction. The Hon'ble Kerala High Court vide order dated 02.07.2025 has connected the three matters, WP (PIL) 50, 60 & 70, considering the fact that several issues are overlapping. The copy of the said order is annexed as Annexure-K.

36. It is submitted that another writ petition titled ***S.M. Anthony Muthu & Ors. v. The Secretary, MoPSW & Others [WP (MD) No. 60/2025]*** was filed on 10.06.2025 before



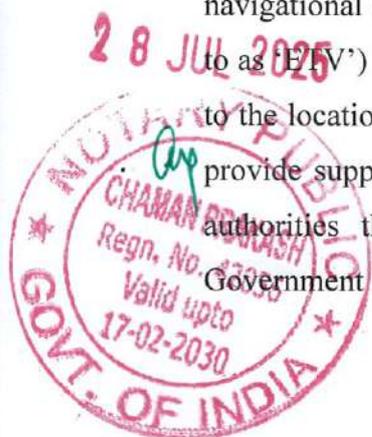
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the Hon'ble Madurai Bench of the Madras High Court. The matter pertains to a Public Interest Litigation seeking a writ of mandamus directing the authorities to remove plastic pellets and other hazardous materials from the sea waters abutting Kanyakumari District, reportedly caused by the sinking of the container vessel MSC ELSA 3. The copy of the order dt.17/06/2025 in W.P.(MD) No.60/25 is annexed as Annexure-L.

37. An admiralty suit has been filed by *State of Kerala v. MSC Akiteta II & Ors. [Adml.S. No. 12 of 2025]*. The Hon'ble High Court of Kerala has admitted the admiralty suit filed by the State of Kerala seeking recovery of ₹9,531 crore in compensation from the owners and managers of the vessel MSC ELSA 3 for alleged environmental damage, pollution, and economic loss caused by the vessel's sinking off the Kerala coast. By the order dated 07.07.2025, the Court has passed a conditional arrest order against the sister vessel MSC AKITETA II (IMO No. 9220847), presently anchored at Vizhinjam Port, directing its arrest and detention until the defendants furnish security of ₹9,531 crore or deposit the amount in court. The Court found a prima facie case under the Admiralty (Jurisdiction and Settlement of Maritime Claims) Act, 2017, and held that both MSC ELSA 3 and MSC AKITETA II are sister vessels operated and managed by the same entity. As per the writ petition filed by the Kerala Government, the claim encompasses Environmental and Pollution Damage, Costs of Pollution Prevention, Cleanup costs, costs of Environmental Restoration and Economic Loss to the Fisherfolk. The copy of the said order is annexed as Annexure-M.

38. 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 DG Shipping, 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. DG Shipping 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



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efforts. It is submitted that Regular coordination meetings steered by DG Shipping have ensured continuous monitoring of the salvage operations.

39. It is respectfully submitted that SMIT has formulated a tentative oil removal plan and as per the current timeline proposed by them, the oil removal operations are scheduled to commence from 01.08.2025 and are expected to be completed by mid-September, subject to prevailing weather conditions and operational exigencies. A true copy of the tentative salvage plan for the retrieval of oil from MSC Elsa 3, dated 25.06.2025, is produced herewith as Annexure-N.

40. A consolidated true copy of all the situation reports ('SITREP'), including SITREP 01 dated 24.05.2025 to SITREP 41 dated 18.07.2025 in respect of 'MSC ELSA 3' is produced herewith as Annexure-O.

41. In view of the facts and circumstances of the case furnished herein above, it is humbly requested that this Hon'ble Tribunal may kindly pass appropriate orders as deemed necessary and the respondent no.5 will abide by the directions issued by this Hon'ble Tribunal.

*[Handwritten Signature]*  
28/7/25  
Deponent

Verification

28 JUL 2025

Verified at New Delhi on 28th July 2025 that the contents of the above reply affidavit are derived from the official records and personal knowledge and are correct and true to the best of my knowledge and belief . Nothing material has been concealed therefrom.



ATTESTED  
*[Handwritten Signature]*  
CHAMAN PRAKASH  
NOTARY DELHI-R-42056  
GOVERNMENT OF INDIA  
SUPREME COURT OF INDIA  
COMPOUND NEW DELHI  
REGISTER Pg./Sl. No. 89/553

*[Handwritten Signature]*  
28/7/25  
Deponent

*Self*  
I identified the documents executed who has signed by the deponent.

**NOTARIAL REGISTER**  
Vol. No. \_\_\_\_\_ Page No. 89  
Sl. No. 553 Date 28/7/25

CONTAINER	SIZE	LOAD /EMPT	BL NUMBER	POL	POD	CONSIGNEE	NOTIFY	CARGO
AXIU2227284	20' DRY VAN	F	MEDUVX293487	TIANJINXINGANG	TUTICORIN	DCW LIMITED	DCW LIMITED	CALCIUM CARBIDE.SIZE:50-80MM
BEAU4259321	40' HIGH CUBE	F	MEDUTM381314	TEMA	TUTICORIN	RIKA GLOBAL IMPEX LI	RIKA GLOBAL IMPEX LIMITED	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
BMOU2055597	20' DRY VAN	F	MEDUTM380878	TEMA	TUTICORIN	M.K.V. KANDASAMY N	M.K.V. KANDASAMY NADAR	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
BMOU2619296	20' DRY VAN	F	MEDUDV587255	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
BMOU2765095	20' DRY VAN	F	MEDUDV587255	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
BMOU5634083	40' HIGH CUBE	F	MEDUVC744574	VANCOUVER	TUTICORIN	STATE BANK OF INDIA	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO MECHANICAL PULP
BMOU5933145	40' HIGH CUBE	F	MEDULG520165	TINCAN/LAGOS	TUTICORIN	P R TRADERS	P R TRADERS	CASH
BMOU6117552	40' HIGH CUBE	F	MEDUTM376629	TEMA	TUTICORIN	BBS FOODSTUFF TRAD	RRR ENTERPRISES	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
BMOU6743638	40' HIGH CUBE	F	MEDUTM376678	TEMA	TUTICORIN	KERALA NUT FOOD CO	KERALA NUT FOOD COMPANY	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
BMOU6881025	40' HIGH CUBE	F	MEDUPD364535	SAN-PEDRO	TUTICORIN	BANK OF AFRICA-BAN	EVEREADY SPINNING MILLS PVT	COTTON, NOT CARDED OR COMBED
BMOU6908527	40' HIGH CUBE	F	MEDUMC662274	CORNER BROOK	COCHIN	THE MALAYALA MANC	THE MALAYALA MANORAMA CO	STANDARD NEWSPRINT
BMOU9227770	40' HIGH CUBE REEFER	E	EMPTY	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container
BMOU9650591	40' HIGH CUBE REEFER	E	MEDUJ8978818	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container
CAAU5517525	40' HIGH CUBE	F	MEDUOJ503822	SAVANNAH	TUTICORIN	KARUR VYSYA BANK LI	KARUR VYSYA BANK LTD	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
CAAU5917898	40' HIGH CUBE	F	MEDUTM376850	TEMA	TUTICORIN	LOURDESMATHA CASH	LOURDESMATHA CASHEW INDU	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
CAAU6763101	40' HIGH CUBE	F	MEDUVC744574	VANCOUVER	TUTICORIN	STATE BANK OF INDIA	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO MECHANICAL PULP
CAAU7119310	40' HIGH CUBE	F	MEDUOJ446410	CHARLESTON	TUTICORIN	AAPT DISTRIBUTION PR	AAPT DISTRIBUTION PRIVATE LIN	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
CAAU7262721	40' HIGH CUBE	F	MEDUOJ446410	CHARLESTON	TUTICORIN	AAPT DISTRIBUTION PR	AAPT DISTRIBUTION PRIVATE LIN	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
CAAU7366120	40' HIGH CUBE	F	MEDUVC741794	VANCOUVER	TUTICORIN	INDUSIND BANK LIMIT	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO
CAAU7379220	40' HIGH CUBE	F	MEDUPD364535	SAN-PEDRO	TUTICORIN	BANK OF AFRICA-BAN	EVEREADY SPINNING MILLS PVT	COTTON, NOT CARDED OR COMBED
CAAU7417206	40' HIGH CUBE	F	MEDUOJ503822	SAVANNAH	TUTICORIN	KARUR VYSYA BANK LI	KARUR VYSYA BANK LTD	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
CAAU7460162	40' HIGH CUBE	F	MEDUVC741794	VANCOUVER	TUTICORIN	INDUSIND BANK LIMIT	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO
CAAU7516092	40' HIGH CUBE	F	MEDUPD364535	SAN-PEDRO	TUTICORIN	BANK OF AFRICA-BAN	EVEREADY SPINNING MILLS PVT	COTTON, NOT CARDED OR COMBED
CAAU7841003	40' HIGH CUBE	F	MEDUVC744574	VANCOUVER	TUTICORIN	STATE BANK OF INDIA	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO MECHANICAL PULP
CAAU7858855	40' HIGH CUBE	F	MEDUQU916449	QINGDAO	TUTICORIN	S.L. TRADERS	S.L. TRADERS	WOODWORKING CLAMP CARRIER
CAAU8115710	40' HIGH CUBE	F	MEDUDV579740	SHARJAH	TUTICORIN	SHRI HARI KRISHNA PA	SHRI HARI KRISHNA PAPERS PVT	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
CAAU8148550	40' HIGH CUBE	F	MEDUOM358687	SOHAR	TUTICORIN	TEGRAL INDIA PRIVAT	TEGRAL INDIA PRIVATE LIMITED	HDPE LUBAN DGDZ-6097
CAIU2523764	20' DRY VAN	F	MEDUDV587255	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
CAIU2703977	20' DRY VAN	F	MEDULO334287	LOME	TUTICORIN	SREE KARTHEKEYA TIM	SREE KARTHEKEYA TIMBER TRAD	WOOD
CAIU2783798	20' DRY VAN	F	MEDUTM380332	TEMA	TUTICORIN	SRI BALAJI TIMBER TR	SRI BALAJI TIMBER TRADERS	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
CAIU3142952	20' DRY VAN	F	MEDUOK852111	SEATTLE	TUTICORIN	CP FOODS	CP FOODS	DRIED LEGUMINOUS VEGETABLES, SHELLED, WHETHER OR N
CAIU3197826	20' DRY VAN	F	MEDULO331853	LOME	TUTICORIN	PUTHUPALAYAM TIMB	PUTHUPALAYAM TIMBER INDUS	WOOD
CAIU4607479	40' HIGH CUBE	F	MEDUPQ538597	YOKOHAMA JAPAN	TUTICORIN	KERRY INDEV LOGISTIC	KERRY INDEV LOGISTICS PRIVAT	STANDARD ACCESSORIES
CAIU4864796	40' HIGH CUBE	F	MEDUTM376660	TEMA	TUTICORIN	JJ TRADING COMPANY	JJ TRADING COMPANY	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
CAIU6235093	20' DRY VAN	F	MEDUDV585952	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
CAIU6734343	20' DRY VAN	F	MEDUDV578205	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
CAIU6911963	20' DRY VAN	F	MEDULO333495	LOME	TUTICORIN	SS AGENCY	SS AGENCY	WOOD
CAIU7391022	40' HIGH CUBE	F	MEDUVC744574	VANCOUVER	TUTICORIN	STATE BANK OF INDIA	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO MECHANICAL PULP
CAIU7605762	40' HIGH CUBE	F	MEDUPD364709	SAN-PEDRO	TUTICORIN	SRG APPARELS LIMITE	SRG APPARELS LIMITED	COTTON, NOT CARDED OR COMBED
CAIU7737100	40' HIGH CUBE	F	MEDUGJ329275	SHANGHAI	TUTICORIN	GEMINI PAINTS	GEMINI PAINTS	ELOTEX MP2050
CAIU7753517	40' HIGH CUBE	F	MEDUKW440540	SHUAIBA	TUTICORIN	SAMUTHRA COLORS	SAMUTHRA COLORS	POLYMERS OF ETHYLENE, IN PRIMARY FORMS - POLYETHYL
CAIU7764830	40' HIGH CUBE	F	MEDUTM376629	TEMA	TUTICORIN	BBS FOODSTUFF TRAD	RRR ENTERPRISES	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
CAIU8084859	40' HIGH CUBE	F	MEDUOJ503822	SAVANNAH	TUTICORIN	KARUR VYSYA BANK LI	KARUR VYSYA BANK LTD	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
CAIU9482517	40' HIGH CUBE	F	MEDUDV579799	SHARJAH	TUTICORIN	ITC LIMITED (PSP DIV),	ITC LIMITED (PSP DIV),	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
CAXU3305476	20' DRY VAN	F	MEDUDV585952	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
CAXU3381959	20' DRY VAN	F	MEDUDV585952	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
CAXU6391333	20' DRY VAN	F	MEDUDV578437	RAS AL KHAIMAH	TUTICORIN	CAPSTONE TRADING A	CAPSTONE TRADING AND LOGIS	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
CLHU9096854	40' HIGH CUBE	F	MEDUDV579740	SHARJAH	TUTICORIN	SHRI HARI KRISHNA PA	SHRI HARI KRISHNA PAPERS PVT	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
CORU2426800	20' DRY VAN	F	MEDULO332836	LOME	TUTICORIN	SHREE MARUTHI TIMB	SHREE MARUTHI TIMBERS	WOOD
CORU2612039	20' DRY VAN	F	MEDUDV585952	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
CRLU1321433	40' HIGH CUBE REEFER	E	MEDUJ8978818	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container
CRLU1400379	40' HIGH CUBE REEFER	E	MEDUJ8978818	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container
CRSU6131489	40' HIGH CUBE REEFER	E	EMPTY	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container
CRSU9163535	40' HIGH CUBE	F	MEDUOJ573684	BALTIMORE	TUTICORIN	JAGDHATRI PAPERS PR	JAGDHATRI PAPERS PRIVATE LIM	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
CRSU9238038	40' HIGH CUBE	F	MEDUDV582751	SHARJAH	TUTICORIN	SUBAM PAPERS LIMITE	SUBAM PAPERS LIMITED	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
CRXU3062703	20' DRY VAN	F	MEDUEK408494	PORT KLANG (PELABUHAN KLANG)	COCHIN	THE FEDERAL BANK L	THE FEDERAL BANK LTD	TENSAGEX EOM670B SODIUM LAURYL ETHER SULPHATE
CRXU5299926	20' REEFER	E	EMPTY	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container
CXDU2015607	40' HIGH CUBE	F	MEDUDV582751	SHARJAH	TUTICORIN	SUBAM PAPERS LIMITE	SUBAM PAPERS LIMITED	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -

CONTAINER	SIZE	LOAD /EMPT	BL NUMBER	POL	POD	CONSIGNEE	NOTIFY	CARGO
CXRU118797	40' HIGH CUBE REEFER	E	MEDUJ8978818	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD.	Empty Container
CXRU1198637	40' HIGH CUBE REEFER	E	MEDUJ8978818	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD.	Empty Container
CXRU1271466	40' HIGH CUBE REEFER	E	MEDUJ8978818	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD.	Empty Container
CXRU1320977	40' HIGH CUBE REEFER	E	MEDUJ8978818	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD.	Empty Container
CXRU1389042	40' HIGH CUBE REEFER	E	MEDUJ8978818	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD.	Empty Container
CXRU1401615	40' HIGH CUBE REEFER	E	MEDUJ8978818	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD.	Empty Container
CXRU1418979	40' HIGH CUBE REEFER	E	MEDUJ8978818	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD.	Empty Container
CXRU1434497	40' HIGH CUBE REEFER	E	MEDUJ8978818	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD.	Empty Container
CXRU1470299	40' HIGH CUBE REEFER	E	MEDUJ8978818	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD.	Empty Container
DFSU1142277	20' DRY VAN	F	MEDUDV578437	RAS AL KHAIMAH	TUTICORIN	CAPSTONE TRADING A	CAPSTONE TRADING AND LOGIS	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
DFSU2231980	20' DRY VAN	F	MEDULO334451	LOME	TUTICORIN	PUTHUPALAYAM TIMB	PUTHUPALAYAM TIMBER INDUS	WOOD
DFSU2681951	20' DRY VAN	F	MEDUGJ587468	SHANGHAI	TUTICORIN	DCW LIMITED	DCW LIMITED	CALCIUM CARBIDE
DFSU2765179	20' DRY VAN	F	MEDUGJ587468	SHANGHAI	TUTICORIN	DCW LIMITED	DCW LIMITED	CALCIUM CARBIDE
DFSU2829144	20' DRY VAN	F	MEDUVX226669	TIANJINXINGANG	COCHIN	THARAKAN STEELS	THARAKAN STEELS	CONTINUOUSLY PRE-PAINTED GALVANIZED STEEL COILS
DFSU2936965	20' DRY VAN	F	MEDUDV578437	RAS AL KHAIMAH	TUTICORIN	CAPSTONE TRADING A	CAPSTONE TRADING AND LOGIS	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
DFSU6579758	40' HIGH CUBE	F	MEDUVX275963	TIANJINXINGANG	TUTICORIN	STATE BANK OF INDIA	SDR POLYMERS PRIVATE LIMITE	POLYPROPYLENE
DRYU2963086	20' DRY VAN	F	MEDUDV578437	RAS AL KHAIMAH	TUTICORIN	CAPSTONE TRADING A	CAPSTONE TRADING AND LOGIS	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
FBIU0191374	20' DRY VAN	F	MEDUDV585952	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
FBIU0260644	20' DRY VAN	F	MEDUDV587255	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
FBIU0412407	20' DRY VAN	F	MEDULO331770	LOME	TUTICORIN	DURGA WOOD STUDI	DURGA WOOD STUDIO	WOOD
FBLU0053195	40' HIGH CUBE	F	MEDUTM376637	TEMA	TUTICORIN	BBS FOODSTUFF TRAD	IACOM FOODS PRIVATE LIMITED	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
FBLU0063531	40' HIGH CUBE	F	MEDUTM376629	TEMA	TUTICORIN	BBS FOODSTUFF TRAD	RRR ENTERPRISES	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
FBLU0090922	40' HIGH CUBE	F	MEDUPD364535	SAN-PEDRO	TUTICORIN	BANK OF AFRICA-BAN	EVEREADY SPINNING MILLS PVT	COTTON, NOT CARDED OR COMBED
FCCU2267880	20' DRY VAN	F	MEDUDV585952	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
FCIU2073367	20' DRY VAN	F	MEDULO331341	LOME	TUTICORIN	JOHN SAW MILL PVT L	JOHN SAW MILL PVT LTD	WOOD
FCIU2736259	20' DRY VAN	F	MEDUDV585952	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
FCIU4295511	20' DRY VAN	F	MEDUDV587255	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
FCIU4619879	20' DRY VAN	F	MEDUGJ587468	SHANGHAI	TUTICORIN	DCW LIMITED	DCW LIMITED	CALCIUM CARBIDE
FCIU5592350	20' DRY VAN	F	MEDUDV578205	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
FCIU5964268	20' DRY VAN	F	MEDUDV585952	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
FCIU6368730	20' DRY VAN	F	MEDUTM380332	TEMA	TUTICORIN	SRI BALAJI TIMBER TR	SRI BALAJI TIMBER TRADERS	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
FCIU6423484	20' DRY VAN	F	MEDUDV585952	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
FDCU0241538	40' HIGH CUBE	F	MEDUPD364709	SAN-PEDRO	TUTICORIN	SRG APPARELS LIMITE	SRG APPARELS LIMITED	COTTON, NOT CARDED OR COMBED
FFAU1152443	40' HIGH CUBE	F	MEDUTM376314	TEMA	TUTICORIN	ECOM AGRO INDIA PRI	ECOM AGRO INDIA PRIVATE LIM	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
FFAU1376124	40' HIGH CUBE	F	MEDUMC662274	CORNER BROOK	COCHIN	THE MALAYALA MANG	THE MALAYALA MANORAMA CO	STANDARD NEWSPRINT
FFAU1691321	40' HIGH CUBE	F	MEDUTM377338	TEMA	TUTICORIN	GEORGIAN FOOD PRO	GEORGIAN FOOD PRODUCTS PRI	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
FFAU1922312	40' HIGH CUBE	F	MEDUTM376603	TEMA	TUTICORIN	BBS FOODSTUFF TRAD	MANGALATH CASHEWS	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
FFAU1968376	40' HIGH CUBE	F	MEDULG520181	TINCAN/LAGOS	TUTICORIN	P R TRADERS	P R TRADERS	CASH
FFAU1988937	40' HIGH CUBE	F	MEDUKW441480	SHUAIBA	TUTICORIN	GLOBAL POLYBAGS INC	GLOBAL POLYBAGS INDUSTRIES	POLYMERS OF ETHYLENE, IN PRIMARY FORMS - POLYETHYL
FFAU1994014	40' HIGH CUBE	F	MEDUTM377858	TEMA	TUTICORIN	PRATIPI CASHEWS	PRATIPI CASHEWS	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
FFAU2077806	40' HIGH CUBE	F	MEDUVC741794	VANCOUVER	TUTICORIN	INDUSIND BANK LIMIT	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO
FFAU2173245	40' HIGH CUBE	F	MEDUFF070215	Dammam	TUTICORIN	SATTUR SRI VENKATES	SATTUR SRI VENKATESHWARA D	WASTE PAPER - PRINTED TMP
FFAU2290489	40' HIGH CUBE	F	MEDUPD364535	SAN-PEDRO	TUTICORIN	BANK OF AFRICA-BAN	EVEREADY SPINNING MILLS PVT	COTTON, NOT CARDED OR COMBED
FFAU2394781	40' HIGH CUBE	F	MEDUFF070215	Dammam	TUTICORIN	SATTUR SRI VENKATES	SATTUR SRI VENKATESHWARA D	WASTE PAPER - PRINTED TMP
FFAU2505674	40' HIGH CUBE	F	MEDUGJ834183	SHANGHAI	COCHIN	TATA CONSUMER PRO	TATA CONSUMER PRODUCTS LIN	CHINA GREEN TEA
FFAU2841410	40' HIGH CUBE	F	MEDUDV579799	SHARJAH	TUTICORIN	ITC LIMITED (PSP DIV).	ITC LIMITED (PSP DIV),	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
FFAU3824608	40' HIGH CUBE	F	MEDUPD369997	SAN-PEDRO	TUTICORIN	PRECOT LIMITED	PRECOT LIMITED	COTTON, NOT CARDED OR COMBED
FFAU3835198	40' HIGH CUBE	F	MEDUPD364535	SAN-PEDRO	TUTICORIN	BANK OF AFRICA-BAN	EVEREADY SPINNING MILLS PVT	COTTON, NOT CARDED OR COMBED
FFAU3929785	40' HIGH CUBE	F	MEDUVC744574	VANCOUVER	TUTICORIN	STATE BANK OF INDIA	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO MECHANICAL PULP
FFAU3986002	40' HIGH CUBE	F	MEDUKW440557	SHUAIBA	TUTICORIN	SRI PONEASWARAA PR	SRI PONEASWARAA PRIVATE LIM	POLYMERS OF ETHYLENE, IN PRIMARY FORMS - POLYETHYL
FFAU4142006	40' HIGH CUBE	F	MEDUOJ446410	CHARLESTON	TUTICORIN	AAPT DISTRIBUTION PR	AAPT DISTRIBUTION PRIVATE LIN	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
FSCU3510856	20' DRY VAN	F	MEDULO334451	LOME	TUTICORIN	PUTHUPALAYAM TIMB	PUTHUPALAYAM TIMBER INDUS	WOOD
FSCU5798607	40' HIGH CUBE REEFER	E	MEDUJ8978818	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD.	Empty Container
FSCU7995082	40' HIGH CUBE	F	MEDUYW163438	XIAMEN	TUTICORIN	THE KARUR VYSYA BAN	HOLISTA TRANZWORLD PRIVATE	96768 SETS OF EMPTY TIN PLATE CAN
FSCU8333075	40' HIGH CUBE	F	MEDUTM376678	TEMA	TUTICORIN	KERALA NUT FOOD CO	KERALA NUT FOOD COMPANY	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
FSCU9885968	40' HIGH CUBE	F	MEDUEY107330	ABIDJAN	TUTICORIN	PALLAVA TEXTILES PRI	PALLAVA TEXTILES PRIVATE LIM	COTTON, NOT CARDED OR COMBED
FTAU1353002	20' DRY VAN	F	MEDUDV578205	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
FTAU1392797	20' DRY VAN	F	MEDUTM380563	TEMA	TUTICORIN	S M TIMBER & SAW M	S M TIMBER & SAW MILL	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK

CONTAINER	SIZE	LOAD /EMPTY	BL NUMBER	POL	POD	CONSIGNEE	NOTIFY	CARGO
FTAU1518118	20' DRY VAN	F	MEDUEY101242	ABIDJAN	TUTICORIN	NILESH TIMBERS	WYNCENT TRADING FZCO	SAWN TIMBER
FTAU1969256	20' DRY VAN	F	MEDUPQ462376	TOMAKOMAI	COCHIN	AMFICO AGENCIES PVT	AMFICO AGENCIES PVT LTD	FISH BODY OIL - JAPAN CRUDE FISH OIL
GAOU2440550	20' DRY VAN	F	MEDUDV578205	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
GAOU6717598	40' HIGH CUBE	F	MEDUVX241924	TIANJINXINGANG	TUTICORIN	ABHILASH CHEMICALS	ABHILASH CHEMICALS AND PHAI	DICYANDIAMIDE 99.5 PCT MIN
GAOU7402949	40' HIGH CUBE	F	MEDUVV741794	VANCOUVER	TUTICORIN	INDUSIND BANK LIMIT	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO
GESU9273269	40' HIGH CUBE REEFER	E	EMPTY	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD.	Empty Container
GESU9440828	40' HIGH CUBE REEFER	E	EMPTY	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD.	Empty Container
GLDU3752928	20' DRY VAN	F	MEDUVX293487	TIANJINXINGANG	TUTICORIN	DCW LIMITED	DCW LIMITED	CALCIUM CARBIDE.SIZE:50-80MM
GLDU5046345	20' DRY VAN	F	MEDUEY101242	ABIDJAN	TUTICORIN	NILESH TIMBERS	WYNCENT TRADING FZCO	SAWN TIMBER
GLDU5051830	20' DRY VAN	F	MEDUTM380555	TEMA	TUTICORIN	PUTHUPALAYAM TIMB	PUTHUPALAYAM TIMBER INDUS	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
GLDU5121686	20' DRY VAN	F	MEDULO332836	LOME	TUTICORIN	SHREE MARUTHI TIMB	SHREE MARUTHI TIMBERS	WOOD
GLDU5626220	20' DRY VAN	F	MEDUOK852111	SEATTLE	TUTICORIN	CP FOODS	CP FOODS	DRIED LEGUMINOUS VEGETABLES, SHELLED, WHETHER OR N
GLDU7653986	40' HIGH CUBE	F	MEDUDV579799	SHARJAH	TUTICORIN	ITC LIMITED (PSP DIV),	ITC LIMITED (PSP DIV),	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
GLDU9454849	20' DRY VAN	F	MEDUDV578205	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
GLDU9700990	20' DRY VAN	F	MEDULO331556	LOME	TUTICORIN	SHREY OVERSEAS	SSA GENERAL TRADING CO. LLC	WOOD
GLDU9792316	20' DRY VAN	F	MEDUDV578437	RAS AL KHAIMAH	TUTICORIN	CAPSTONE TRADING A	CAPSTONE TRADING AND LOGIS	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
GLDU9832039	40' HIGH CUBE	F	MEDUOM358687	SOHAR	TUTICORIN	TEGRAL INDIA PRIVAT	TEGRAL INDIA PRIVATE LIMITED	HDPE LUBAN DGDZ-6097
HPCU2286769	20' DRY VAN	F	MEDUDV587255	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
HPCU2318758	20' DRY VAN	F	MEDUOK852111	SEATTLE	TUTICORIN	CP FOODS	CP FOODS	DRIED LEGUMINOUS VEGETABLES, SHELLED, WHETHER OR N
INBU3896815	20' DRY VAN	F	MEDUDV585952	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
IPXU3585748	20' DRY VAN	F	MEDULO334436	LOME	TUTICORIN	S M TIMBER & SAW M	S M TIMBER & SAW MILL	WOOD
MEDU1182411	20' DRY VAN	F	MEDUDV578205	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
MEDU1436579	20' DRY VAN	F	MEDUDV585952	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MEDU2076590	20' DRY VAN	F	MEDUDV587255	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MEDU2343660	20' DRY VAN	F	MEDUDV587255	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MEDU2488751	20' DRY VAN	F	MEDUTM380878	TEMA	TUTICORIN	M.K.V. KANDASAMY N	M.K.V. KANDASAMY NADAR	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
MEDU2513432	20' DRY VAN	F	MEDUDV585952	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MEDU2520982	20' DRY VAN	F	MEDUEK408494	PORT KLANG (PELABUHAN KLANG)	COCHIN	THE FEDERAL BANK LT	THE FEDERAL BANK LTD	TENSAGEX EOM670B SODIUM LAURYL ETHER SULPHATE
MEDU2563881	20' DRY VAN	F	MEDUDV587255	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MEDU2917223	20' DRY VAN	F	MEDUDV578437	RAS AL KHAIMAH	TUTICORIN	CAPSTONE TRADING A	CAPSTONE TRADING AND LOGIS	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
MEDU2940856	20' DRY VAN	F	MEDUDV578205	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
MEDU3005462	20' DRY VAN	F	MEDUDV585952	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MEDU3174101	20' DRY VAN	F	MEDUDV578437	RAS AL KHAIMAH	TUTICORIN	CAPSTONE TRADING A	CAPSTONE TRADING AND LOGIS	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
MEDU3440330	20' DRY VAN	F	MEDUTM380555	TEMA	TUTICORIN	PUTHUPALAYAM TIMB	PUTHUPALAYAM TIMBER INDUS	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
MEDU3512261	20' DRY VAN	F	MEDULO334451	LOME	TUTICORIN	PUTHUPALAYAM TIMB	PUTHUPALAYAM TIMBER INDUS	WOOD
MEDU3565169	20' DRY VAN	F	MEDUDV578205	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
MEDU3645731	20' DRY VAN	F	MEDUDV587255	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MEDU3694335	20' DRY VAN	F	MEDUDV578205	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
MEDU3865839	20' DRY VAN	F	MEDULO331556	LOME	TUTICORIN	SHREY OVERSEAS	SSA GENERAL TRADING CO. LLC	WOOD
MEDU3929810	20' DRY VAN	F	MEDUDV578437	RAS AL KHAIMAH	TUTICORIN	CAPSTONE TRADING A	CAPSTONE TRADING AND LOGIS	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
MEDU3937749	20' DRY VAN	F	MEDUDV587255	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MEDU4479189	40' HIGH CUBE	F	MEDUTM376645	TEMA	TUTICORIN	PRIVI EXPORTS PRIVAT	PRIVI EXPORTS PRIVATE LIMITED	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
MEDU4556979	40' HIGH CUBE	F	MEDUFF070215	Dammam	TUTICORIN	SATTUR SRI VENKATES	SATTUR SRI VENKATESHWARA D	WASTE PAPER - PRINTED TMP
MEDU4793060	40' HIGH CUBE	F	MEDUDV582744	SHARJAH	TUTICORIN	ITC LIMITED (PSP DIV),	ITC LIMITED (PSP DIV),	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
MEDU4902074	40' HIGH CUBE	F	MEDUTM377155	TEMA	TUTICORIN	PRATIPA CASHEWS	PRATIPA CASHEWS	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
MEDU5227860	20' DRY VAN	F	MEDUTM380878	TEMA	TUTICORIN	M.K.V. KANDASAMY N	M.K.V. KANDASAMY NADAR	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
MEDU5372298	20' DRY VAN	F	MEDUGJ375856	SHANGHAI	COCHIN	COCHIN TRADERS	COCHIN TRADERS	CALCIUM CARBIDE
MEDU5402113	20' DRY VAN	F	MEDUDV578205	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
MEDU5451524	20' DRY VAN	F	MEDUVX226669	TIANJINXINGANG	COCHIN	THARAKAN STEELS	THARAKAN STEELS	CONTINUOUSLY PRE-PAINTED GALVANIZED STEEL COILS
MEDU5456697	20' DRY VAN	F	MEDUDV585952	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MEDU5533279	20' DRY VAN	F	MEDUDV585952	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MEDU5584532	20' DRY VAN	F	MEDUDV578205	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
MEDU5672422	20' DRY VAN	F	MEDUTM380555	TEMA	TUTICORIN	PUTHUPALAYAM TIMB	PUTHUPALAYAM TIMBER INDUS	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
MEDU5711766	20' DRY VAN	F	MEDUDV578437	RAS AL KHAIMAH	TUTICORIN	CAPSTONE TRADING A	CAPSTONE TRADING AND LOGIS	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
MEDU5727839	20' DRY VAN	F	MEDUDV585952	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MEDU5746720	20' DRY VAN	F	MEDUTM381553	TEMA	TUTICORIN	A.B. KANISHA TIMBERS	A.B. KANISHA TIMBERS	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
MEDU5780387	20' DRY VAN	F	MEDULO334709	LOME	TUTICORIN	ANANDA SAW MILLS	ANANDA SAW MILLS	WOOD
MEDU5849293	20' DRY VAN	F	MEDUTM380332	TEMA	TUTICORIN	SRI BALAJI TIMBER TR	SRI BALAJI TIMBER TRADERS	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK

CONTAINER	SIZE	LOAD /EMPTY	BL NUMBER	POL	POD	CONSIGNEE	NOTIFY	CARGO
MEDU6139763	20' DRY VAN	F	MEDUTM380332	TEMA	TUTICORIN	SRI BALAJI TIMBER TR	SRI BALAJI TIMBER TRADERS	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
MEDU6204365	20' DRY VAN	F	MEDUTM380563	TEMA	TUTICORIN	S M TIMBER & SAW M	S M TIMBER & SAW MILL	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
MEDU6313073	20' DRY VAN	F	MEDULO331812	LOME	TUTICORIN	SATHYA ENTERPRISES	SATHYA ENTERPRISES	WOOD
MEDU6350842	20' DRY VAN	F	MEDUTM380555	TEMA	TUTICORIN	PUTHUPALAYAM TIMB	PUTHUPALAYAM TIMBER INDUS	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
MEDU6386486	20' DRY VAN	F	MEDUDV585952	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MEDU6618806	20' DRY VAN	F	MEDUVX293487	TIANJINXINGANG	TUTICORIN	DCW LIMITED	DCW LIMITED	CALCIUM CARBIDE.SIZE:50-80MM
MEDU6890054	20' DRY VAN	F	MEDUDV578437	RAS AL KHAIMAH	TUTICORIN	CAPSTONE TRADING A	CAPSTONE TRADING AND LOGIS	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
MEDU7069547	40' HIGH CUBE	F	MEDUAD688639	ABU DHABI	TUTICORIN	P P PRODUCTS PVT LTD	P P PRODUCTS PVT LTD	BE961MO PROPYLENE COPOLYMERS
MEDU7082019	40' HIGH CUBE	F	MEDUFF067187	Dammam	TUTICORIN	MARIS ASSOCIATES PR	GENID SHIPPING & LOGISTICS PR	MOPLN HP462R, BG25BC
MEDU7336849	40' HIGH CUBE	F	MEDUKW441662	SHUAIBA	TUTICORIN	AXIS BANK LIMITED	SRI LAKOSHA POLYMER PRIVATE	POLYMERS OF PROPYLENE OR OF OTHER OLEFINS, IN PRIM
MEDU7409919	40' HIGH CUBE	F	MEDUKW441647	SHUAIBA	TUTICORIN	AXIS BANK LIMITED	SRI LAKOSHA POLYMER PRIVATE	POLYMERS OF PROPYLENE OR OF OTHER OLEFINS, IN PRIM
MEDU7466755	40' HIGH CUBE	F	MEDUAD688555	ABU DHABI	TUTICORIN	P P PRODUCTS PVT LTD	P P PRODUCTS PVT LTD	RE420MO POLYPROPYLENE
MEDU7587335	40' HIGH CUBE	F	MEDUTM376678	TEMA	TUTICORIN	KERALA NUT FOOD CO	KERALA NUT FOOD COMPANY	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
MEDU7774819	40' HIGH CUBE	F	MEDUOJ456120	CHARLESTON	TUTICORIN	PRO PACK SOURCING I	PRO PACK SOURCING INDIA	UNCOATED KRAFT PAPER AND PAPERBOARD, IN ROLLS OR S
MEDU7910999	40' HIGH CUBE	F	MEDUEY107330	ABIDJAN	TUTICORIN	PALLAVA TEXTILES PRI	PALLAVA TEXTILES PRIVATE LIMI	COTTON, NOT CARDED OR COMBED
MEDU7947299	40' HIGH CUBE	F	MEDUVC744574	VANCOUVER	TUTICORIN	STATE BANK OF INDIA	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO MECHANICAL PULP
MEDU7994900	40' HIGH CUBE	F	MEDUQV023534	QINGDAO	TUTICORIN	RAJASTHAN PAPER MA	RAJASTHAN PAPER MART	HIGH BULK C2S ART BOARD
MEDU7999815	40' HIGH CUBE	F	MEDUDV582751	SHARJAH	TUTICORIN	SUBAM PAPERS LIMITE	SUBAM PAPERS LIMITED	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
MEDU8562630	40' HIGH CUBE	F	MEDUVC741794	VANCOUVER	TUTICORIN	INDUSIND BANK LIMIT	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO
MEDU8593435	40' HIGH CUBE	F	MEDUDV582744	SHARJAH	TUTICORIN	ITC LIMITED (PSP DIV)	ITC LIMITED (PSP DIV),	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
MEDU8952828	40' HIGH CUBE	F	MEDUDV582744	SHARJAH	TUTICORIN	ITC LIMITED (PSP DIV),	ITC LIMITED (PSP DIV),	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
MEDU9036033	40' HIGH CUBE REEFER	E	MEDUJ8978818	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container
MEDU9094770	40' HIGH CUBE REEFER	E	EMPTY	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container
MEDU9176210	40' HIGH CUBE REEFER	E	MEDUJ8978818	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container
MEDU9438710	40' HIGH CUBE	F	MEDUOJ461344	SAVANNAH	TUTICORIN	BLUE MOUNT PAPER A	BLUE MOUNT PAPER AND BOAR	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
MEDU9614722	40' HIGH CUBE REEFER	E	EMPTY	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container
MEDU9660590	40' HIGH CUBE REEFER	E	EMPTY	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container
MEDU9712544	40' HIGH CUBE REEFER	E	MEDUJ8978818	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container
MEDU9744433	40' HIGH CUBE REEFER	E	EMPTY	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container
MEDU9775310	40' HIGH CUBE REEFER	E	EMPTY	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container
MEDU9883594	40' HIGH CUBE REEFER	E	MEDUJ8978818	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container
MSBU1487473	20' DRY VAN	F	MEDULO335474	LOME	TUTICORIN	S M TIMBER & SAW M	S M TIMBER & SAW MILL	WOOD
MSBU1495139	20' DRY VAN	F	MEDULO334170	LOME	TUTICORIN	SRI SRINIVASA WOOD	SRI SRINIVASA WOOD INDUSTRIE	WOOD
MSBU3051616	20' DRY VAN	F	MEDUTM380563	TEMA	TUTICORIN	S M TIMBER & SAW M	S M TIMBER & SAW MILL	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
MSBU3144262	20' DRY VAN	F	MEDULO334832	LOME	TUTICORIN	S M TIMBER & SAW M	S M TIMBER & SAW MILL	WOOD
MSBU5176145	40' HIGH CUBE	F	MEDUXJ265586	JAKARTA, JAVA	COCHIN	TATA CONSUMER PRO	TATA CONSUMER PRODUCTS LTD	TEA
MSBU5203092	40' HIGH CUBE	F	MEDUOJ446410	CHARLESTON	TUTICORIN	AAPT DISTRIBUTION PR	AAPT DISTRIBUTION PRIVATE LIM	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
MSBU5363486	40' HIGH CUBE	F	MEDUEY107330	ABIDJAN	TUTICORIN	PALLAVA TEXTILES PRI	PALLAVA TEXTILES PRIVATE LIMI	COTTON, NOT CARDED OR COMBED
MSBU5449363	40' HIGH CUBE	F	MEDUFF073995	JUBAIL	TUTICORIN	TAMILNAD MERCANTI	DEVENDRAN PLASTIC PRIVATE LI	LINEAR LOW DENSITY POLYETHYLENE
MSBU5488349	40' HIGH CUBE	F	MEDUVC744574	VANCOUVER	TUTICORIN	STATE BANK OF INDIA	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO MECHANICAL PULP
MSBU5494845	40' HIGH CUBE	F	MEDUVC741794	VANCOUVER	TUTICORIN	INDUSIND BANK LIMIT	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO
MSBU6514118	40' HIGH CUBE	F	MEDUDV579674	SHARJAH	TUTICORIN	M/S. GVG PAPER MILLS	M/S. GVG PAPER MILLS PRIVATE	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
MSBU8157196	40' HIGH CUBE	F	MEDUDV582744	SHARJAH	TUTICORIN	ITC LIMITED (PSP DIV)	ITC LIMITED (PSP DIV),	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
MSBU8176128	40' HIGH CUBE	F	MEDUVC744574	VANCOUVER	TUTICORIN	STATE BANK OF INDIA	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO MECHANICAL PULP
MSCU3627900	20' REEFER	F	EMPTY	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container
MSCU5091490	40' HIGH CUBE	F	MEDUAD688639	ABU DHABI	TUTICORIN	P P PRODUCTS PVT LTD	P P PRODUCTS PVT LTD	BE961MO PROPYLENE COPOLYMERS
MSCU5260347	40' HIGH CUBE	F	MEDUDV582744	SHARJAH	TUTICORIN	ITC LIMITED (PSP DIV)	ITC LIMITED (PSP DIV),	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
MSCU5356639	40' HIGH CUBE	F	MEDUGJ565183	SHANGHAI	TUTICORIN	KUEHNE + NAGEL PVT.	KUEHNE + NAGEL PVT. LTD	SPINNING MACHINE
MSCU5358014	40' HIGH CUBE	F	MEDUVC741794	VANCOUVER	TUTICORIN	INDUSIND BANK LIMIT	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO
MSCU5380661	40' HIGH CUBE	F	MEDUOJ503822	SAVANNAH	TUTICORIN	KARUR VYSYA BANK LI	KARUR VYSYA BANK LTD	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
MSCU5412840	40' HIGH CUBE	F	MEDUPD364535	SAN-PEDRO	TUTICORIN	BANK OF AFRICA-BAN	EVEREADY SPINNING MILLS PVT	COTTON, NOT CARDED OR COMBED
MSCU6014477	20' DRY VAN	F	MEDUDV578437	RAS AL KHAIMAH	TUTICORIN	CAPSTONE TRADING A	CAPSTONE TRADING AND LOGIS	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
MSCU6300233	20' DRY VAN	F	MEDULO331879	LOME	TUTICORIN	VISHVAM EXIM PRIVA	VISHVAM EXIM PRIVATE LIMITED	WOOD
MSCU6523999	20' DRY VAN	F	MEDUDV585952	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MSCU6867485	20' DRY VAN	F	MEDULO335631	LOME	TUTICORIN	SRI BALAJI TIMBERS	SRI BALAJI TIMBERS	WOOD
MSCU6973595	20' DRY VAN	F	MEDULO331556	LOME	TUTICORIN	SHREY OVERSEAS	SSA GENERAL TRADING CO. LLC	WOOD
MSCU6984579	20' DRY VAN	F	MEDUDV578205	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
MSCU7391897	40' HIGH CUBE REEFER	E	MEDUJ8978818	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container

CONTAINER	SIZE	LOAD /EMPTY	BL NUMBER	POL	POD	CONSIGNEE	NOTIFY	CARGO
MSDU1076968	20' DRY VAN	F	MEDUDV585952	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MSDU1118528	20' DRY VAN	F	MEDUDV587255	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MSDU1187405	20' DRY VAN	F	MEDULO334162	LOME	TUTICORIN	PAN INDIA TIMBERS	PAN INDIA TIMBERS	WOOD
MSDU1412527	20' DRY VAN	F	MEDULO331341	LOME	TUTICORIN	JOHN SAW MILL PVT L	JOHN SAW MILL PVT LTD	WOOD
MSDU1465743	20' DRY VAN	F	MEDUDV585952	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MSDU1472742	20' DRY VAN	F	MEDUDV578205	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
MSDU1525375	20' DRY VAN	F	MEDULO332794	LOME	TUTICORIN	SAMRUDDHI ENTERPR	SAMRUDDHI ENTERPRISES	WOOD
MSDU1542813	20' DRY VAN	F	MEDUDV578205	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
MSDU1590982	20' DRY VAN	F	MEDUDV585952	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MSDU1673346	20' DRY VAN	F	MEDUDV587255	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MSDU1720258	20' DRY VAN	F	MEDULO332679	LOME	TUTICORIN	SRI BALAJI TIMBERS	SRI BALAJI TIMBERS	WOOD
MSDU1772626	20' DRY VAN	F	MEDUVX226669	TIANJINXINGANG	COCHIN	THARAKAN STEELS	THARAKAN STEELS	CONTINUOUSLY PRE-PAINTED GALVANIZED STEEL COILS
MSDU1913339	20' DRY VAN	F	MEDUGJ587468	SHANGHAI	TUTICORIN	DCW LIMITED	DCW LIMITED	CALCIUM CARBIDE
MSDU1932220	20' DRY VAN	F	MEDUDV578437	RAS AL KHAIMAH	TUTICORIN	CAPSTONE TRADING A	CAPSTONE TRADING AND LOGIS	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
MSDU1964980	20' DRY VAN	F	MEDUDV578437	RAS AL KHAIMAH	TUTICORIN	CAPSTONE TRADING A	CAPSTONE TRADING AND LOGIS	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
MSDU2079977	20' DRY VAN	F	MEDUDV578205	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
MSDU2246077	20' DRY VAN	F	MEDUTM380563	TEMA	TUTICORIN	S M TIMBER & SAW M	S M TIMBER & SAW MILL	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
MSDU2261657	20DV	F	MEDUAK264136	ANTWERP	OPT	SHIP	SHIP	MACHINERY
MSDU2362462	20' DRY VAN	F	MEDULO332901	LOME	TUTICORIN	ORCHID SHIPPING PVT	SRIRAM GLOBAL TRADE PTE LTD	WOOD
MSDU2473893	20' DRY VAN	F	MEDUTM380878	TEMA	TUTICORIN	M.K.V. KANDASAMY N	M.K.V. KANDASAMY NADAR	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
MSDU2524199	20' DRY VAN	F	MEDUDV578437	RAS AL KHAIMAH	TUTICORIN	CAPSTONE TRADING A	CAPSTONE TRADING AND LOGIS	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
MSDU2528738	20' DRY VAN	F	MEDUDV578437	RAS AL KHAIMAH	TUTICORIN	CAPSTONE TRADING A	CAPSTONE TRADING AND LOGIS	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
MSDU2580438	20' DRY VAN	F	MEDUDV585952	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MSDU2860110	20' DRY VAN	F	MEDUDV585952	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MSDU2942820	20' DRY VAN	F	MEDULO332828	LOME	TUTICORIN	SHREE MARUTHI TIMB	SHREE MARUTHI TIMBERS	WOOD
MSDU5020340	40' HIGH CUBE	F	MEDUVC744574	VANCOUVER	TUTICORIN	STATE BANK OF INDIA	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO MECHANICAL PULP
MSDU5067115	40' HIGH CUBE	F	MEDUDV579799	SHARJAH	TUTICORIN	ITC LIMITED (PSP DIV),	ITC LIMITED (PSP DIV),	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
MSDU5396830	40' HIGH CUBE	F	MEDUDV578809	SHARJAH	TUTICORIN	GVG PAPER MILLS PVT	GVG PAPER MILLS PVT LTD,	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
MSDU5453170	40' HIGH CUBE	F	MEDUKW440490	SHUAIBA	TUTICORIN	SHIVI FILLERS	SHIVI FILLERS	POLYMERS OF ETHYLENE, IN PRIMARY FORMS - POLYETHYL
MSDU5457730	40' HIGH CUBE	F	MEDUXF244073	VERACRUZ	TUTICORIN	PALM OASIS TRADING	SHREE KALYANI SAW MILL	WOOD SAWN OR CHIPPED LENGTHWISE, SLICED OR PEELED,
MSDU5484865	40' HIGH CUBE	F	MEDUGJ565183	SHANGHAI	TUTICORIN	KUEHNE + NAGEL PVT.	KUEHNE + NAGEL PVT. LTD	SPINNING MACHINE
MSDU526699	40' HIGH CUBE	F	MEDUFF070215	Dammam	TUTICORIN	SATTUR SRI VENKATES	SATTUR SRI VENKATESHWARA D	WASTE PAPER - PRINTED TMP
MSDU5532460	40' HIGH CUBE	F	MEDUTM376199	TEMA	TUTICORIN	PERFISO TRADING DM	PERFISO TRADING DMCC	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
MSDU5586189	40' HIGH CUBE	F	MEDUTM376199	TEMA	TUTICORIN	PERFISO TRADING DM	PERFISO TRADING DMCC	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
MSDU5612879	40' HIGH CUBE	F	MEDUXJ286244	BELAWAN, SUMATRA	COCHIN	SYNTHITE INDUSTRIES	SYNTHITE INDUSTRIES PRIVATE L	CINNAMOMUM
MSDU5708733	40' HIGH CUBE	F	MEDUFF073664	JUBAIL	COCHIN	TEGRAL INDIA PRIVATE	TEGRAL INDIA PRIVATE LIMITED	POLYETHYLENE LUPOLEN 2421H
MSDU5813641	40' HIGH CUBE	F	MEDUTM376603	TEMA	TUTICORIN	BBS FOODSTUFF TRAD	MANGALATH CASHEWS	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
MSDU5851997	40' HIGH CUBE	F	MEDUOM358687	SOHAR	TUTICORIN	TEGRAL INDIA PRIVATE	TEGRAL INDIA PRIVATE LIMITED	HDPE LUBAN DGDZ-6097
MSDU5928595	40' HIGH CUBE	F	MEDUTM377163	TEMA	TUTICORIN	SUNFOOD AGRO COM	SUNFOOD AGRO COMMODITIES	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
MSDU5935655	40' HIGH CUBE	F	MEDUTM376660	TEMA	TUTICORIN	JJ TRADING COMPANY	JJ TRADING COMPANY	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
MSDU5949319	40' HIGH CUBE	F	MEDUVC744574	VANCOUVER	TUTICORIN	STATE BANK OF INDIA	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO MECHANICAL PULP
MSDU5950325	40' HIGH CUBE	F	MEDUOJ503822	SAVANNAH	TUTICORIN	KARUR VYSYA BANK LI	KARUR VYSYA BANK LTD	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
MSDU6063270	40' HIGH CUBE	F	MEDUTM377858	TEMA	TUTICORIN	PRATIPI CASHEWS	PRATIPI CASHEWS	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
MSDU6094856	40' HIGH CUBE	F	MEDUTM376314	TEMA	TUTICORIN	ECOM AGRO INDIA PR	ECOM AGRO INDIA PRIVATE LIM	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
MSDU6166956	40' HIGH CUBE	F	MEDUVC744574	VANCOUVER	TUTICORIN	STATE BANK OF INDIA	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO MECHANICAL PULP
MSDU6251410	40' HIGH CUBE	F	MEDUVC744574	VANCOUVER	TUTICORIN	STATE BANK OF INDIA	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO MECHANICAL PULP
MSDU6369803	40' HIGH CUBE	F	MEDUPD364709	SAN-PEDRO	TUTICORIN	SRG APPARELS LIMITE	SRG APPARELS LIMITED	COTTON, NOT CARDED OR COMBED
MSDU6376438	40' HIGH CUBE	F	MEDUKW441647	SHUAIBA	TUTICORIN	AXIS BANK LIMITED	SRI LAKOSHA POLYMER PRIVATE	POLYMERS OF PROPYLENE OR OF OTHER OLEFINS, IN PRIM
MSDU6396136	40' HIGH CUBE	F	MEDUVC744574	VANCOUVER	TUTICORIN	STATE BANK OF INDIA	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO MECHANICAL PULP
MSDU6444527	40' HIGH CUBE	F	MEDUOJ503822	SAVANNAH	TUTICORIN	KARUR VYSYA BANK LI	KARUR VYSYA BANK LTD	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
MSDU6543392	40' HIGH CUBE	F	MEDUDV579799	SHARJAH	TUTICORIN	ITC LIMITED (PSP DIV),	ITC LIMITED (PSP DIV),	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
MSDU6586389	40' HIGH CUBE	F	MEDUQV023534	QINGDAO	TUTICORIN	RAJASTHAN PAPER MA	RAJASTHAN PAPER MART	HIGH BULK C2S ART BOARD
MSDU6596920	40' HIGH CUBE	F	MEDUFF068672	JUBAIL	COCHIN	KVN IMPEX PVT LTD	KVN IMPEX PVT LTD	MOPLEN HP456J, BG25BC
MSDU6901460	40' HIGH CUBE	F	MEDUKW440540	SHUAIBA	TUTICORIN	SAMUTHRA COLORS	SAMUTHRA COLORS	POLYMERS OF ETHYLENE, IN PRIMARY FORMS - POLYETHYL
MSDU6902609	40' HIGH CUBE	F	MEDUKW440490	SHUAIBA	TUTICORIN	SHIVI FILLERS	SHIVI FILLERS	POLYMERS OF ETHYLENE, IN PRIMARY FORMS - POLYETHYL
MSDU6902759	40' HIGH CUBE	F	MEDUKW440540	SHUAIBA	TUTICORIN	SAMUTHRA COLORS	SAMUTHRA COLORS	POLYMERS OF ETHYLENE, IN PRIMARY FORMS - POLYETHYL
MSDU6902764	40' HIGH CUBE	F	MEDUKW440557	SHUAIBA	TUTICORIN	SRI PONEASWARAA PR	SRI PONEASWARAA PRIVATE LIM	POLYMERS OF ETHYLENE, IN PRIMARY FORMS - POLYETHYL
MSDU6954053	40' HIGH CUBE	F	MEDUVC744574	VANCOUVER	TUTICORIN	STATE BANK OF INDIA	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO MECHANICAL PULP

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MSDU6985136	40' HIGH CUBE	F	MEDUFF070215	Dammam	TUTICORIN	SATTUR SRI VENKATES	SATTUR SRI VENKATESHWARA D	WASTE PAPER - PRINTED TMP
MSDU6992686	40' HIGH CUBE	F	MEDUQV023534	QINGDAO	TUTICORIN	RAJASTHAN PAPER MA	RAJASTHAN PAPER MART	HIGH BULK C2S ART BOARD
MSDU7030964	40' HIGH CUBE	F	MEDUPD364535	SAN-PEDRO	TUTICORIN	BANK OF AFRICA-BAN	EVEREADY SPINNING MILLS PVT	COTTON, NOT CARDED OR COMBED
MSDU7069204	40' HIGH CUBE	F	MEDUDV579799	SHARJAH	TUTICORIN	ITC LIMITED (PSP DIV),	ITC LIMITED (PSP DIV),	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
MSDU7092673	40' HIGH CUBE	F	MEDUDV579831	SHARJAH	TUTICORIN	SHRI HARI KRISHNA PA	SHRI HARI KRISHNA PAPERS PVT	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
MSDU7193848	40' HIGH CUBE	F	MEDUMC662274	CORNER BROOK	COCHIN	THE MALAYALA MANC	THE MALAYALA MANORAMA CO	STANDARD NEWSPRINT
MSDU7215335	40' HIGH CUBE	F	MEDUDV579799	SHARJAH	TUTICORIN	ITC LIMITED (PSP DIV),	ITC LIMITED (PSP DIV),	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
MSDU7238623	40' HIGH CUBE	F	MEDUM8136985	CORINTO	TUTICORIN	FRACHT INDIA PVT LTD	FRACHT INDIA PVT LTD	USED OR NEW RAGS, SCRAP TWINE, CORDAGE, ROPE AND C
MSDU7272464	40' HIGH CUBE	F	MEDUVC744574	VANCOUVER	TUTICORIN	STATE BANK OF INDIA	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO MECHANICAL PULP
MSDU7392460	40' HIGH CUBE	F	MEDUQJ446410	CHARLESTON	TUTICORIN	AAPT DISTRIBUTION PR	AAPT DISTRIBUTION PRIVATE LIN	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
MSDU7394462	40' HIGH CUBE	F	MEDUGJ565183	SHANGHAI	TUTICORIN	KUEHNE + NAGEL PVT.	KUEHNE + NAGEL PVT. LTD	SPINNING MACHINE
MSDU7438935	40' HIGH CUBE	F	MEDUDV579799	SHARJAH	TUTICORIN	ITC LIMITED (PSP DIV),	ITC LIMITED (PSP DIV),	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
MSDU7574253	40' HIGH CUBE	F	MEDUTM376660	TEMA	TUTICORIN	JJ TRADING COMPANY	JJ TRADING COMPANY	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
MSDU7713317	40' HIGH CUBE	F	MEDUTM376652	TEMA	TUTICORIN	SANS CASHEW INDIA P	SANS CASHEW INDIA PRIVATE LI	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
MSDU7734011	40' HIGH CUBE	F	MEDUPQ515413	OSAKA JAPAN	TUTICORIN	SACHIN TEX	SACHIN TEX	WASTE
MSDU7745525	40' HIGH CUBE	F	MEDUDV582751	SHARJAH	TUTICORIN	SUBAM PAPERS LIMITE	SUBAM PAPERS LIMITED	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
MSDU7779905	40' HIGH CUBE	F	MEDUKW441506	SHUAIBA	TUTICORIN	GLOBAL POLYBAGS IN	GLOBAL POLYBAGS INDUSTRIES	POLYMERS OF ETHYLENE, IN PRIMARY FORMS - POLYETHYL
MSDU7920000	40' HIGH CUBE	F	MEDUDV582751	SHARJAH	TUTICORIN	SUBAM PAPERS LIMITE	SUBAM PAPERS LIMITED	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
MSDU7961442	40' HIGH CUBE	F	MEDUVC741794	VANCOUVER	TUTICORIN	INDUSIND BANK LIMIT	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO
MSDU8103176	40' HIGH CUBE	F	MEDUVC741794	VANCOUVER	TUTICORIN	INDUSIND BANK LIMIT	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO
MSDU8251255	40' HIGH CUBE	F	MEDUPD369997	SAN-PEDRO	TUTICORIN	PRECOT LIMITED	PRECOT LIMITED	COTTON, NOT CARDED OR COMBED
MSDU8256088	40' HIGH CUBE	F	MEDUPD364535	SAN-PEDRO	TUTICORIN	BANK OF AFRICA-BAN	EVEREADY SPINNING MILLS PVT	COTTON, NOT CARDED OR COMBED
MSDU8486959	40' HIGH CUBE	F	MEDUKW441506	SHUAIBA	TUTICORIN	GLOBAL POLYBAGS IN	GLOBAL POLYBAGS INDUSTRIES	POLYMERS OF ETHYLENE, IN PRIMARY FORMS - POLYETHYL
MSDU8493979	40' HIGH CUBE	F	MEDUFF070835	JUBAIL	COCHIN	KVN IMPEX PVT LTD	KVN IMPEX PVT LTD	LUPOLEN 2427F, BG25BC
MSDU8553168	40' HIGH CUBE	F	MEDUTM377858	TEMA	TUTICORIN	PRATIPA CASHEWS	PRATIPA CASHEWS	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
MSDU8601380	40' HIGH CUBE	F	MEDUVC741794	VANCOUVER	TUTICORIN	INDUSIND BANK LIMIT	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO
MSDU8647396	40' HIGH CUBE	F	MEDUDV582744	SHARJAH	TUTICORIN	ITC LIMITED (PSP DIV),	ITC LIMITED (PSP DIV),	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
MSDU8655154	40' HIGH CUBE	F	MEDUPD369997	SAN-PEDRO	TUTICORIN	PRECOT LIMITED	PRECOT LIMITED	COTTON, NOT CARDED OR COMBED
MSDU8659519	40' HIGH CUBE	F	MEDUVC741794	VANCOUVER	TUTICORIN	INDUSIND BANK LIMIT	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO
MSDU8716075	40' HIGH CUBE	F	MEDUDV582744	SHARJAH	TUTICORIN	ITC LIMITED (PSP DIV),	ITC LIMITED (PSP DIV),	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
MSDU8943818	40' HIGH CUBE	F	MEDUDV579799	SHARJAH	TUTICORIN	ITC LIMITED (PSP DIV),	ITC LIMITED (PSP DIV),	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
MSDU8980278	40' HIGH CUBE	F	MEDUOJ503822	SAVANNAH	TUTICORIN	KARUR VYSYA BANK LI	KARUR VYSYA BANK LTD	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
MSDU8999479	40' HIGH CUBE	F	MEDUFF073995	JUBAIL	TUTICORIN	TAMILNAD MERCANTI	DEVENDRAN PLASTIC PRIVATE LI	LINEAR LOW DENSITY POLYETHYLENE
MSDU9019223	40' HIGH CUBE REEFER	E	EMPTY	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD.	(Empty Container
MSDU9786652	40' HIGH CUBE REEFER	E	EMPTY	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD.	(Empty Container
MSDU9792167	40' HIGH CUBE REEFER	E	EMPTY	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD.	(Empty Container
MSDU9792254	40' HIGH CUBE REEFER	E	EMPTY	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD.	(Empty Container
MSDU9793435	40' HIGH CUBE REEFER	E	EMPTY	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD.	(Empty Container
MSDU9793501	40' HIGH CUBE REEFER	E	EMPTY	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD.	(Empty Container
MSDU9793585	40' HIGH CUBE REEFER	E	EMPTY	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD.	(Empty Container
MSDU9793604	40' HIGH CUBE REEFER	E	EMPTY	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD.	(Empty Container
MSDU9793836	40' HIGH CUBE REEFER	E	EMPTY	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD.	(Empty Container
MSDU9794093	40' HIGH CUBE REEFER	E	EMPTY	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD.	(Empty Container
MSDU9794560	40' HIGH CUBE REEFER	E	EMPTY	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD.	(Empty Container
MSDU9797430	40' HIGH CUBE REEFER	E	EMPTY	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD.	(Empty Container
MSDU9797765	40' HIGH CUBE REEFER	E	EMPTY	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD.	(Empty Container
MSDU9797852	40' HIGH CUBE REEFER	E	EMPTY	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD.	(Empty Container
MSDU9798078	40' HIGH CUBE REEFER	E	EMPTY	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD.	(Empty Container
MSDU9799623	40' HIGH CUBE REEFER	E	EMPTY	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD.	(Empty Container
MSDU9799752	40' HIGH CUBE REEFER	E	EMPTY	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD.	(Empty Container
MSDU9805201	40' HIGH CUBE REEFER	E	MEDUJ8978818	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD.	(Empty Container
MSDU9837180	40' HIGH CUBE REEFER	E	EMPTY	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD.	(Empty Container
MSDU9868663	40' HIGH CUBE REEFER	E	EMPTY	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD.	(Empty Container
MSDU9893250	40' HIGH CUBE REEFER	E	EMPTY	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD.	(Empty Container
MMSMU1103545	20' DRY VAN	F	MEDUDV587255	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MMSMU1185137	20' DRY VAN	F	MEDUDV578437	RAS AL KHAIMAH	TUTICORIN	CAPSTONE TRADING A	CAPSTONE TRADING AND LOGIS	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
MMSMU1199249	20' DRY VAN	F	MEDUDV585952	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MMSMU1207880	20' DRY VAN	F	MEDULO332828	LOME	TUTICORIN	SHREE MARUTHI TIMB	SHREE MARUTHI TIMBERS	WOOD

CONTAINER	SIZE	LOAD /EMPT	BL NUMBER	POL	POD	CONSIGNEE	NOTIFY	CARGO
MSMU1218800	20' DRY VAN	F	MEDULO332794	LOME	TUTICORIN	SAMRUDDHI ENTERPR	SAMRUDDHI ENTERPRISES	WOOD
MSMU1409237	20' DRY VAN	F	MEDULO332687	LOME	TUTICORIN	SHREE SHENBAGA VIN	SHREE SHENBAGA VINAYAGAR T	WOOD
MSMU1459264	20' DRY VAN	F	MEDUQV014426	QINGDAO	TUTICORIN	STEAM PULSE INDIA PR	STEAM PULSE INDIA PRIVATE LIM	THIS IS SEZ CARGO STEEL CORD
MSMU1487158	20' DRY VAN	F	MEDUOK676262	SEATTLE	TUTICORIN	CP FOODS	CP FOODS	DRIED LEGUMINOUS VEGETABLES, SHELLED, WHETHER OR N
MSMU1547236	20' DRY VAN	F	MEDUDV585952	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MSMU1682200	20' DRY VAN	F	MEDUDV585952	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MSMU1686036	20' DRY VAN	F	MEDUDV585952	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MSMU1694031	20' DRY VAN	F	MEDUDV587255	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MSMU1796706	20' DRY VAN	F	MEDUVX288560	TIANJINXINGANG	TUTICORIN	NAGA ABRASIVE	NAGA ABRASIVE	BROWN FUSED ALUMINA
MSMU1837390	20' DRY VAN	F	MEDUGJ375856	SHANGHAI	COCHIN	COCHIN TRADERS	COCHIN TRADERS	CALCIUM CARBIDE
MSMU1878126	20' DRY VAN	F	MEDUPQ462376	TOMAKOMAI	COCHIN	AMFICO AGENCIES PV	AMFICO AGENCIES PVT LTD	FISH BODY OIL - JAPAN CRUDE FISH OIL
MSMU1907878	20' DRY VAN	F	MEDUDV585952	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MSMU1988490	20' DRY VAN	F	MEDUDV585952	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MSMU2067289	20' DRY VAN	F	MEDULO332794	LOME	TUTICORIN	SAMRUDDHI ENTERPR	SAMRUDDHI ENTERPRISES	WOOD
MSMU2191793	20' DRY VAN	F	MEDUDV585952	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MSMU2212303	20' DRY VAN	F	MEDUPQ462376	TOMAKOMAI	COCHIN	AMFICO AGENCIES PV	AMFICO AGENCIES PVT LTD	FISH BODY OIL - JAPAN CRUDE FISH OIL
MSMU2560741	20' DRY VAN	F	MEDUDV585952	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MSMU2660669	20' DRY VAN	F	MEDUDV578205	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
MSMU2708757	20' DRY VAN	F	MEDUOK676262	SEATTLE	TUTICORIN	CP FOODS	CP FOODS	DRIED LEGUMINOUS VEGETABLES, SHELLED, WHETHER OR N
MSMU2711494	20' DRY VAN	F	MEDUDV578205	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
MSMU2760354	20' DRY VAN	F	MEDUTM381553	TEMA	TUTICORIN	A.B. KANISHA TIMBERS	A.B. KANISHA TIMBERS	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
MSMU2959752	20' DRY VAN	F	MEDULO334840	LOME	TUTICORIN	LAKSHMI SAW MILL	LAKSHMI SAW MILL	WOOD
MSMU2978243	20' DRY VAN	F	MEDULO331556	LOME	TUTICORIN	SHREY OVERSEAS	SSA GENERAL TRADING CO. LLC	WOOD
MSMU3295128	20' DRY VAN	F	MEDUDV587255	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MSMU3385767	20' DRY VAN	F	MEDULO331887	LOME	TUTICORIN	SRI MAHESHWARI WO	WINCOM TRADING FZC LLC	WOOD
MSMU3453692	20' DRY VAN	F	MEDUTM381553	TEMA	TUTICORIN	A.B. KANISHA TIMBERS	A.B. KANISHA TIMBERS	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
MSMU3653577	20' DRY VAN	F	MEDUVX288560	TIANJINXINGANG	TUTICORIN	NAGA ABRASIVE	NAGA ABRASIVE	BROWN FUSED ALUMINA
MSMU4069700	40' HIGH CUBE	F	MEDUPD364535	SAN-PEDRO	TUTICORIN	BANK OF AFRICA-BAN	EVEREADY SPINNING MILLS PVT	COTTON, NOT CARDED OR COMBED
MSMU4130842	40' HIGH CUBE	F	MEDUTM376850	TEMA	TUTICORIN	LOURDESMATHA CASH	LOURDESMATHA CASHEW INDU	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
MSMU4137195	40' HIGH CUBE	F	MEDUOJ446410	CHARLESTON	TUTICORIN	AAPT DISTRIBUTION PR	AAPT DISTRIBUTION PRIVATE LIM	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
MSMU4192926	40' HIGH CUBE	F	MEDUKW441480	SHUAIBA	TUTICORIN	GLOBAL POLYBAGS IND	GLOBAL POLYBAGS INDUSTRIES I	POLYMERS OF ETHYLENE, IN PRIMARY FORMS - POLYETHYL
MSMU4201859	40' HIGH CUBE	F	MEDUTM376199	TEMA	TUTICORIN	PERFISO TRADING DM	PERFISO TRADING DMCC	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
MSMU4243427	40' HIGH CUBE	F	MEDUQU853634	QINGDAO	TUTICORIN	ATC TIRES PRIVATE LIM	ATC TIRES PRIVATE LIMITED	RUBBER CHEMICAL ANTI-OXIDANT 6PPD
MSMU4267537	40' HIGH CUBE	F	MEDUTM377155	TEMA	TUTICORIN	PRATIPIA CASHEWS	PRATIPIA CASHEWS	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
MSMU4269150	40' HIGH CUBE	F	MEDUTM376603	TEMA	TUTICORIN	BBS FOODSTUFF TRAD	MANGALATH CASHEWS	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
MSMU4287467	40' HIGH CUBE	F	MEDUVC741794	VANCOUVER	TUTICORIN	INDUSIND BANK LIMIT	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO
MSMU4358278	40' HIGH CUBE	F	MEDUKW440490	SHUAIBA	TUTICORIN	SHIVI FILLERS	SHIVI FILLERS	POLYMERS OF ETHYLENE, IN PRIMARY FORMS - POLYETHYL
MSMU4723637	40' HIGH CUBE	F	MEDUTM376314	TEMA	TUTICORIN	ECOM AGRO INDIA PR	ECOM AGRO INDIA PRIVATE LIM	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
MSMU4766222	40' HIGH CUBE	F	MEDUFF067187	Dammam	TUTICORIN	MARIS ASSOCIATES PR	GENID SHIPPING & LOGISTICS PR	MOPLEN HP462R, BG25BC
MSMU4799268	40' HIGH CUBE	F	MEDUFF073771	JUBAIL	COCHIN	TEGRAL INDIA PRIVATE	TEGRAL INDIA PRIVATE LIMITED	POLYETHYLENE LUPOLEN
MSMU4829357	40' HIGH CUBE	F	MEDUOJ446410	CHARLESTON	TUTICORIN	AAPT DISTRIBUTION PR	AAPT DISTRIBUTION PRIVATE LIM	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
MSMU4975979	40' HIGH CUBE	F	MEDUVC744574	VANCOUVER	TUTICORIN	STATE BANK OF INDIA	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO MECHANICAL PULP
MSMU4989838	40' HIGH CUBE	F	MEDUMC662274	CORNER BROOK	COCHIN	THE MALAYALA MANO	THE MALAYALA MANORAMA CO	STANDARD NEWSPRINT
MSMU5054428	40' HIGH CUBE	F	MEDUYW151862	XIAMEN	TUTICORIN	NAVIGATION LOGISTIC	NAVIGATION LOGISTICS SERVICE	USED CIRCULAR KNITTING MACHINES
MSMU5110820	40' HIGH CUBE	F	MEDUTM376645	TEMA	TUTICORIN	PRIVI EXPORTS PRIVAT	PRIVI EXPORTS PRIVATE LIMITED	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
MSMU5243355	40' HIGH CUBE	F	MEDUFF073995	JUBAIL	TUTICORIN	TAMILNAD MERCANTI	DEVENDRAN PLASTIC PRIVATE LI	LINEAR LOW DENSITY POLYETHYLENE
MSMU5309724	40' HIGH CUBE	F	MEDUVC741794	VANCOUVER	TUTICORIN	INDUSIND BANK LIMIT	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO
MSMU5528492	40' HIGH CUBE	F	MEDUTM376314	TEMA	TUTICORIN	ECOM AGRO INDIA PR	ECOM AGRO INDIA PRIVATE LIM	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
MSMU5562603	40' HIGH CUBE	F	MEDUDV582751	SHARJAH	TUTICORIN	SUBAM PAPERS LIMITE	SUBAM PAPERS LIMITED	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
MSMU5579416	40' HIGH CUBE	F	MEDUOJ573684	BALTIMORE	TUTICORIN	JAGDHATRI PAPERS PR	JAGDHATRI PAPERS PRIVATE LIM	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
MSMU5586082	40' HIGH CUBE	F	MEDUOJ446410	CHARLESTON	TUTICORIN	AAPT DISTRIBUTION PR	AAPT DISTRIBUTION PRIVATE LIM	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
MSMU5651296	40' HIGH CUBE	F	MEDUOJ503822	SAVANNAH	TUTICORIN	KARUR VYSYA BANK LI	KARUR VYSYA BANK LTD	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
MSMU5710320	40' HIGH CUBE	F	MEDUFF069712	JUBAIL	COCHIN	KVN IMPEX PVT LTD	KVN IMPEX PVT LTD	POLYPROPYLENE MOPLEN EP332K
MSMU5750220	40' HIGH CUBE	F	MEDUFF071353	JUBAIL	COCHIN	KVN IMPEX PVT LTD	KVN IMPEX PVT LTD	LUPOLEN 2427K, BG25BC
MSMU5762427	40' HIGH CUBE	F	MEDUGJ346709	SHANGHAI	TUTICORIN	DHL LOGISTICS PVT LIM	DHL LOGISTICS PVT LIMITED	GAUZE ROLL 90 CM 17TH
MSMU5808750	40' HIGH CUBE	F	MEDUVC744574	VANCOUVER	TUTICORIN	STATE BANK OF INDIA	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO MECHANICAL PULP
MSMU5815738	40' HIGH CUBE	F	MEDUDV579799	SHARJAH	TUTICORIN	ITC LIMITED (PSP DIV)	ITC LIMITED (PSP DIV),	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
MSMU5828102	40' HIGH CUBE	F	MEDUYW159022	XIAMEN	TUTICORIN	ASHIC INCENSE	ASHIC INCENSE	BAMBOO STICKS

CONTAINER	SIZE	LOAD /EMPTY	BL NUMBER	POL	POD	CONSIGNEE	NOTIFY	CARGO
MSMU5916883	40' HIGH CUBE	F	MEDUFF067120	Dammam	TUTICORIN	MARIS ASSOCIATES PR	GENID SHIPPING & LOGISTICS PR	MOPLEN HP456J, BG25BC
MSMU5922124	40' HIGH CUBE	F	MEDUPD369997	SAN-PEDRO	TUTICORIN	PRECOT LIMITED	PRECOT LIMITED	COTTON, NOT CARDED OR COMBED
MSMU5928307	40' HIGH CUBE	F	MEDUVC741794	VANCOUVER	TUTICORIN	INDUSIND BANK LIMIT	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO
MSMU6125697	40' HIGH CUBE	F	MEDUVC744574	VANCOUVER	TUTICORIN	STATE BANK OF INDIA	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO MECHANICAL PULP
MSMU6221134	40' HIGH CUBE	F	MEDUAD689306	ABU DHABI	TUTICORIN	SIGMA CHEMTRADE PR	SIGMA CHEMTRADE PRIVATE LIM	HE125MO POLYPROPYLENE
MSMU6329324	40' HIGH CUBE	F	MEDUGJ565183	SHANGHAI	TUTICORIN	KUEHNE + NAGEL PVT.	KUEHNE + NAGEL PVT. LTD	SPINNING MACHINE
MSMU6438557	40' HIGH CUBE	F	MEDUDV582751	SHARJAH	TUTICORIN	SUBAM PAPERS LIMITE	SUBAM PAPERS LIMITED	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
MSMU6531340	40' HIGH CUBE	F	MEDUKW440490	SHUAIBA	TUTICORIN	SHIVI FILLERS	SHIVI FILLERS	POLYMERS OF ETHYLENE, IN PRIMARY FORMS - POLYETHYL
MSMU6678579	40' HIGH CUBE	F	MEDUTM377155	TEMA	TUTICORIN	PRATIPA CASHEWS	PRATIPA CASHEWS	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
MSMU6691605	40' HIGH CUBE	F	MEDUOJ446410	CHARLESTON	TUTICORIN	AAPT DISTRIBUTION PR	AAPT DISTRIBUTION PRIVATE LIM	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
MSMU6697497	40' HIGH CUBE	F	MEDUFF075313	JUBAIL	COCHIN	TARAJOT POLYMERS	TARAJOT POLYMERS LTD	LINEAR LOW DENSITY POLYETHYLENE LLDPE
MSMU6844392	40' HIGH CUBE	F	MEDUKW441647	SHUAIBA	TUTICORIN	AXIS BANK LIMITED	SRI LAKOSHA POLYMER PRIVATE	POLYMERS OF PROPYLENE OR OF OTHER OLEFINS, IN PRIM
MSMU6896544	40' HIGH CUBE	F	MEDUOJ573684	BALTIMORE	TUTICORIN	JAGDHATRI PAPERS PR	JAGDHATRI PAPERS PRIVATE LIM	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
MSMU6919911	40' HIGH CUBE	F	MEDUTM381314	TEMA	TUTICORIN	RIKA GLOBAL IMPEX LI	RIKA GLOBAL IMPEX LIMITED	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
MSMU6961275	40' HIGH CUBE	F	MEDUTM377163	TEMA	TUTICORIN	SUNFOOD AGRO COM	SUNFOOD AGRO COMMODITIES	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
MSMU7076149	40' HIGH CUBE	F	MEDUKW441647	SHUAIBA	TUTICORIN	AXIS BANK LIMITED	SRI LAKOSHA POLYMER PRIVATE	POLYMERS OF PROPYLENE OR OF OTHER OLEFINS, IN PRIM
MSMU7180770	40' HIGH CUBE	F	MEDUPD364709	SAN-PEDRO	TUTICORIN	SRG APPARELS LIMITE	SRG APPARELS LIMITED	COTTON, NOT CARDED OR COMBED
MSMU7213869	40' HIGH CUBE	F	MEDUFF075313	JUBAIL	COCHIN	TARAJOT POLYMERS	TARAJOT POLYMERS LTD	LINEAR LOW DENSITY POLYETHYLENE LLDPE
MSMU7221463	40' HIGH CUBE	F	MEDUDV579799	SHARJAH	TUTICORIN	ITC LIMITED (PSP DIV),	ITC LIMITED (PSP DIV),	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
MSMU7377923	40' HIGH CUBE	F	MEDUPD364535	SAN-PEDRO	TUTICORIN	BANK OF AFRICA-BAN	EVEREADY SPINNING MILLS PVT	COTTON, NOT CARDED OR COMBED
MSMU7378956	40' HIGH CUBE	F	MEDUMC662274	CORNER BROOK	COCHIN	THE MALAYALA MANC	THE MALAYALA MANORAMA CO	STANDARD NEWSPRINT
MSMU7436625	40' HIGH CUBE	F	MEDUOJ446410	CHARLESTON	TUTICORIN	AAPT DISTRIBUTION PR	AAPT DISTRIBUTION PRIVATE LIM	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
MSMU7525980	40' HIGH CUBE	F	MEDUOJ573684	BALTIMORE	TUTICORIN	JAGDHATRI PAPERS PR	JAGDHATRI PAPERS PRIVATE LIM	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
MSMU7556620	40' HIGH CUBE	F	MEDUDV582744	SHARJAH	TUTICORIN	ITC LIMITED (PSP DIV),	ITC LIMITED (PSP DIV),	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
MSMU7559105	40' HIGH CUBE	F	MEDUGJ565183	SHANGHAI	TUTICORIN	KUEHNE + NAGEL PVT.	KUEHNE + NAGEL PVT. LTD	SPINNING MACHINE
MSMU7751885	40' HIGH CUBE	F	MEDUPD364709	SAN-PEDRO	TUTICORIN	SRG APPARELS LIMITE	SRG APPARELS LIMITED	COTTON, NOT CARDED OR COMBED
MSMU7809117	40' HIGH CUBE	F	MEDUMC662274	CORNER BROOK	COCHIN	THE MALAYALA MANC	THE MALAYALA MANORAMA CO	STANDARD NEWSPRINT
MSMU7843410	40' HIGH CUBE	F	MEDUTM377858	TEMA	TUTICORIN	PRATIPA CASHEWS	PRATIPA CASHEWS	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
MSMU7909292	40' HIGH CUBE	F	MEDUMC662274	CORNER BROOK	COCHIN	THE MALAYALA MANC	THE MALAYALA MANORAMA CO	STANDARD NEWSPRINT
MSMU7932610	40' HIGH CUBE	F	MEDUFF067120	Dammam	TUTICORIN	MARIS ASSOCIATES PR	GENID SHIPPING & LOGISTICS PR	MOPLEN HP456J, BG25BC
MSMU8003065	40' HIGH CUBE	F	MEDUDV579674	SHARJAH	TUTICORIN	M/S. GVG PAPER MILLS	M/S. GVG PAPER MILLS PRIVATE	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
MSMU8184805	40' HIGH CUBE	F	MEDUVC741794	VANCOUVER	TUTICORIN	INDUSIND BANK LIMIT	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO
MSMU8237551	40' HIGH CUBE	F	MEDULG520181	TINCAN/LAGOS	TUTICORIN	P R TRADERS	P R TRADERS	CASH
MSMU8295687	40' HIGH CUBE	F	MEDUDV579831	SHARJAH	TUTICORIN	SHRI HARI KRISHNA PA	SHRI HARI KRISHNA PAPERS PVT	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
MSMU8311664	40' HIGH CUBE	F	MEDUTM376678	TEMA	TUTICORIN	KERALA NUT FOOD CO	KERALA NUT FOOD COMPANY	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
MSMU8315206	40' HIGH CUBE	F	MEDUAD688555	ABU DHABI	TUTICORIN	P P PRODUCTS PVT LTD	P P PRODUCTS PVT LTD	RE420MO POLYPROPYLENE
MSMU8487226	40' HIGH CUBE	F	MEDUVC741794	VANCOUVER	TUTICORIN	INDUSIND BANK LIMIT	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO
MSMU8505850	40' HIGH CUBE	F	MEDUVC741794	VANCOUVER	TUTICORIN	INDUSIND BANK LIMIT	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO
MSMU8511277	40' HIGH CUBE	F	MEDUDV579674	SHARJAH	TUTICORIN	M/S. GVG PAPER MILLS	M/S. GVG PAPER MILLS PRIVATE	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
MSMU8539633	40' HIGH CUBE	F	MEDUDV579799	SHARJAH	TUTICORIN	ITC LIMITED (PSP DIV),	ITC LIMITED (PSP DIV),	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
MSMU8660795	40' HIGH CUBE	F	MEDUVC744574	VANCOUVER	TUTICORIN	STATE BANK OF INDIA	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO MECHANICAL PULP
MSMU8660814	40' HIGH CUBE	F	MEDUTM376603	TEMA	TUTICORIN	BBS FOODSTUFF TRAD	MANGALATH CASHEWS	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
MSMU8663602	40' HIGH CUBE	F	MEDUVC744574	VANCOUVER	TUTICORIN	STATE BANK OF INDIA	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO MECHANICAL PULP
MSMU8666772	40' HIGH CUBE	F	MEDUPD364535	SAN-PEDRO	TUTICORIN	BANK OF AFRICA-BAN	EVEREADY SPINNING MILLS PVT	COTTON, NOT CARDED OR COMBED
MSMU8766811	40' HIGH CUBE	F	MEDUPD364535	SAN-PEDRO	TUTICORIN	BANK OF AFRICA-BAN	EVEREADY SPINNING MILLS PVT	COTTON, NOT CARDED OR COMBED
MSMU8785684	40' HIGH CUBE	F	MEDUMC662274	CORNER BROOK	COCHIN	THE MALAYALA MANC	THE MALAYALA MANORAMA CO	STANDARD NEWSPRINT
MSMU8809467	40' HIGH CUBE	F	MEDUOJ503822	SAVANNAH	TUTICORIN	KARUR VYSYA BANK LI	KARUR VYSYA BANK LTD	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
MSMU8820548	40' HIGH CUBE	F	MEDULG520173	TINCAN/LAGOS	TUTICORIN	P R TRADERS	P R TRADERS	CASH
MSMU8868686	40' HIGH CUBE	F	MEDUMC662274	CORNER BROOK	COCHIN	THE MALAYALA MANC	THE MALAYALA MANORAMA CO	STANDARD NEWSPRINT
MSMU8961525	40' HIGH CUBE	F	MEDUVX241452	TIANJINXINGANG	TUTICORIN	KHEMKA SALES CORPC	KHEMKA SALES CORPORATION	ARTIFICIAL GRAPHITE
MSNU1070569	20' DRY VAN	F	MEDUDV585952	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MSNU1128803	20' DRY VAN	F	MEDUDV578437	RAS AL KHAIMAH	TUTICORIN	CAPSTONE TRADING A	CAPSTONE TRADING AND LOGIS	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
MSNU1198797	20' DRY VAN	F	MEDUDV578205	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
MSNU1340113	20' DRY VAN	F	MEDUDV585952	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MSNU1564237	20' DRY VAN	F	MEDUPQ462376	TOMAKOMAI	COCHIN	AMFICO AGENCIES PVT	AMFICO AGENCIES PVT LTD	FISH BODY OIL - JAPAN CRUDE FISH OIL
MSNU1776719	20' DRY VAN	F	MEDUPQ462376	TOMAKOMAI	COCHIN	AMFICO AGENCIES PVT	AMFICO AGENCIES PVT LTD	FISH BODY OIL - JAPAN CRUDE FISH OIL
MSNU1864640	20' DRY VAN	F	MEDUDV578437	RAS AL KHAIMAH	TUTICORIN	CAPSTONE TRADING A	CAPSTONE TRADING AND LOGIS	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
MSNU1989083	20' DRY VAN	F	MEDUVX226669	TIANJINXINGANG	COCHIN	THARAKAN STEELS	THARAKAN STEELS	CONTINUOUSLY PRE-PAINTED GALVANIZED STEEL COILS

CONTAINER	SIZE	LOAD /EMPT	BL NUMBER	POL	POD	CONSIGNEE	NOTIFY	CARGO
MSNU2002466	20' DRY VAN	F	MEDUPQ462376	TOMAKOMAI	COCHIN	AMFICO AGENCIES PVT	AMFICO AGENCIES PVT LTD	FISH BODY OIL - JAPAN CRUDE FISH OIL
MSNU2095073	20' DRY VAN	F	MEDUPQ462376	TOMAKOMAI	COCHIN	AMFICO AGENCIES PVT	AMFICO AGENCIES PVT LTD	FISH BODY OIL - JAPAN CRUDE FISH OIL
MSNU2119447	20' DRY VAN	F	MEDUPQ462376	TOMAKOMAI	COCHIN	AMFICO AGENCIES PVT	AMFICO AGENCIES PVT LTD	FISH BODY OIL - JAPAN CRUDE FISH OIL
MSNU2149708	20' DRY VAN	F	MEDUTM381504	TEMA	TUTICORIN	GLAP INDIA	GLAP INDIA	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
MSNU2215060	20' DRY VAN	F	MEDUDV578205	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
MSNU2295560	20' DRY VAN	F	MEDUGJ565183	SHANGHAI	TUTICORIN	KUEHNE + NAGEL PVT.	KUEHNE + NAGEL PVT. LTD	SPINNING MACHINE
MSNU2402061	20' DRY VAN	F	MEDUDV585952	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MSNU2417647	20' DRY VAN	F	MEDUTM381553	TEMA	TUTICORIN	A.B. KANISHA TIMBERS	A.B. KANISHA TIMBERS	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
MSNU2420419	20' DRY VAN	F	MEDUGJ285741	SHANGHAI	TUTICORIN	PAPER CORPORATION	PAPER CORPORATION	PRINTING PAPER
MSNU2420548	20' DRY VAN	F	MEDUGJ285741	SHANGHAI	TUTICORIN	PAPER CORPORATION	PAPER CORPORATION	PRINTING PAPER
MSNU2420933	20' DRY VAN	F	MEDUGJ316413	SHANGHAI	TUTICORIN	PAPER CORPORATION	PAPER CORPORATION	PRINTING PAPER
MSNU2421225	20' DRY VAN	F	MEDUGJ316413	SHANGHAI	TUTICORIN	PAPER CORPORATION	PAPER CORPORATION	PRINTING PAPER
MSNU2421610	20' DRY VAN	F	MEDUGJ849272	SHANGHAI	COCHIN	THE FEDERAL BANK LT	PURNIMA DISTRIBUTORS	COATED PAPER C2S GLOSS
MSNU2421673	20' DRY VAN	F	MEDUGJ849272	SHANGHAI	COCHIN	THE FEDERAL BANK LT	PURNIMA DISTRIBUTORS	COATED PAPER C2S GLOSS
MSNU2431162	20' DRY VAN	F	MEDUGJ285741	SHANGHAI	TUTICORIN	PAPER CORPORATION	PAPER CORPORATION	PRINTING PAPER
MSNU2431455	20' DRY VAN	F	MEDUGJ874817	SHANGHAI	COCHIN	THE FEDERAL BANK LT	PURNIMA DISTRIBUTORS	COATED PAPER C2S GLOSS
MSNU2431579	20' DRY VAN	F	MEDUGJ874817	SHANGHAI	COCHIN	THE FEDERAL BANK LT	PURNIMA DISTRIBUTORS	COATED PAPER C2S GLOSS
MSNU2432106	20' DRY VAN	F	MEDUGJ849272	SHANGHAI	COCHIN	THE FEDERAL BANK LT	PURNIMA DISTRIBUTORS	COATED PAPER C2S GLOSS
MSNU2433123	20' DRY VAN	F	MEDUGJ874817	SHANGHAI	COCHIN	THE FEDERAL BANK LT	PURNIMA DISTRIBUTORS	COATED PAPER C2S GLOSS
MSNU2433165	20' DRY VAN	F	MEDUGJ849272	SHANGHAI	COCHIN	THE FEDERAL BANK LT	PURNIMA DISTRIBUTORS	COATED PAPER C2S GLOSS
MSNU2654741	20' DRY VAN	F	MEDUDV587255	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MSNU2728654	20' DRY VAN	F	MEDUPQ462376	TOMAKOMAI	COCHIN	AMFICO AGENCIES PVT	AMFICO AGENCIES PVT LTD	FISH BODY OIL - JAPAN CRUDE FISH OIL
MSNU2958940	20' DRY VAN	F	MEDUDV578205	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
MSNU3015508	20' DRY VAN	F	MEDUDV578205	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
MSNU3323645	20' DRY VAN	F	MEDUDV585952	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MSNU3547619	20' DRY VAN	F	MEDUTM380332	TEMA	TUTICORIN	SRI BALAJI TIMBER TR	SRI BALAJI TIMBER TRADERS	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
MSNU3557197	20' DRY VAN	F	MEDULO343501	LOME	TUTICORIN	JOHN SAW MILL PVT L	JOHN SAW MILL PVT LTD	WOOD
MSNU3630805	20' DRY VAN	F	MEDUDV578205	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
MSNU3694965	20' DRY VAN	F	MEDUTM380878	TEMA	TUTICORIN	M.K.V. KANDASAMY N	M.K.V. KANDASAMY NADAR	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
MSNU3700250	20' DRY VAN	F	MEDUDV587255	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
MSNU5262702	40' HIGH CUBE	F	MEDUFF068672	JUBAIL	COCHIN	KVN IMPEX PVT LTD	KVN IMPEX PVT LTD	MOPLEN HP456J, BG25BC
MSNU5275649	40' HIGH CUBE	F	MEDUTM377163	TEMA	TUTICORIN	SUNFOOD AGRO COM	SUNFOOD AGRO COMMODITIES	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
MSNU5292610	40' HIGH CUBE	F	MEDUVC744574	VANCOUVER	TUTICORIN	STATE BANK OF INDIA	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO MECHANICAL PULP
MSNU5326849	40' HIGH CUBE	F	MEDUVC741794	VANCOUVER	TUTICORIN	INDUSIND BANK LIMIT	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO
MSNU5589104	40' HIGH CUBE	F	MEDUOM358687	SOHAR	TUTICORIN	TEGRAL INDIA PRIVATE	TEGRAL INDIA PRIVATE LIMITED	HDPE LUBAN DGDZ-6097
MSNU5736458	40' HIGH CUBE	F	MEDUFF070652	JUBAIL	TUTICORIN	TAMILNAD MERCANTI	DEVENDRAN PLASTIC PRIVATE LI	LINEAR LOW DENSITY POLYETHYLENE
MSNU5878853	40' HIGH CUBE	F	MEDUDV579831	SHARJAH	TUTICORIN	SHRI HARI KRISHNA PA	SHRI HARI KRISHNA PAPERS PVT	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
MSNU6046668	40' HIGH CUBE	F	MEDUQV023534	QINGDAO	TUTICORIN	RAJASTHAN PAPER MA	RAJASTHAN PAPER MART	HIGH BULK C2S ART BOARD
MSNU6114886	40' HIGH CUBE	F	MEDUVC744574	VANCOUVER	TUTICORIN	STATE BANK OF INDIA	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO MECHANICAL PULP
MSNU6118808	40' HIGH CUBE	F	MEDUFF068672	JUBAIL	COCHIN	KVN IMPEX PVT LTD	KVN IMPEX PVT LTD	MOPLEN HP456J, BG25BC
MSNU6129741	40' HIGH CUBE	F	MEDUVC744574	VANCOUVER	TUTICORIN	STATE BANK OF INDIA	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO MECHANICAL PULP
MSNU6582803	40' HIGH CUBE	F	MEDUTM376645	TEMA	TUTICORIN	PRIVI EXPORTS PRIVAT	PRIVI EXPORTS PRIVATE LIMITED	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
MSNU6641850	40' HIGH CUBE	F	MEDUFF067120	Dammam	TUTICORIN	MARIS ASSOCIATES PR	GENID SHIPPING & LOGISTICS PR	MOPLEN HP456J, BG25BC
MSNU6794335	40' HIGH CUBE	F	MEDUVC744574	VANCOUVER	TUTICORIN	STATE BANK OF INDIA	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO MECHANICAL PULP
MSNU7084322	40' HIGH CUBE	F	MEDUDV579674	SHARJAH	TUTICORIN	M/S. GVG PAPER MILLS	M/S. GVG PAPER MILLS PRIVATE	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
MSNU7136745	40' HIGH CUBE	F	MEDUVC744574	VANCOUVER	TUTICORIN	STATE BANK OF INDIA	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO MECHANICAL PULP
MSNU7161096	40' HIGH CUBE	F	MEDUPD364535	SAN-PEDRO	TUTICORIN	BANK OF AFRICA-BAN	EVEREADY SPINNING MILLS PVT	COTTON, NOT CARDED OR COMBED
MSNU7166652	40' HIGH CUBE	F	MEDUPD364709	SAN-PEDRO	TUTICORIN	SRG APPARELS LIMITE	SRG APPARELS LIMITED	COTTON, NOT CARDED OR COMBED
MSNU7311935	40' HIGH CUBE	F	MEDUKW4400540	SHUAIBA	TUTICORIN	SAMUTHRA COLORS	SAMUTHRA COLORS	POLYMERS OF ETHYLENE, IN PRIMARY FORMS - POLYETHYL
MSNU7324254	40' HIGH CUBE	F	MEDUDV582744	SHARJAH	TUTICORIN	ITC LIMITED (PSP DIV),	ITC LIMITED (PSP DIV),	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
MSNU7461684	40' HIGH CUBE	F	MEDUTM376629	TEMA	TUTICORIN	BBS FOODSTUFF TRAD	RRR ENTERPRISES	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
MSNU7822940	40' HIGH CUBE	F	MEDUMC662274	CORNER BROOK	COCHIN	THE MALAYALA MANO	THE MALAYALA MANORAMA CO	STANDARD NEWSPRINT
MSNU8507898	40' HIGH CUBE	F	MEDUTM377163	TEMA	TUTICORIN	SUNFOOD AGRO COM	SUNFOOD AGRO COMMODITIES	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
MSNU8621560	40' HIGH CUBE	F	MEDUFF070652	JUBAIL	TUTICORIN	SAMILNAD MERCANTI	DEVENDRAN PLASTIC PRIVATE LI	LINEAR LOW DENSITY POLYETHYLENE
MSNU8668423	40' HIGH CUBE	F	MEDUFF067120	Dammam	TUTICORIN	MARIS ASSOCIATES PR	GENID SHIPPING & LOGISTICS PR	MOPLEN HP456J, BG25BC
MSNU8699677	40' HIGH CUBE	F	MEDUKW441662	SHUAIBA	TUTICORIN	AXIS BANK LIMITED	SRI LAKOSHA POLYMER PRIVATE	POLYMERS OF PROPYLENE OR OF OTHER OLEFINS, IN PRIM
MSNU9045285	40' HIGH CUBE	F	MEDUAD689306	ABU DHABI	TUTICORIN	SIGMA CHEMTRADE PR	SIGMA CHEMTRADE PRIVATE LIM	HE125MO POLYPROPYLENE
MSNU9569174	40' HIGH CUBE	F	MEDUPD369997	SAN-PEDRO	TUTICORIN	PRECOT LIMITED	PRECOT LIMITED	COTTON, NOT CARDED OR COMBED

CONTAINER	SIZE	LOAD /EMPTY	BL NUMBER	POL	POD	CONSIGNEE	NOTIFY	CARGO
MSNU9570832	40' HIGH CUBE	F	MEDUOJ503822	SAVANNAH	TUTICORIN	KARUR VYSYA BANK LI	KARUR VYSYA BANK LTD	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
MSNU9610730	40' HIGH CUBE	F	MEDUPD364535	SAN-PEDRO	TUTICORIN	BANK OF AFRICA-BAN	EVEREADY SPINNING MILLS PVT	COTTON, NOT CARDED OR COMBED
MSNU9657336	40' HIGH CUBE	F	MEDUFF067120	Dammam	TUTICORIN	MARIS ASSOCIATES PR	GENID SHIPPING & LOGISTICS PR	MOPLEN HP456J, BG25BC
OTPU6023386	40' HIGH CUBE REEFER	E	MEDUJ8978818	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) F	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container
OTPU6086785	40' HIGH CUBE REEFER	E	MEDUJ8978818	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) F	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container
OTPU6454341	40' HIGH CUBE REEFER	E	MEDUJ8978818	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) F	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container
OTPU6569314	40' HIGH CUBE REEFER	E	EMPTY	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) F	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container
OTPU6670335	40' HIGH CUBE REEFER	E	MEDUJ8978818	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) F	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container
OTPU6675888	40' HIGH CUBE REEFER	E	MEDUJ8978818	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) F	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container
PGRU2312104	20' DRY VAN	F	MEDUDV578205	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
SEGU1488630	20' DRY VAN	F	MEDUVX293487	TIANJINXINGANG	TUTICORIN	DCW LIMITED	DCW LIMITED	CALCIUM CARBIDE.SIZE:50-80MM
SEGU3108092	20' DRY VAN	F	MEDUOK676262	SEATTLE	TUTICORIN	CP FOODS	CP FOODS	DRIED LEGUMINOUS VEGETABLES, SHELLED, WHETHER OR N
SEGU4102822	40' HIGH CUBE	F	MEDUTM376637	TEMA	TUTICORIN	BBS FOODSTUFF TRAD	IACOM FOODS PRIVATE LIMITED	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
SEGU9180638	40' HIGH CUBE REEFER	E	MEDUJ8978818	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) F	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container
SEGU9212000	40' HIGH CUBE REEFER	E	MEDUJ8978818	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) F	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container
SEGU9441496	40' HIGH CUBE REEFER	E	EMPTY	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) F	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container
SEKU1329020	20' DRY VAN	F	MEDUPQ462376	TOMAKOMAI	COCHIN	AMFICO AGENCIES PVT	AMFICO AGENCIES PVT LTD	FISH BODY OIL - JAPAN CRUDE FISH OIL
SEKU6756679	40' HIGH CUBE	F	MEDUEY107330	ABIDJAN	TUTICORIN	PALLAVA TEXTILES PRI	PALLAVA TEXTILES PRIVATE LIMI	COTTON, NOT CARDED OR COMBED
SZLU9020150	40' HIGH CUBE REEFER	E	EMPTY	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) F	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container
SZLU9261076	40' HIGH CUBE REEFER	E	MEDUJ8978818	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) F	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container
SZLU9308506	40' HIGH CUBE REEFER	E	MEDUJ8978818	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) F	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container
TCLU1709051	40' HIGH CUBE	F	MEDUFF070652	JUBAIL	TUTICORIN	TAMILNAD MERCANTI	DEVENDRAN PLASTIC PRIVATE LI	LINEAR LOW DENSITY POLYETHYLENE
TCLU2443731	20' DRY VAN	F	MEDUDV587255	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
TCLU2550703	20' DRY VAN	F	MEDUVX293487	TIANJINXINGANG	TUTICORIN	DCW LIMITED	DCW LIMITED	CALCIUM CARBIDE.SIZE:50-80MM
TCLU2570422	20' DRY VAN	F	MEDUGJ587468	SHANGHAI	TUTICORIN	DCW LIMITED	DCW LIMITED	CALCIUM CARBIDE
TCLU5276371	40' HIGH CUBE	F	MEDUVX275963	TIANJINXINGANG	TUTICORIN	STATE BANK OF INDIA	SDR POLYMERS PRIVATE LIMITED	POLYPROPYLENE
TCLU5649644	40' HIGH CUBE	F	MEDUTM376652	TEMA	TUTICORIN	SANS CASHEW INDIA P	SANS CASHEW INDIA PRIVATE LI	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
TCLU5663663	40' HIGH CUBE	F	MEDUVX241924	TIANJINXINGANG	TUTICORIN	ABHILASH CHEMICALS	ABHILASH CHEMICALS AND PHA	DICYANDIAMIDE 99.5 PCT MIN
TCLU5704422	40' HIGH CUBE	F	MEDUGJ565183	SHANGHAI	TUTICORIN	KUEHNE + NAGEL PVT.	KUEHNE + NAGEL PVT. LTD	SPINNING MACHINE
TCLU7727160	40' HIGH CUBE	F	MEDUVC744574	VANCOUVER	TUTICORIN	STATE BANK OF INDIA	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO MECHANICAL PULP
TCNU1313622	40' HIGH CUBE	F	MEDUDV579740	SHARJAH	TUTICORIN	SHRI HARI KRISHNA PA	SHRI HARI KRISHNA PAPERS PVT	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
TCNU2916220	40' HIGH CUBE	F	MEDUVC744574	VANCOUVER	TUTICORIN	STATE BANK OF INDIA	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO MECHANICAL PULP
TCNU3185367	40' HIGH CUBE	F	MEDUPD364535	SAN-PEDRO	TUTICORIN	BANK OF AFRICA-BAN	EVEREADY SPINNING MILLS PVT	COTTON, NOT CARDED OR COMBED
TCNU3559512	40' HIGH CUBE	F	MEDUVX241452	TIANJINXINGANG	TUTICORIN	KHEMKA SALES CORPC	KHEMKA SALES CORPORATION	ARTIFICIAL GRAPHITE
TCNU4327661	40' HIGH CUBE	F	MEDUOJ573684	BALTIMORE	TUTICORIN	JAGDHATRI PAPERS PR	JAGDHATRI PAPERS PRIVATE LIM	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
TEMU2040501	20' DRY VAN	F	MEDULO333487	LOME	TUTICORIN	RANGANI TIMBERS	RANGANI TIMBERS	WOOD
TEMU2390217	20' DRY VAN	F	MEDUF1292071	CAPE TOWN	TUTICORIN	ARKAY GLENROCK PRIN	ARKAY GLENROCK PRIVATE LIMI	GRANITE, PORPHYRY, BASALT, SANDSTONE AND OTHER MON
TEMU3396821	20' DRY VAN	F	MEDUDV585952	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
TEMU3811901	20' DRY VAN	F	MEDUTM381553	TEMA	TUTICORIN	A.B. KANISHA TIMBERS	A.B. KANISHA TIMBERS	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
TEMU5053400	20' DRY VAN	F	MEDULO334451	LOME	TUTICORIN	PUTHUPALAYAM TIMB	PUTHUPALAYAM TIMBER INDUS	WOOD
TEMU5104235	20' DRY VAN	F	MEDULO332687	LOME	TUTICORIN	SHREE SHENBAGA VIN	SHREE SHENBAGA VINAYAGAR T	WOOD
TEMU5860973	20' DRY VAN	F	MEDULO332976	LOME	TUTICORIN	SRI MAHESWARI WOO	SRI MAHESWARI WOOD INDUST	WOOD
TEMU6906826	40' HIGH CUBE	F	MEDUEY107330	ABIDJAN	TUTICORIN	PALLAVA TEXTILES PRI	PALLAVA TEXTILES PRIVATE LIMI	COTTON, NOT CARDED OR COMBED
TEMU7962275	40' HIGH CUBE	F	MEDUPD364535	SAN-PEDRO	TUTICORIN	BANK OF AFRICA-BAN	EVEREADY SPINNING MILLS PVT	COTTON, NOT CARDED OR COMBED
TEMU7978271	40' HIGH CUBE	F	MEDUDV579799	SHARJAH	TUTICORIN	ITC LIMITED (PSP DIV).	ITC LIMITED (PSP DIV).,	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
TEMU8185971	40' HIGH CUBE	F	MEDUFF071353	JUBAIL	COCHIN	KVN IMPEX PVT LTD	KVN IMPEX PVT LTD	LUPOLEN 2427K, BG25BC
TEMU8622407	40' HIGH CUBE	F	MEDUVC741794	VANCOUVER	TUTICORIN	INDUSIND BANK LIMI	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO
TEMU9062170	40' HIGH CUBE REEFER	E	MEDUJ8978818	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) F	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container
TEMU9293857	40' HIGH CUBE REEFER	E	MEDUJ8978818	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) F	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container
TEMU9300025	40' HIGH CUBE REEFER	E	MEDUJ8978818	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) F	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container
TEMU9668758	40' HIGH CUBE REEFER	E	MEDUJ8978818	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) F	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container
TGBU1192367	20' DRY VAN	F	MEDUGJ286095	SHANGHAI	TUTICORIN	PAPER CORPORATION	PAPER CORPORATION	PRINTING PAPER
TGBU1194415	20' DRY VAN	F	MEDUGJ316371	SHANGHAI	COCHIN	THE FEDERAL BANK LT	PURNIMA DISTRIBUTORS	COATED PAPER C25 GLOSS
TGBU1195108	20' DRY VAN	F	MEDUGJ286095	SHANGHAI	TUTICORIN	PAPER CORPORATION	PAPER CORPORATION	PRINTING PAPER
TGBU3207825	20' DRY VAN	F	MEDUDV585952	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
TGBU3222049	20' DRY VAN	F	MEDUTM380563	TEMA	TUTICORIN	S M TIMBER & SAW M	S M TIMBER & SAW MILL	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
TGBU3615283	20' DRY VAN	F	MEDUDV585952	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
TGBU3835950	20' DRY VAN	F	MEDUDV578437	RAS AL KHAIMAH	TUTICORIN	CAPSTONE TRADING A	CAPSTONE TRADING AND LOGIS	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA

CONTAINER	SIZE	LOAD /EMPTY	BL NUMBER	POL	POD	CONSIGNEE	NOTIFY	CARGO
TGBU3937530	20' DRY VAN	F	MEDUEK406399	PORT KLANG (PELABUHAN KLANG)	COCHIN	THE FEDERAL BANK LT	FORMAL TRADELINKS LLP	PALMOCOL PDA 1300 DIETHANOLAMIDE HSCODE 3402139000
TGBU4300980	40' HIGH CUBE	F	MEDUDV582751	SHARJAH	TUTICORIN	SUBAM PAPERS LIMITED	SUBAM PAPERS LIMITED	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
TGBU4622923	40' HIGH CUBE	F	MEDUKW441647	SHUAIBA	TUTICORIN	AXIS BANK LIMITED	SRI LAKOSHA POLYMER PRIVATE	POLYMERS OF PROPYLENE OR OF OTHER OLEFINS, IN PRIM
TGBU5569090	40' HIGH CUBE	F	MEDUEY107330	ABIDJAN	TUTICORIN	PALLAVA TEXTILES PRI	PALLAVA TEXTILES PRIVATE LIMI	COTTON, NOT CARDED OR COMBED
TGBU5732458	40' HIGH CUBE	F	MEDUVC744574	VANCOUVER	TUTICORIN	STATE BANK OF INDIA	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO MECHANICAL PULP
TGBU5843981	40' HIGH CUBE	F	MEDUVC744574	VANCOUVER	TUTICORIN	STATE BANK OF INDIA	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO MECHANICAL PULP
TGBU5982333	40' HIGH CUBE	F	MEDUXJ272319	BELAWAN, SUMATRA	COCHIN	PLANT LIPIDS PRIVATE	PLANT LIPIDS PRIVATE LIMITED	CASSIA KABC GRADE INDONESIA ORIGIN
TGBU6376120	40' HIGH CUBE	F	MEDUOJ479353	SAVANNAH	TUTICORIN	PRAVESH PAPER PRIVA	PRAVESH PAPER PRIVATE LIMITE	UNCOATED KRAFT PAPER AND PAPERBOARD, IN ROLLS OR S
TGBU7799825	40' HIGH CUBE	F	MEDUFF068672	JUBAIL	COCHIN	KVN IMPEX PVT LTD	KVN IMPEX PVT LTD	MOPLEN HP456J, BG25BC
TGBU7810040	40' HIGH CUBE	F	MEDUDV579799	SHARJAH	TUTICORIN	ITC LIMITED (PSP DIV)	ITC LIMITED (PSP DIV),,	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
TGBU7867133	40' HIGH CUBE	F	MEDUEY107330	ABIDJAN	TUTICORIN	PALLAVA TEXTILES PRI	PALLAVA TEXTILES PRIVATE LIMI	COTTON, NOT CARDED OR COMBED
TGBU7944970	40' HIGH CUBE	F	MEDUOJ461344	SAVANNAH	TUTICORIN	BLUE MOUNT PAPER A	BLUE MOUNT PAPER AND BOAR	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
TGBU8008683	40' HIGH CUBE	F	MEDUPQ538597	YOKOHAMA JAPAN	TUTICORIN	KERRY INDEV LOGISTIC	KERRY INDEV LOGISTICS PRIVATE	STANDARD ACCESSORIES
TGCU5017406	40' HIGH CUBE	F	MEDUTM376660	TEMA	TUTICORIN	JJ TRADING COMPANY	JJ TRADING COMPANY	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
TGHU1013041	20' DRY VAN	F	MEDUDV587255	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
TGHU3305741	20' DRY VAN	F	MEDUDV585952	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
TGHU6048708	40' HIGH CUBE	F	MEDUKW441662	SHUAIBA	TUTICORIN	AXIS BANK LIMITED	SRI LAKOSHA POLYMER PRIVATE	POLYMERS OF PROPYLENE OR OF OTHER OLEFINS, IN PRIM
TGHU6492646	40' HIGH CUBE	F	MEDUDV579799	SHARJAH	TUTICORIN	ITC LIMITED (PSP DIV),	ITC LIMITED (PSP DIV),,	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
TGHU9919515	40' HIGH CUBE REEFER	E	MEDUJB978818	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container
TIU4006260	40' HIGH CUBE	F	MEDUDV578809	SHARJAH	TUTICORIN	GVG PAPER MILLS PVT	GVG PAPER MILLS PVT LTD,	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
TIU4199195	40' HIGH CUBE	F	MEDUKW441506	SHUAIBA	TUTICORIN	GLOBAL POLYBAGS IN	GLOBAL POLYBAGS INDUSTRIES	POLYMERS OF ETHYLENE, IN PRIMARY FORMS - POLYETHYL
TIU4259870	40' HIGH CUBE	F	MEDUOM358687	SOHAR	TUTICORIN	TEGRAL INDIA PRIVATE	TEGRAL INDIA PRIVATE LIMITED	HDPE LUBAN DGDZ-6097
TIU4778242	40' HIGH CUBE	F	MEDUYW159022	XIAMEN	TUTICORIN	ASHIC INCENSE	ASHIC INCENSE	BAMBOO STICKS
TIU4796230	40' HIGH CUBE	F	MEDUEY107330	ABIDJAN	TUTICORIN	PALLAVA TEXTILES PRI	PALLAVA TEXTILES PRIVATE LIMI	COTTON, NOT CARDED OR COMBED
TIU4801569	40' HIGH CUBE	F	MEDUVC744574	VANCOUVER	TUTICORIN	STATE BANK OF INDIA	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO MECHANICAL PULP
TIU5564306	40' HIGH CUBE	F	MEDUVC744574	VANCOUVER	TUTICORIN	STATE BANK OF INDIA	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO MECHANICAL PULP
TLLU3260369	20' DRY VAN	F	MEDUDV578437	RAS AL KHAIMAH	TUTICORIN	CAPSTONE TRADING A	CAPSTONE TRADING AND LOGIS	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
TLLU7582790	40' HIGH CUBE	F	MEDUFF070637	JUBAIL	TUTICORIN	POLYSPIN EXPORTS LIM	POLYSPIN EXPORTS LIMITED	LINEAR LOW DENSITY POLYETHYLENE LLDPE
TLLU7953443	40' HIGH CUBE	F	MEDUFF069712	JUBAIL	COCHIN	KVN IMPEX PVT LTD	KVN IMPEX PVT LTD	POLYPROPYLENE MOPLEN EP332K
TRHU1265683	20' DRY VAN	F	MEDUDV578205	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
TRHU1269930	20' DRY VAN	F	MEDULO331887	LOME	TUTICORIN	SRI MAHESHWARI WO	WINCOM TRADING FZC LLC	WOOD
TRHU1570624	20' DRY VAN	F	MEDUPQ538597	YOKOHAMA JAPAN	TUTICORIN	KERRY INDEV LOGISTIC	KERRY INDEV LOGISTICS PRIVATE	STANDARD ACCESSORIES
TRHU1596526	20' DRY VAN	F	MEDUDV578205	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA
TRHU2413764	20' DRY VAN	F	MEDUTM380555	TEMA	TUTICORIN	PUTHUPALAYAM TIMB	PUTHUPALAYAM TIMBER INDUS	WOOD IN THE ROUGH, WHETHER OR NOT STRIPPED OF BARK
TRHU5078187	40' HIGH CUBE	F	MEDUFF073995	JUBAIL	TUTICORIN	TAMILNAD MERCANTI	DEVENDRAN PLASTIC PRIVATE LI	LINEAR LOW DENSITY POLYETHYLENE
TRHU6546404	40' HIGH CUBE	F	MEDUKW440557	SHUAIBA	TUTICORIN	SRI PONEASWARAA PR	SRI PONEASWARAA PRIVATE LIM	POLYMERS OF ETHYLENE, IN PRIMARY FORMS - POLYETHYL
TRHU6548665	40' HIGH CUBE	F	MEDUKW441647	SHUAIBA	TUTICORIN	AXIS BANK LIMITED	SRI LAKOSHA POLYMER PRIVATE	POLYMERS OF PROPYLENE OR OF OTHER OLEFINS, IN PRIM
TRHU6806667	40' HIGH CUBE	F	MEDUPD364535	SAN-PEDRO	TUTICORIN	BANK OF AFRICA-BAN	EVEREADY SPINNING MILLS PVT	COTTON, NOT CARDED OR COMBED
TRHU6850799	40' HIGH CUBE	F	MEDUKW441506	SHUAIBA	TUTICORIN	GLOBAL POLYBAGS IN	GLOBAL POLYBAGS INDUSTRIES	POLYMERS OF ETHYLENE, IN PRIMARY FORMS - POLYETHYL
TRHU7331210	40' HIGH CUBE	F	MEDUPD364535	SAN-PEDRO	TUTICORIN	BANK OF AFRICA-BAN	EVEREADY SPINNING MILLS PVT	COTTON, NOT CARDED OR COMBED
TRHU7691412	40' HIGH CUBE	F	MEDUOM358687	SOHAR	TUTICORIN	TEGRAL INDIA PRIVATE	TEGRAL INDIA PRIVATE LIMITED	HDPE LUBAN DGDZ-6097
TRHU7720995	40' HIGH CUBE	F	MEDUPD364709	SAN-PEDRO	TUTICORIN	SRG APPARELS LIMITE	SRG APPARELS LIMITED	COTTON, NOT CARDED OR COMBED
TRHU8022849	40' HIGH CUBE	F	MEDUDV579831	SHARJAH	TUTICORIN	SHRI HARI KRISHNA PA	SHRI HARI KRISHNA PAPERS PVT	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD -
TRHU8270418	40' HIGH CUBE	F	MEDUTM377155	TEMA	TUTICORIN	PRATIPI CASHEWS	PRATIPI CASHEWS	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
TRHU8651456	40' HIGH CUBE	F	MEDUFF073995	JUBAIL	TUTICORIN	TAMILNAD MERCANTI	DEVENDRAN PLASTIC PRIVATE LI	LINEAR LOW DENSITY POLYETHYLENE
TRHU8731799	40' HIGH CUBE	F	MEDUFF070652	JUBAIL	TUTICORIN	TAMILNAD MERCANTI	DEVENDRAN PLASTIC PRIVATE LI	LINEAR LOW DENSITY POLYETHYLENE
TRIU8087165	40' HIGH CUBE REEFER	E	MEDUJB978818	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container
TRIU8172077	40' HIGH CUBE REEFER	E	EMPTY	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container
TRIU8922459	40' HIGH CUBE REEFER	E	MEDUJB978818	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container
TTNU8122256	40' HIGH CUBE REEFER	E	EMPTY	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container
TTNU8127828	40' HIGH CUBE REEFER	E	EMPTY	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container
TTNU8470863	40' HIGH CUBE REEFER	E	MEDUJB978818	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container
TTNU8488604	40' HIGH CUBE REEFER	E	EMPTY	VIZHINJAM INTERNATIONAL SEA PORT	COCHIN	MSC AGENCY (INDIA) P	MSC AGENCY (INDIA) PVT. LTD. (	Empty Container
TXGU5344558	40' HIGH CUBE	F	MEDUTM376645	TEMA	TUTICORIN	PRIVI EXPORTS PRIVAT	PRIVI EXPORTS PRIVATE LIMITED	COCONUTS, BRAZIL NUTS AND CASHEW NUTS, FRESH OR DR
TXGU5490721	40' HIGH CUBE	F	MEDUPD364535	SAN-PEDRO	TUTICORIN	BANK OF AFRICA-BAN	EVEREADY SPINNING MILLS PVT	COTTON, NOT CARDED OR COMBED
UETU2642486	20' DRY VAN	F	MEDULO334683	LOME	TUTICORIN	JOHN SAW MILL PVT L	JOHN SAW MILL PVT LTD	WOOD
UETU2647575	20' DRY VAN	F	MEDUDV585952	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	QUICKLIME, SLAKED LIME AND HYDRAULIC LIME, OTHER T
UETU2877109	20' DRY VAN	F	MEDUDV578205	RAS AL KHAIMAH	COCHIN	JSW STEEL LIMITED	JSW STEEL LIMITED	HYDRAZINE AND HYDROXYLAMINE AND THEIR INORGANIC SA

CONTAINER	SIZE	LOAD /EMPTY	BL NUMBER	POL	POD	CONSIGNEE	NOTIFY	CARGO
UETU5581194	40' HIGH CUBE	F	MEDUVC741794	VANCOUVER	TUTICORIN	INDUSIND BANK LIMIT	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO
UETU6084398	40' HIGH CUBE	F	MEDUFF070637	JUBAIL	TUTICORIN	POLYSPIN EXPORTS LIM	POLYSPIN EXPORTS LIMITED	LINEAR LOW DENSITY POLYETHYLENE LLDPE
UETU6122498	40' HIGH CUBE	F	MEDUKW441647	SHUAIBA	TUTICORIN	AXIS BANK LIMITED	SRI LAKOSHA POLYMER PRIVATE	POLYMERS OF PROPYLENE OR OF OTHER OLEFINS, IN PRIM
UETU6280528	40' HIGH CUBE	F	MEDUDV582744	SHARJAH	TUTICORIN	ITC LIMITED (PSP DIV),	ITC LIMITED (PSP DIV),	RECOVERED (WASTE AND SCRAP) PAPER OR PAPERBOARD
UETU6863612	40' HIGH CUBE	F	MEDUVC741794	VANCOUVER	TUTICORIN	INDUSIND BANK LIMIT	TAMIL NADU NEWSPRINT & PAP	BLEACHED CHEMI THERMO

Container	Size	Type	Gross WEIGHT (KG)	Operator	POL	Next Port	Next Ves/Voy	Delivery	IMO CLS	UN No	BL No	Reefer	COMMODITY	CONSIGNEE
MEDU5372298	20	DV	26070	MSC	CNSHA	INCOK		INCOK	4.3	UN1402	MEDUGJ375856	N	CALCIUM CARBIDE	COCHIN TRADERS
MSMU1837390	20	DV	25950	MSC	CNSHA	INCOK		INCOK	4.3	UN1402	MEDUGJ375856	N	CALCIUM CARBIDE	COCHIN TRADERS
AXIU2227284	20	DV	28828	MSC	CNTXG	INTUT		INTUT	4.3	UN1402	MEDUVX293487	N	CALCIUM CARBIDE.SIZE: 50-80MM	DCW LIMITED
DFSU2681951	20	DV	28788	MSC	CNSHA	INTUT		INTUT	4.3	UN1402	MEDUGJ587468	N	CALCIUM CARBIDE	DCW LIMITED
DFSU2765179	20	DV	28813	MSC	CNSHA	INTUT		INTUT	4.3	UN1402	MEDUGJ587468	N	CALCIUM CARBIDE	DCW LIMITED
FCIU4619879	20	DV	28808	MSC	CNSHA	INTUT		INTUT	4.3	UN1402	MEDUGJ587468	N	CALCIUM CARBIDE	DCW LIMITED
GLDU3752928	20	DV	28858	MSC	CNTXG	INTUT		INTUT	4.3	UN1402	MEDUVX293487	N	CALCIUM CARBIDE.SIZE: 50-80MM	DCW LIMITED
MEDU6618806	20	DV	28848	MSC	CNTXG	INTUT		INTUT	4.3	UN1402	MEDUVX293487	N	CALCIUM CARBIDE.SIZE: 50-80MM	DCW LIMITED
MSDU1913339	20	DV	28848	MSC	CNSHA	INTUT		INTUT	4.3	UN1402	MEDUGJ587468	N	CALCIUM CARBIDE	DCW LIMITED
MSMU4243427	40	HC	25190	MSC	CNTAO	INTUT		INTUT	9	UN3077	MEDUQU853634	N	RUBBER CHEMICAL ANTI-OXIDANT 6PPD	ATC TIRES PRIVATE LIMITED
SEGU1488630	20	DV	28808	MSC	CNTXG	INTUT		INTUT	4.3	UN1402	MEDUVX293487	N	CALCIUM CARBIDE.SIZE: 50-80MM	DCW LIMITED
TCLU2550703	20	DV	28828	MSC	CNTXG	INTUT		INTUT	4.3	UN1402	MEDUVX293487	N	CALCIUM CARBIDE.SIZE: 50-80MM	DCW LIMITED
TCLU2570422	20	DV	28828	MSC	CNSHA	INTUT		INTUT	4.3	UN1402	MEDUGJ587468	N	CALCIUM CARBIDE	DCW LIMITED

(Name of shipping line)

MSC Line

Arrival  Departure

1.1. Name and type of ship			2. Port of arrival/departure:			3. Date of arrival/departure:					
M/V MSC ELSA 3 Full Container			VIZHINJAM			23-May-25					
1.2. IMO number			1.3. Call sign								
9123221			A8NR5								
4. Nationality of ship			5. Port Arrived from:			6. Next port:					
LIBERIA			TUTICORIN			COCHIN					
7. No.	8. Family name, given name	9. Rank or Rating	10. Nationality	11. Date and place of birth		12. Date / place of sign on		13. Passport No. / expiry date		14. CDC/ SID No. / expiry date	
1	Ivanov Alexander	Master	Russian	08-Aug-63	USSR	13-Dec-24	Colombo	77 1680195	24-Oct-33	MK 0197109	Unlimited
2	Mahinay Reynold Paredes	Chief Mate	Filipino	25-Jan-65	Philippines	08-May-25	Cochin	P6005985A	11-Feb-28	A0164725	11-Oct-33
3	Brusas Alvin Arcenal	2nd Mate	Filipino	18-Apr-71	Philippines	05-Jan-25	Colombo	P5264303B	25-Jun-30	C1307856	10-Jul-28
4	Elan Darius Lozada	3rd Mate	Filipino	14-Apr-72	Philippines	08-May-25	Cochin	P5800341B	18-Nov-30	C1093675	11-Nov-27
5	Chorny Oleksii	Chief Engineer	Ukraine	02-Feb-70	UKR	21-Feb-25	Colombo	FH039273	22-Jul-27	AC010652	29-Aug-28
6	Kakhidze Roman	2nd Engineer	Georgia	02-Mar-70	Georgia	12-Dec-24	Colombo	22AB30161	12-Jun-33	GE000064	17-Feb-26
7	Guico Jovit Pinlac	3rd Engineer	Filipino	24-Sep-91	Philippines	21-Feb-25	Colombo	P2216896B	19-May-29	C1483955	21-May-29
8	Barbero Kenneil John	4th Engineer	Filipino	29-Mar-94	Philippines	16-Nov-24	Colombo	P6740668B	2-May-31	C1226405	5-Mar-28
9	Hordyeyev Valeriy	ETO	Ukraine	24-Nov-56	UKR	09-Apr-25	Colombo	FU513460	18-Mar-29	AB634135	19-Feb-29
10	Almacen Ricardo Caag	Bosun	Filipino	09-Oct-70	Philippines	21-Feb-25	Colombo	P3976570B	25-Nov-29	C1458171	11-Dec-29
11	Quitania Mark Lazarja	AB 1	Filipino	10-May-84	Philippines	21-Feb-25	Colombo	P7371536B	9-Aug-31	C0979342	1-Apr-27
12	Castañeda Ronald Punzalan	AB 2	Filipino	16-Jul-82	Philippines	17-Mar-25	Colombo	P1992447B	17-Jun-29	C1494539	7-Jun-29
13	Rollo John Francis Arboleda	AB 3	Filipino	23-Dec-85	Philippines	17-Mar-25	Colombo	P5876416B	26-Nov-30	C1494463	7-Jun-29
14	Nazarita Freddie Estaris	OS 1	Filipino	20-Jul-89	Philippines	16-Nov-24	Colombo	P6475532A	18-Mar-28	C1192331	31-Mar-28
15	Bron John Raffy Garay	Deck Cadet	Filipino	24-Oct-01	Philippines	12-Apr-25	Colombo	P2760365C	26-Dec-32	A0019981	27-Jun-33
16	Grande Raineir Palma	Motorman 1	Filipino	03-Dec-88	Philippines	21-Feb-25	Colombo	P3121208B	6-Sep-29	C1361320	11-Sep-29
17	Velasco Ryan Ontolan	Motorman 2	Filipino	05-Jan-93	Philippines	17-Mar-25	Colombo	P9130638B	2-Mar-32	C0957381	12-Dec-26
18	Entero Emmanuel Buot	Motorman 3	Filipino	19-Oct-76	Philippines	21-Feb-25	Colombo	P9603508A	18-Nov-28	C1175120	22-Nov-27
19	Sequito Jan Paul Selagiora	Engine Cadet	Filipino	05-Nov-00	Philippines	22-Aug-24	Sharjah	P4547971C	28-Jun-33	A0140014	5-Jul-33
20	Maniego Albert Arca	Elect Cadet	Filipino	31-Aug-95	Philippines	17-Mar-25	Colombo	P2268440B	22-May-29	A0299537	13-Feb-34
21	Sison Reynaldo Beleno	Deck Fitter	Filipino	21-May-71	Philippines	21-Feb-25	Colombo	P7981245B	25-Oct-31	C1509718	14-Jun-29
22	Marquez Leonardo Jr Budihon	Engine Fitter	Filipino	10-Nov-99	Philippines	22-Aug-24	Sharjah	P1849524C	30-Sep-32	A0144071	28-Jun-31
23	Almaden Joshua	Chief Cook	Filipino	16-Jul-89	Philippines	19-Oct-24	Dubai	P3944782C	24-Apr-33	C1088353	18-Sep-27
24	Pangan Jefferson Roy Cahayon	Mess Man	Filipino	19-Aug-88	Philippines	13-Sep-24	Sharjah	P8312444A	10-Aug-28	C1035789	27-Jun-27

IMO Convention on Facillities of International Maritime Traffic





भारत सरकार /GOVERNMENT OF INDIA  
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय/MINISTRY OF PORTS, SHIPPING AND WATERWAYS  
नौवहन महानिदेशालय/DIRECTORATE GENERAL OF SHIPPING  
समुद्री वाणिज्य विभाग, कोच्चि  
MERCANTILE MARINE DEPARTMENT, KOCHI

F.No. MMD KO-13028/1/2020-SURVEY

Date: 24.05.2025

**NOTICE**

Subject : Threat of oil pollution from the disabled vessel MSC ELSA 3, IMO No. 9123221 off Kochi – reg.

Notice Under Section 356(J) of the Merchant Shipping Act, 1958 –reg.

The notice, issued under Section 356(J) of the Merchant Shipping Act, 1958, directs the Master/Owner/Operator/P&I Insurer/Agent of the vessel “MSC ELSA 3” (IMO No. 9123221) to take immediate action to prevent the likely escape of oil from the vessel into the sea due to severe listing to 30 Deg Starboard side near the Kochi coast. This directive is in response to the vessel being in a assumed disabled condition with all its auxiliary engines (generator) non-operational at 30 NM off the Kochi coast, Kerala at position 09°30.1’N / 075°46.638’E. The vessel in its present condition poses a severe threat of pollution to the Indian water and coastline.

**Hence, the Master/Owner/Operator/P&I Insurer/Agent of the vessel take required actions immediately which shall include:**

1. Action for preventing the escape of oil from the vessel; **and** Monitoring of the area;
2. Action for removal of oil from the vessel;
3. Action for removal of oil slicks on the surface of sea, if it were to occur; and
4. Action to disperse the oil slicks on the surface of sea, if it were to occur.
5. Towing the vessel away from the Coast to mitigate the risk of pollution.

The Directorate General of Shipping and the jurisdictional MMD needs to be informed of the actions taken in the manner immediately and regular updates needs to be provided to all concerned Authorities.

(J Senthil Kumar)  
Principal officer cum Jt.DG (Tech)



भारत सरकार /GOVERNMENT OF INDIA

पत्तन, पोत परिवहन और जलमार्ग मंत्रालय/MINISTRY OF PORTS, SHIPPING AND WATERWAYS

नौवहन महानिदेशालय/DIRECTORATE GENERAL OF SHIPPING

समुद्री वाणिज्य विभाग, कोच्चि

MERCANTILE MARINE DEPARTMENT, KOCHI

Copy To,

1. Master of MSC ELSA 3.
2. The Ship owner – Capt. Manish Ashok Gupta, General Manager- (Safety, Quality & Insurance)/ DPA, MSC SHIP MANAGEMENT LIMITED, MSC House, 8 Spyrou Kyprianou Avenue, Limassol, CY-3070, Cyprus.

Copy to:

1. Flag State of the vessel
2. Recognised organization of the vessel
3. The Chairman, Cochin Port Authority, Kochi
4. The Port Officer, Cochin Port Authority.
5. The Indian Coast Guard Head Quarter.
6. DG COMM Centre.
7. The Nautical Advisor the Govt. of India, DG Shipping, Mumbai.
8. The Chief Surveyor with the Govt. of India, DG Shipping, Mumbai.

नॉर्थ एंड पी.ओ. पोस्ट बॉक्स सं.3701, विलिंगटन द्वीप, कोच्चि - 682009

North End P.O., Post Box No.3701, Willingdon Island, Kochi – 682009

दूरभाषा / Telephone 0484 2666104, 2587000-38; ई-मेल / E Mail: po.mmd-ker@gov.in



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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: 25-35011/1/2025-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.

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*.

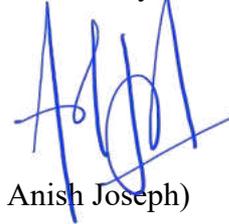
In pursuance of **Section 356-J(2) of the MS Act**, and **Article 9 of the Nairobi International Convention on the Removal of Wrecks 2007** (Nairobi Convention) on the '*measures to facilitate the removal of wrecks*', the following actions, among others as may be deemed necessary, shall be undertaken 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.

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 & 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. **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, Mulamoottil Building Pipinmoodu, Sasthamangalam Thiruvananthapuram, Kerala – 695010.

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, Nanthancode, 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.



## DAILY PROGRESS REPORT SHORE WATCH AND CLEAN UP – MSC ELSA III

Page 1

<b>Project name:</b>	MSC ELSA III
<b>Report No./Date</b>	MERC-013/25 dated 12/06/2025
<b>Location</b>	Kerala and Tamil Nadu Coast

<b>Client</b>	MSC Mediterranean Shipping Company SA
<b>Issued by</b>	Project Head

### WORKSITE 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



## DAILY PROGRESS REPORT SHORE WATCH AND CLEAN UP – MSC ELSA III

Page 2

### 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



## DAILY PROGRESS REPORT SHORE WATCH AND CLEAN UP – MSC ELSA III

Page 3

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 – 25T	2	10.6.25		Kollam
6	Excavators	2	28.05.25	09.06.25	Kanyakumari
7	Trailers/	1	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	1	28.05.25	09.06.25	Thiruvananthapuram
11	Hydra Crane – 25 T	4	28.05.25	09.06.25	Thiruvananthapuram
12	Hydra Crane – 25T	1	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	1	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**



## DAILY PROGRESS REPORT SHORE WATCH AND CLEAN UP – MSC ELSA III

Page 4

### **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 advised 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



## DAILY PROGRESS REPORT SHORE WATCH AND CLEAN UP – MSC ELSA III

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- St. Andrew's beach
- 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.
- All observations and relevant data were documented and are stored in ITOPF's survey app, which facilitates 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



## DAILY PROGRESS REPORT SHORE WATCH AND CLEAN UP – MSC ELSA III

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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 1600 hrs. A wooden log identified as ship's cargo was transported from Kodimunai beach to Muttom Harbour, a 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
  - Eroyumanthurai
  - 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.



## DAILY PROGRESS REPORT SHORE WATCH AND CLEAN UP – MSC ELSA III

Page 7

- 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	



**DAILY PROGRESS REPORT  
SHORE WATCH AND CLEAN UP – MSC ELSA III**

**PHOTOGRAPHS**



## MARINE EMERGENCY RESPONSE CENTRE - TRACKING OF CONTAINERS' OF MSC ELSA3 - UPDATED ON 12 JUN 2025

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	
64	Not clear	--	E	--	YES	EMPTY CONTAINER	NO	NO	
65	MSDU9868663	40HR	E	NDG	YES	EMPTY CONTAINER	NO	YES	KOLLAM PORT

DELIVERED TO PORT  
KOLLAM PORT - 48  
VIZHINJAM PORT - 10  
TUTICORIN PORT - 1  
ENROUTE  
ONGOING

59

1 Scattered parts will be transported to Vizhinjam port

5 Post drone survey

a) 1 out of 5 will be salvaged and delivered to port in 48 hrs

b) Remaining 4 are accessible only during low tide - visual skeleton only



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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,  
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.

**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**  
Nautical 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:

[in363-mscelsa3.claims2025@msc.com](mailto:in363-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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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,  
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Government Secretariat,  
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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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Wed, 28 May 2025 20:43:03 +0530

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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**

Nautical 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

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[in363-mscelsa3.claims2025@msc.com](mailto:in363-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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Annexure G

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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

**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**

Nautical Surveyor-cum-DDG(Tech)

**Kind Attn:** Senthil Kumar Jayaraman, Principal Officer cum Director General (Tech) ,  
Mercantile Marine Department, Kochi

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Claims Team – MSC**

**MSC AGENCY (INDIA) PRIVATE LIMITED**

As agent for MSC Mediterranean Shipping Company S.A., Geneva



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Sensitivity: Internal

**GOVERNMENT OF KERALA**

Environment B Department

ENVT-B2/67/2025-ENVT

18-06-2025, Thiruvananthapuram

From

Special Secretary to Government

To

Sri.Senthil Kumar Jayaraman

Principal Officer Cum Director General (Tech)

Mercantile Marine Department, Kochi

North End.P.O. Willingdon Island

Kochi, Kerala - 682009

Kind Attention : Capt. Harvinder Singh, Nautical Surveyor -cum-  
DDG (Tech)

Sir,

Sub: Environment Dept. - Ship wreckage in the Arabian sea-Filing  
of State Claims Arising from MSC ELSA 3 Incident - reg.

Ref: Your letter to the ACS, Fin Dept No.25-35011/1/2025-NT -  
DGS (Comp. No.: 34637 ) dated 13/06/2025.

Your kind attention is invited to the reference cited. First Interim claim based on the Fisheries Sector Impact and expenditure incurred for decontamination efforts and other mitigation measures due to the ELSA 3 Shipwreck is enclosed herewith for further

78

52

action.

Yours Faithfully,  
SEERAM SAMBASIVA RAO I A S  
SPECIAL SECRETARY  
For Special Secretary to Government.

Approved for Issue,

Signed by  
Nalan A T

Date: 18-06-2025 19:55:45  
Section Officer.

Copy to:

Cpt.Anish Joseph

Deputy Nautical Adviser -cum-

Senior Deputy Director General (Tech)

Directorate General of Shipping, Mumbai

anish-dgs@gov.in (Mobile-98472 29295)

**First Interim claim based on the Fisheries Sector Impact and expenditure incurred for decontamination efforts and other mitigation measures due to the ELSA 3 Shipwreck**

**1. Introduction**

This first interim claim is submitted based on the impact on Fisheries Sector and expenditure incurred for decontamination efforts and other mitigation measures due to ELSA 3 Shipwreck. The incident, which occurred 14.6 nautical miles off the Kerala coast, has been officially declared a State-Specific Disaster due to its serious environmental, economic, and social consequences. This report draws upon detailed market and catch assessment surveys conducted by the Department of Fisheries on 5th June 2025.

**2. Market Survey Analysis**

The Department of Fisheries conducted a rapid market survey to assess the immediate impact of the shipwreck on fish production and the fisheries economy. The key findings from this assessment are summarized below:

Overall marine fish production increased by 20.81% in April 2025 compared to April 2024, indicating a strong seasonal harvest

However, May 2025 witnessed a significant 10.98% reduction in fish production relative to May 2024, suggesting a likely disruption due to the shipwreck incident.

Income trends followed a similar trajectory: April 2025 showed a 21.13% increase, while May experienced a 4.69% income reduction

Notably, there was no reported decline in the quality or saleability of fish at present, indicating the primary issue was production volume.

## **2. District-Level Production and Income Trends**

District-specific data provide a nuanced picture of the impact:

Alappuzha saw an 81.91% increase in April production but a steep 57.08% drop in May. Income correspondingly dropped by 44.12% in May.

Thrissur showed remarkable resilience with a 166.91% increase in production in April and an 86.05% increase in May.

Kasargode and Malappuram faced severe contractions in production, with losses exceeding 80% in May.

Districts like Ernakulam and Thiruvananthapuram exhibited more stable trends, although a mild dip was observed in May.

## **3. Estimated Loss of Livelihood**

From 25th May to 1st June 2025, marine fishing activities were significantly disrupted. Based on a standard per capita daily income of ₹428, the Department estimates that a total of 1,60,417 fisherfolk (including marine and allied workers) incurred an income loss of approximately ₹54.93 crore during the 8-day disruption period. This includes:

₹19.02 crore in Thiruvananthapuram

₹12.15 crore in Kollam

₹16.15 crore in Alappuzha

₹7.60 crore in Ernakulam

#### 4. Cost of Beach Cleanup and Response Operations

In addition to the fisheries sector losses, substantial public resources have been deployed to manage the coastal environmental fallout from the ELSA 3 shipwreck. From 24th May to 5th June 2025, extensive beach cleanup and surveillance activities were carried out across four coastal districts – Ernakulam, Alappuzha, Kollam, and Thiruvananthapuram.

The operation involved over 550 personnel engaged in daily coastal watch and cleanup, supported by state government staff and vehicles. Expenses included daily wages, food, transportation for the personnel, costs of deploying government staff and vehicles, and vehicle rentals for operational readiness.

The detailed expenditures are as follows:

#### 5. District-wise Costs

Ernakulam -- ₹4,70,88,000

Alappuzha -- ₹3,98,92,000

Kollam -- ₹4,50,62,000

Thiruvananthapuram-- ₹5,35,28,000

**Sub Total ₹18,55,70,000**

State-Level Expenditure

Emergency Duty of Government Staff: ₹2,40,00,000

SDMA (SOP creation, handbook translation): ₹1,20,00,000

Total ₹3,60,00,000

**Grand Total: ₹22,15,70,000**

These operations were critical in containing environmental contamination from nurdles and debris, protecting public health, and minimizing long-term coastal ecosystem damage. The financial implications of these activities are significant and should be factored into the overall compensation package being pursued from M/s MSC.

## **6. Summary of the first interim claim**

In view of the substantial impact, the following actions are requested:

Immediate interim compensation of ₹55 crore to affected fisherfolk, disbursed through existing welfare mechanisms.

- Immediate Reimbursement of Rs 22.15 crore to the Kerala Government for the costs incurred so far.

Financial support for detailed environmental impact assessments and long-term monitoring of marine ecosystems affected by the wreck.

Establishment of a special compensation fund for price volatility and market disruption.

## **Conclusion**

The ELSA 3 shipwreck has caused considerable disruption to Kerala's marine fisheries sector, both economically and socially. While the full extent of ecological damage is yet to be determined, preliminary

market and catch assessments confirm a need for immediate and sustained remedial action. Therefore, it is requested to settle this first interim claim as short-term relief. Claims for other losses and damages, long-term rehabilitation and ecological restoration will be submitted in due course.

It is important to note that the figures and findings presented in this report are based on rapid market and catch assessment surveys conducted immediately following the ELSA 3 shipwreck. These represent preliminary estimates intended to guide the initial phase of negotiation and relief planning. A comprehensive and detailed assessment of the full environmental, economic, and social impacts is currently underway and will be submitted in due course. This forthcoming assessment will incorporate scientific analyses, stakeholder consultations, and longitudinal data to inform long-term policy and compensation strategies.

SEERAM SAMBASIVA RAO I A S  
SPECIAL SECRETARY  
O/O SPECIAL SECRETARY ENVIRONMENT

Annexure I

"ഭരണഭാഷ- മാതൃഭാഷ"



കേരള സർക്കാർ

സംഗ്രഹം

ദുരന്ത നിവാരണ വകുപ്പ്- M/s ELSA കപ്പലപകടത്തെ തുടർന്ന മത്സ്യത്തൊഴിലാളികൾക്ക് ആശ്വാസ ധനസഹായവും സൗജന്യ റേഷനും അനുവദിച്ചു ഉത്തരവ് പുറപ്പെടുവിക്കുന്നു.

ദുരന്ത നിവാരണ (എ) വകുപ്പ്

സ.ഉ.(സാധാ) നം.371/2025/DMD തീയതി 03-06-2025,തിരുവനന്തപുരം

പരാമർശം: 29/05/2025 ലെ സ.ഉ(കൈ)നം.11/2025/ഡിഎംഡി

ഉത്തരവ്

2025 മെയ് 25ന് കേരളതീരത്തുനിന്ന് 14.6 നോട്ടിക്കൽ മൈൽ അകലെ അറബിക്കടലിൽ ഉണ്ടായ MSC ELSA-3 കപ്പലപകടത്തെ തുടർന്നുള്ള പാരിസ്ഥിതിക, സാമൂഹിക പ്രശ്നങ്ങൾ പരിഗണിച്ച് പ്രസ്തുത കപ്പൽ അപകടത്തെ പരാമർശം ഉത്തരവ് പ്രകാരം സംസ്ഥാന സവിശേഷ ദുരന്തമായി പ്രഖ്യാപിച്ചിട്ടുണ്ട്.

MSC ELSA 3 കപ്പലപകടം തിരുവനന്തപുരം, കൊല്ലം, ആലപ്പുഴ, എറണാകുളം എന്നീ ജില്ലകളിലെ മത്സ്യത്തൊഴിലാളികളുടെ ഉപജീവനമാർഗ്ഗത്തെ സാരമായി ബാധിക്കുന്ന സാഹചര്യമാണ് നിലവിലുള്ളത്.

സർക്കാർ ഈ വിഷയം വിശദമായി പരിശോധിച്ചു. ഫിഷറീസ് വകുപ്പ് ഡയറക്ടർ നൽകിയ വിശദാംശങ്ങളുടെ അടിസ്ഥാനത്തിൽ തിരുവനന്തപുരം, കൊല്ലം, ആലപ്പുഴ, എറണാകുളം, ജില്ലകളിലെ 78498 മത്സ്യത്തൊഴിലാളി കുടുംബങ്ങൾക്കും 27020 മത്സ്യബന്ധന അനുബന്ധ തൊഴിലാളി കുടുംബങ്ങൾക്കും ഇടക്കാല ആശ്വാസമായി സംസ്ഥാന ദുരന്ത പ്രതികരണ നിധിയിൽ നിന്നും 1000 രൂപ വീതവും കൂടാതെ ഒരു കുടുംബത്തിന് 6 കിലോ അരി വീതം സൗജന്യ റേഷനും അനുവദിക്കുന്നതിന് തീരുമാനിച്ചു.

മേൽ സാഹചര്യത്തിൽ തിരുവനന്തപുരം, കൊല്ലം, ആലപ്പുഴ, എറണാകുളം, ജില്ലകളിലെ 78498 മത്സ്യത്തൊഴിലാളി കുടുംബങ്ങൾക്കും 27020 മത്സ്യബന്ധന അനുബന്ധ തൊഴിലാളി കുടുംബങ്ങൾക്കും ഇടക്കാല ആശ്വാസമായി സംസ്ഥാന ദുരന്ത പ്രതികരണ നിധിയിൽ നിന്നും 1000 രൂപ വീതം നൽകുന്നതിന് ആകെ 105,518,000/- (പത്ത് കോടി അൻപത്തി അഞ്ച് ലക്ഷത്തി പതിനെണ്ണായിരം രൂപ മാത്രം) [1,05,518x1000] അനുവദിച്ചു ഉത്തരവാകുന്നു.

മേൽ തുക ഫിഷറീസ് വകുപ്പ് ഡയറക്ടറുടെ STSB A/C No.701121400000010 -ലേക്ക് ക്രെഡിറ്റ് ചെയ്ത് നൽകുന്നതിനുള്ള നടപടി ദുരന്ത നിവാരണ വകുപ്പിലെ ഫിനാൻസ് ഓഫീസർ സ്വീകരിക്കേണ്ടതാണ്.

അനുവദിക്കുന്നതിനുള്ള നടപടി ഭക്ഷ്യ പൊതു വിതരണ വകുപ്പ് അടിയന്തരമായി സ്വീകരിക്കേണ്ടതാണ്. ഇതിന് ആവശ്യമായ തുക അനുവദിക്കുന്നതിന് ഭക്ഷ്യ പൊതു വിതരണ വകുപ്പ് ശുപാർശ സമർപ്പിക്കുന്ന മുറയ്ക്ക് സംസ്ഥാന ദുരന്ത പ്രതികരണ നിധിയിൽ നിന്നും അനുവദിച്ച് നൽകുന്നതാണ്.

(ഗവർണ്ണറുടെ ഉത്തരവിൻ പ്രകാരം)  
ടീകു ബിസാൾ  
പ്രിൻസിപ്പൽ സെക്രട്ടറി

അഡീഷണൽ ചീഫ് സെക്രട്ടറി, ഫിഷറീസ് വകുപ്പ്  
അക്കൗണ്ടന്റ് ജനറൽ (ആഡിറ്റ്) ,(എ&ഇ) കേരള, തിരുവനന്തപുരം  
കമ്മീഷണർ, ലാസ്റ്റ് റവന്യൂ തിരുവനന്തപുരം  
കമ്മീഷണർ, ദുരന്തനിവാരണം  
ജില്ലാകളക്ടർമാർ, ആലപ്പുഴ,കൊല്ലം, ഏറണാകുളം, തിരുവനന്തപുരം  
ഡയറക്ടർ, ഫിഷറീസ് വകുപ്പ്  
മെമ്പർ സെക്രട്ടറി, സംസ്ഥാന ദുരന്ത നിവാരണ അതോറിറ്റി  
ഭക്ഷ്യപൊതുവിതരണ വകുപ്പ്  
ട്രഷറി ഡയറക്ടർ, തിരുവനന്തപുരം  
ഫിനാൻസ് ഓഫീസർ , ദുരന്തനിവാരണ വകുപ്പ്  
പൊതുജന സമ്പർക്ക വകുപ്പ് (Web and New Media)  
സ്റ്റോക്ക് ഫയൽ / ഓഫീസ് കോപ്പി



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

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

IN THE HIGH COURT OF KERALA AT ERNAKULAM  
PRESENT  
THE HONOURABLE THE CHIEF JUSTICE MR. NITIN JAMDAR  
&  
THE HONOURABLE MR. JUSTICE BASANT BALAJI

Thursday, the 5<sup>th</sup> day of June 2025 / 15th Jyaishta, 1947  
WP(PIL) NO. 50 OF 2025(S)

**PETITIONER:**

MR. T.N. PRATHAPAN, AGED 65 YEARS, FORMER MEMBER OF PARLIAMENT,  
CHAIRMAN, KERALA FISHERMEN COORDINATION COMMITTEE,  
RESIDING AT THOTTUNGAL HOUSE, PO. TALIKULAM, THRISSUR,  
KERALA, PIN - 680 569.

**RESPONDENTS:**

1. UNION OF INDIA, REPRESENTED BY THE SECRETARY, MINISTRY OF SHIPPING, NEW DELHI, PIN - 110 001.
2. MINISTRY OF DEFENCE, REPRESENTED BY ITS SECRETARY, ROOM NO.305, B WING, SENA BHAWAN, NEW DELHI, PIN - 110 001.
3. THE DIRECTOR GENERAL OF SHIPPING, JAHAZ BHAVAN, BALLARD ESTATE, MUMBAI, PIN - 400 001.
4. INDIAN COAST GUARD, REPRESENTED BY THE DIRECTOR GENERAL, HEADQUARTERS, NATIONAL STADIUM COMPLEX, PURANA QUILA ROAD, NEW DELHI, PIN - 110 001.
5. DIRECTOR, DIRECTORATE OF FISHERIES AND ENVIRONMENT, COAST GUARD HEADQUARTERS, NEW DELHI, PIN - 110 001.
6. STATE OF KERALA, REPRESENTED BY THE CHIEF SECRETARY, SECRETARIAT, THIRUVANANTHAPURAM, PIN - 695 001.
7. KERALA STATE POLLUTION CONTROL BOARD, REPRESENTED BY ITS MEMBER SECRETARY, PATTOM P.O, THIRUVANANTHAPURAM, PIN - 695 004.
8. STATE DISASTER MANAGEMENT AUTHORITY, REPRESENTED BY ITS MEMBER SECRETARY, VIKAS BHAVAN, P.O, OBSERVATORY HILLS, OPPOSITE KANAKAKUNNU PALACE, NANTHANCODU, THIRUVANANTHAPURAM, PIN - 695 033.
9. DIRECTOR, DEPARTMENT OF FISHERIES, DIRECTORATE OF FISHERIES, THIRUVANANTHAPURAM, PIN - 695 033.
10. INSPECTOR GENERAL OF POLICE, KERALA COASTAL POLICE, KERALA COASTAL POLICE HEADQUARTERS, SHANMUGHAM ROAD, MARINE DRIVE, ERNAKULAM, PIN - 682 031.
11. VIZHINJAM INTERNATIONAL SEAPORT LTD., REPRESENTED BY ITS MANAGING DIRECTOR, LEVEL 5, 3RD FLOOR TRANS TOWERS, VAZHUTHACAUD, THIRUVANANTHAPURAM, PIN - 695 014.
12. MEDITERRANEAN SHIPPING COMPANY, THROUGH ITS AUTHORIZED NODAL OFFICER - MR. JACOB GEORGE, MSC HOUSE, ANDHERI - KURLA ROAD, ANDHERI EAST, MUMBAI, MAHARASHTRA, INDIA.  
EMAIL:comm@mscindia.com, PIN - 400 059.

Writ petition (Public Interest Litigation) praying inter alia that in the circumstances stated in the affidavit filed along with the WP(PIL) the High Court be pleased to

A) direct the Respondents No.1, 3 and 6 to release interim financial assistance to the fishermen victims

B) direct the Respondents No. 4, 6 and 7 to take steps to remove all the wastes, chemicals and parts of the ship and clean up the environment without any further delay.

In accordance with law after affording an opportunity of being heard, in the interest of justice, equity and good conscience.

This petition coming on for admission upon perusing the petition and the affidavit filed in support of WP(PIL) and upon hearing the arguments of M/S. V.HARISH, C.R.REKHESH SHARMA & RAJAN VISHNURAJ, Advocates for the petitioner, SMT.O.M. SHALINA, DEPUTY SOLICITOR GENERAL OF INDIA & SRI.T.V.VINU, Advocate for R1 to R4, SRI.N.MANOJ KUMAR, STATE ATTORNEY for R6, R8 & R9, SRI.T.NAVEEN, STANDING COUNSEL for R7, SRI.VIPIN P. VARGHESE, STANDING COUNSEL for R11, the court passed the following:



P.T.O.

NITIN JAMDAR, C.J.  
&  
BASANT BALAJI, J.

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W.P.(PIL) No.50/2025

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Dated this the 5<sup>th</sup> day of June 2025

ORDER

Heard Mr. V. Harish, learned counsel for the Petitioner, Mr. N. Manoj Kumar, learned State Attorney, appearing for Respondent Nos.6, 8, and 9, Mr. T. Naveen, learned Standing Counsel for the Respondent No.7, Mr. T.V. Vinu, learned counsel representing Ms. O.M. Shalina, learned DSGI, and Mr. Vipin. P. Varghese learned Standing Counsel for Respondent No.11.

2. The learned counsel for Respondent No.11 states that Respondent No.11 has been wrongly joined. According to the Petitioner, Respondent No.11 holds information that may aid the proceedings. This aspect will be considered on the next date of hearing.

3. The Petitioner has raised various issues arising from the maritime disaster involving a cargo vessel on 24 May 2025 and its impact on the marine and coastal ecology and the livelihood of the fishermen in Kerala.

4. The Petitioner contends that various preventive steps, such as the oil spill prevention plan, which were mandated by earlier orders of the State Government itself, are not being formulated by the Kerala State Pollution Control Board. The Petitioner has also made a grievance about the lack of

information shared with the general public regarding the details extent of the damage.

5. The learned State Attorney states that the National Green Tribunal has taken *suo motu* cognisance of the matter. The learned counsel for the Petitioner submits that in the *suo motu* petition, primarily, the Central Ministry has been joined.

6. As regards the information regarding the incident, the learned State Attorney states that an investigation is going on, and expert bodies have been constituted and once the investigation is complete and the report is ready, clear information will be available.

7. Considering the magnitude of the this disaster, which is admittedly affecting the marine and coastal ecology, the State should place the information that is so far available in the public domain, such as information regarding cargo and the ecological impact of the material carried by the said ship. The learned State Attorney shall get instructions as to whether this information is already placed in the public domain by the State Government on its official website. Otherwise, we expect the State Government to place the information it currently holds on its official website by the next date of hearing.

8. The learned counsel for the petitioner submits that the State Government had engaged volunteers for the removal of contaminants from the seashore, but the State Government has stopped engaging these volunteers, which will affect remedial measures that have been taken by the State. The learned State Attorney states that there is no scope for any

apprehension as the State Government is taking remedial measures in the matter, and it is open to the petitioner to communicate with the concerned authority of the State in this regard.

9. Post on 19 June 2025.

Sd/-

**NITIN JAMDAR,  
CHIEF JUSTICE**

Sd/-

**BASANT BALAJI,  
JUDGE**

JS



IN THE HIGH COURT OF KERALA AT ERNAKULAM  
PRESENT  
THE HONOURABLE THE CHIEF JUSTICE MR. NITIN JAMDAR  
&  
THE HONOURABLE MR. JUSTICE BASANT BALAJI

Wednesday, the 2<sup>nd</sup> day of July 2025 / 11th Ashadha, 1947  
WP(PIL) NO. 50 OF 2025(S)

PETITIONER:

MR. T.N. PRATHAPAN, AGED 65 YEARS, FORMER MEMBER OF PARLIAMENT,  
CHAIRMAN, KERALA FISHERMEN COORDINATION COMMITTEE,  
RESIDING AT THOTTUNGAL HOUSE, PO. TALIKULAM, THRISSUR,  
KERALA, PIN - 680 569.

RESPONDENTS:

1. UNION OF INDIA, REPRESENTED BY THE SECRETARY, MINISTRY OF SHIPPING, NEW DELHI, PIN - 110 001.
2. MINISTRY OF DEFENCE, REPRESENTED BY ITS SECRETARY, ROOM NO.305, B WING, SENA BHAWAN, NEW DELHI, PIN - 110 001.
3. THE DIRECTOR GENERAL OF SHIPPING, JAHAZ BHAVAN, BALLARD ESTATE, MUMBAI, PIN - 400 001.
4. INDIAN COAST GUARD, REPRESENTED BY THE DIRECTOR GENERAL, HEADQUARTERS, NATIONAL STADIUM COMPLEX, PURANA QUILA ROAD, NEW DELHI, PIN - 110 001.
5. DIRECTOR, DIRECTORATE OF FISHERIES AND ENVIRONMENT, COAST GUARD HEADQUARTERS, NEW DELHI, PIN - 110 001.
6. STATE OF KERALA, REPRESENTED BY THE CHIEF SECRETARY, SECRETARIAT, THIRUVANANTHAPURAM, PIN - 695 001.
7. KERALA STATE POLLUTION CONTROL BOARD, REPRESENTED BY ITS MEMBER SECRETARY, PATTOM P.O, THIRUVANANTHAPURAM, PIN - 695 004.
8. STATE DISASTER MANAGEMENT AUTHORITY, REPRESENTED BY ITS MEMBER SECRETARY, VIKAS BHAVAN, P.O, OBSERVATORY HILLS, OPPOSITE KANAKAKKUNNU PALACE, NANTHANCODU, THIRUVANANTHAPURAM, PIN - 695 033.
9. DIRECTOR, DEPARTMENT OF FISHERIES, DIRECTORATE OF FISHERIES, THIRUVANANTHAPURAM, PIN - 695 033.
10. INSPECTOR GENERAL OF POLICE, KERALA COASTAL POLICE, KERALA COASTAL POLICE HEADQUARTERS, SHANMUGHAM ROAD, MARINE DRIVE, ERNAKULAM, PIN - 682 031.
11. VIZHINJAM INTERNATIONAL SEAPORT LTD., (\*AMENDED) REPRESENTED BY ITS MANAGING DIRECTOR, LEVEL 5, 3RD FLOOR TRANS TOWERS, VAZHUTHACAUD, THIRUVANANTHAPURAM, PIN - 695 014.  
R11 IS AMENDED AS : "ADANI VIZHINJAM PORT PVT LIMITED, HAVING ITS REGISTERED OFFICE AT ADANI CORPORATE HOUSE, SHANTIGRAM, NR. VAISHNO DEVI CIRCLE, S.G HIGHWAY, KHODIYAR, AHMEDABAD, GUJARAT - 382 421 AND BRANCH OFFICE PORT OPERATION BUILDING, MULLUR ROAD, MULLUR, THIRUVANANTHAPURAM, KERALA - 695 521, REPRESENTED BY ITS CEO, PRADEEP JAYARAMAN" AS PER ORDER DATED 02/07/2025 IN IA 3/2025 IN WP(PIL) 50/2025.

12. MEDITERRANEAN SHIPPING COMPANY, THROUGH ITS AUTHORIZED NODAL OFFICER - MR. JACOB GEORGE, MSC HOUSE, ANDHERI – KURLA ROAD, ANDHERI EAST, MUMBAI, MAHARASHTRA, INDIA. EMAIL:comm@mscindia.com, PIN - 400 059.  
ADDITIONAL R13 IMPEADED
13. SHO, FORT KOCHI COASTAL POLICE STATION, FORTKOCHI P.O, KOCHI - 682 001. \*ADDL.R13 IS IMPEADED AS PER ORDER DATED 02/07/2025 IN IA 1/2025 IN WP(PIL) 50/2025  
ADDITIONAL R14 TO R17 IMPEADED
14. WAN HAI LINES LTD, 10TH FLOOR, 136, SUNG CHIANG ROAD, TAIPEI, TAIWAN REPRESENTED BY ITS PRESIDENT.
15. WAN HAI LINES (SINGAPORE) PTE LTD, 9 ANSON ROAD, #10-01 SINGAPORE 079906, REPRESENTED BY ITS AUTHORIZED OFFICER.
16. WAN HAI LINES (INDIA) PVT. LTD., A-102 AND 103, THE QUBE, NEAR TO INTERNATIONAL AIRPORT, MAROL VILLAGE, ANDHERI EAST, MUMBAI - 400059, REPRESENTED BY ITS AUTHORIZED OFFICER
17. MERCANTILE MARINE DEPARTMENT, WILLINGDON ISLAND, KOCHI, KERALA 682009, REPRESENTED BY ITS PRINCIPAL OFFICER.  
ADDL.R14 TO R17 ARE IMPEADED AS PER ORDER DATED 02/07/2025 IN IA 4/2025 IN WP(PIL) 50/2025.

Writ petition (Public Interest Litigation) praying inter alia that in the circumstances stated in the affidavit filed along with the WP(PIL) the High Court be pleased to

A) direct the Respondents No.1, 3 and 6 to release interim financial assistance to the fishermen victims

B) direct the Respondents No. 4, 6 and 7 to take steps to remove all the wastes, chemicals and parts of the ship and clean up the environment without any further delay.

In accordance with law after affording an opportunity of being heard, in the interest of justice, equity and good conscience.

This petition coming again on for admission upon perusing the petition and the affidavit filed in support of WP(PIL), this Court's order dated 19/06/2025 and upon hearing the arguments of M/S. V.HARISH, C.R.REKHESH SHARMA & RAJAN VISHNURAJ, Advocates for the petitioner, SMT.O.M. SHALINA, DEPUTY SOLICITOR GENERAL OF INDIA & SRI.T.V.VINU, CENTRAL GOVERNMENT COUNSEL for R1 to R4, SRI.K.GOPALAKRISHNA KURUP, ADVOCATE GENERAL, SRI.N.MANOJ KUMAR, STATE ATTORNEY & SMT.PARVATHY K, GOVERNMENT PLEADER for R5, R6, R9 & R10, SRI.T.NAVEEN, STANDING COUNSEL for R7, SRI.VIPIN P. VARGHESE, STANDING COUNSEL for R11, M/S. SANTHOSH MATHEW & PRASANTH S.PRATHAP, SENIOR ADVOCATES along with M/S. PRANOY K. KOTTARAM, SIVARAMAN P.L, ATHUL BABU & SREENAND UDAYAN, Advocates for R12, SRI.JAJU BABU (SENIOR ADVOCATE) along with SRI.JIKKU SEBAN GEORGE, Advocate for Addl.R14 to R17 and of ADV.SRI.ARJUN SREEDHAR, AMICUS CURIAE, the court passed the following:

NITIN JAMDAR, C.J. & BASANT BALAJI, J.

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WP (PIL) Nos.50, 60 & 70 of 2025

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Dated this the 2<sup>nd</sup> day of July, 2025

ORDER

Nitin Jamdar, C.J.

Heard Mr. V. Harish, learned counsel for the Petitioner, Mr. T. V. Vinu, learned Central Government Counsel for the Respondent – Union of India, Mr. K. Gopalakrishna Kurup, learned Advocate General for the Respondent – State, Mr. Santhosh Mathew, learned Senior Advocate as instructed by Mr. Pranoy K. Kottaram, learned counsel for the 12<sup>th</sup> Respondent – Mediterranean Shipping Company, Mr. T. Naveen, learned Standing Counsel for the 7<sup>th</sup> Respondent – Kerala State Pollution Control Board, Mr. Jaju Babu, learned Senior Advocate as instructed by Mr. Jikku Seban George, learned counsel for additionally impleaded Respondent Nos.14 to 16 in WP(PIL) No. 50 of 2025, Mr. Anil Thomas, learned counsel for the Petitioner and Mr. Roshen D. Alexander, learned counsel for Respondent No.17 – Adani Vizhinjam Port Private Limited in WP(PIL) No.60 of 2025, and Mr. K. Jayesh Mohankumar, learned counsel for the Petitioner and Mr. V. Girishkumar, learned Standing Counsel for 8<sup>th</sup> Respondent – the Commissioner of Customs in WP(PIL) No.70 of 2025 and Mr. Arjun Sreedhar, learned Amicus Curiae.

2. In WP(PIL) No.50 of 2025, counter affidavits have been filed by the 7<sup>th</sup> Respondent – Pollution Control Board, 12<sup>th</sup> Respondent Company and

WP (PIL) Nos.50, 60 & 70 of 2025

-: 2 :-

Respondent Nos.1 and 3. Copies of the same have been served on the learned counsel for the Petitioners in these petitions today, who seek time. As regards the substituted Respondent No.11 in this petition, the learned counsel states that it does not propose to file any counter affidavit in this petition. The learned Senior Advocate appearing for the additionally impleaded Respondents in this petition states that he intends to file a counter affidavit. A copy of the same be served on the learned counsel for the Petitioners in WP(PIL) Nos.60 and 70 of 2025.

3. The learned counsel for the Petitioner in WP(PIL) No.60 of 2025 states that no counter affidavits have been filed by the Respondents in this petition; however, various issues raised in this petition and WP(PIL) No.50 of 2025 are overlapping. Therefore, the Respondents will serve copies of their counter affidavits filed in WP(PIL) No.50 of 2025 to the learned counsel for the Petitioner in this petition.

4. WP(PIL) No.70 of 2025, which came up on board on 1 July 2025 is listed today along with the other two petitions. A copy of this petition be served on the learned counsel for the Respondents in the other two petitions, who will take notice for the respective parties in this petition whom they are already representing in WP(PIL) Nos. 50 and 60 of 2025. Considering the fact that several issues are overlapping, copies of the counter affidavits filed in WP(PIL) No.50 of 2025 be served on the learned counsel for the Petitioner in this petition.

5. To a query as to the statement made by the State Government on the last occasion regarding filing of an Admiralty Suit, the learned Advocate

WP (PIL) Nos.50, 60 & 70 of 2025

-: 3 :-

General states that the same is in process and the suit is likely to be filed within one or two weeks from today.

6. The learned counsel for the Petitioner in WP(PIL) No.70 of 2025 places reliance on paragraphs 12 and 13 of this petition and contends that the 3<sup>rd</sup> Respondent, i.e., Mediterranean Shipping Company has terminated its contract with the earlier salvage agency and has given it to the new agency and according to him, this change will affect the salvage operations. Paragraphs 12 and 13 read thus :-

*“12. As per the latest site report of the 6<sup>th</sup> Respondent released by the Kerala State Disaster Management Authority, it has been confirmed that the 3<sup>rd</sup> Respondent has unilaterally terminated its contract with T&T Salvage, a globally reputed marine salvage agency, which was originally engaged to undertake oil extraction from the sunken vessel’s bunker tanks and execute the wreck removal operation. A new salvage contractor, SMIT Salvage, has reportedly been appointed in its place. The reason cited by the 3<sup>rd</sup> respondent is that T&T Salvage allegedly lacked the technical expertise to conduct recovery operations at a depth of 54 meters. However, this justification raises serious doubts regarding the bona fides and intention of the 3<sup>rd</sup> Respondent. Available public records confirm that T&T Salvage had deployed expert divers from Singapore and South Africa, had successfully capped and plugged the bunker fuel tanks, and was operating with the diving support vessel SEAMAC III, which returned to Kochi on June 12 for installation of a saturation diving system. The same has been corroborated in a news article published by Mr. Manoj Vishwanathan of the New Indian Express dated 24/06/2025. A true copy of the 6<sup>th</sup> Respondent’s Site report No. 29 dated 23/06/2025 issued by the Directorate General of Shipping is produced herewith and marked as Exhibit P4. A true copy of the*

*newspaper article titled “Oil extraction from sunken MSC Elsa 3 hits dead end as shipping firm drops salvage contractor” authored by Mr. Manoj Vishwanathan of the New Indian Express dated 24/06/2025 is produced herewith and marked as Exhibit P5.*

*13. Further, T&T Salvage had informed the 6<sup>th</sup> respondent that adverse monsoon conditions posed genuine safety challenges to hot-tapping operations and that required equipment had arrived and was under customs clearance. These explanations were presented after the 6<sup>th</sup> respondent had issued a 48-hour deadline on 10/06/2025 for the commencement of oil extraction operations. The sudden and unexplained termination of T&T Salvage, despite its operational progress and preparedness, and the introduction of a new agency mid-operation, especially under the guise of technical incapacity raises a credible apprehension of delay, concealment and possible intentional derailment of the extraction and wreck removal process by the 3<sup>rd</sup> respondent.”*

7. The learned counsel appearing for the 3<sup>rd</sup> Respondent Company asserts that this change has taken place for various reasons and that the salvage operations have not been affected. Since the petitions are being adjourned to 15 July 2025, we only observe at this stage that the Director General of Shipping will look into the aspect raised by the Petitioner and respond to the above grievance/concern that salvaging operation be not affected by the next date of posting.

8. The Directorate General of Shipping has placed before us a status report as on 30 June 2025 based on the written and verbal inputs received from the stakeholders, which reads thus :-

***“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, 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.*

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

*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*

WP (PIL) Nos.50, 60 & 70 of 2025

-:7 :-

*environmental monitoring, accelerating nurdle disposal, and preparing for the next operational phase under SMIT Salvage's direction.”*

9. Post on 15 July 2025. In the meanwhile, additional affidavit, if any, be filed by the 12<sup>th</sup> Respondent Company in WP(PIL) No.50 of 2025 along with compilations.

Sd/-  
NITIN JAMDAR  
CHIEF JUSTICE

Sd/-  
BASANT BALAJI  
JUDGE

Jvt/2.7.2025





BEFORE THE MADURAI BENCH OF MADRAS HIGH COURT

WEB COPY

DATED : 17.06.2025

CORAM:

THE HONOURABLE MR.JUSTICE S.M.SUBRAMANIAM  
AND  
THE HONOURABLE DR.JUSTICE A.D.MARIA CLETE

W.P(MD)No.16258 of 2025

1. S.M.Anthony Muthu

2. R.Justin Sundar

3. R.Suseela

4. C.Carmel Lourshu Boi

... Petitioners

Vs

1. The Secretary,  
Ministry of Ports, Shipping and Waterways ( MoPSW ),  
Transport Bhawan  
1, Parliament Street,  
New Delhi - 110001.

2. The Commissioner,  
Additional Chief Secretary /  
Commissioner of Revenue Administration,  
Commissionerate of Revenue Administration  
and Disaster Management,  
Ezhilagam, Chepauk, Chennai - 5.

3. The Principal Secretary to Government,  
Animal Husbandary, Dairying, Fisheries  
and Fishermen Welfare Department,



Fort St.George,  
Chennai - 600009.

4. The Additional Chief Secondary to Government,  
Department of Environment, Climate Change and  
Forests, Department,  
No.327 Metros, 9th Floor,  
Anna Salai, Nandanam, Chennai - 6.

5. The Director / Commissioner,  
The Tamil Nadu Coastal Zone Management Authority,  
Department of Fisheries,  
Nandhanam, Chennai - 600006.

6. The District Collector /  
The District Coastal Zone,  
Management Authority,  
Kanyakumari District,  
Nagercoil.

... Respondents

PRAYER: Writ Petition filed under Article 226 of the Constitution of India, praying this Court to issue a Writ of Mandamus directing the respondents to remove the plastic pellets and other hazardous materials in the sea waters abutting Kanyakumari District caused by the sinkage of the Cargo Vessel MSC ELSA 3.

For Petitioners : Mr.C.T. Perumal,

For Respondent : Mr.P.Thilak Kumar (R2 to R6)  
Government Pleader

### ORDER

[Order of the Court was made by S.M.SUBRAMANIAM, J.]

Mr.P.Thilak Kumar, learned Government Pleader takes notice for the respondents 2 to 6.



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2.The respondents are directed to file a report regarding the allegations raised in this petition.

3.Post the matter after two weeks.

sd/-  
17/06/2025

/ TRUE COPY /

/06/2025  
Sub-Assistant Registrar (C.S.-I/ II /III/ IV)  
Madurai Bench of Madras High Court,  
Madurai - 625 023.

lr  
TO

1 THE SECRETARY, MINISTRY OF PORTS , SHIPPING AND WATERWAYS  
( MOPSW ) TRANSPORT BHAWAN , 1, PARLIAMENT  
STREET , NEW DELHI - 110001.

2 THE COMMISSIONER, ADDITIONAL CHIEF SECRETARY /  
COMMISSIONER OF REVENUE ADMINISTRATION ,  
COMMISSIONERATE OF REVENUE ADMINISTRATION AND DISASTER  
MANAGEMENT , EZHILAGAM,

3 THE PRINCIPAL SECRETARY TO GOVERNMENT .,  
ANIMAL HUSBANDARY , DAIRYING ,  
FISHERIES AND FISHERMEN WELFARE DEPARTMENT ,  
FORT .ST.GEORGE , CHENNAI - 600009.

4 THE ADDITIONAL CHIEF SECONDARY TO GOVERNMENT  
DEPARTMENT OF ENVIRONMENT ,  
CLIMATE CHANGE AND FORESTS, DEPARTMENT ,  
NO.327 METROS , 9TH FLOOR , ANNA SALAI , NANDANAM ,CHENNAI - 6

5 THE DIRECTOR / COMMISSIONER  
THE TAMIL NADU COASTAL ZONE MANAGEMENT AUTHORITY ,



103



W.P(MD)No.16258 of 2025

DEPARTMENT OF FISHERIES , NANDHANAM, CHENNAI - 600006.

WEB COPY

6 THE DISTRICT COLLECTOR / THE DISTRICT COASTAL ZONE,  
MANAGEMENT AUTHORITY , KANYAKUMARI DISTRICT , NAGERCOIL.

ORDER  
IN  
WP(MD) No.16258 of 2025  
Date :17/06/2025

NBF/20.06.2025 4P/7C

Madurai Bench of Madras High Court is issuing certified copies in this format from 17/07/2023

IN THE HIGH COURT OF KERALA AT ERNAKULAM  
PRESENT  
THE HONOURABLE MR. JUSTICE M.A.ABDUL HAKHIM

Monday, the 7<sup>th</sup> day of July 2025 / 16th Ashadha, 1947  
IA.NO.1/2025 IN ADML.S. NO. 12 OF 2025 J

APPLICANT/PLAINTIFF:

STATE OF KERALA REPRESENTED BY ITS SPECIAL SECRETARY ENVIRONMENT  
DEPARTMENT, GOVERNMENT SECRETARIAT, THIRUVANANTHAPURAM, PIN -  
695001.,KERALA.

RESPONDENTS/DEFENDANTS:

1. M V MSC AKITETA II (IMO NO. 9220847) (AND HER OWNERS AND ALL OTHER PERSONS CONCERNED AND ALL OTHER PERSONS CONCERNED AND/OR INTERESTED IN HER) A VESSEL REGISTERED IN LIBERIA, TOGETHER WITH HER HULL, TACKLE, ENGINES, GEARS, PLANT, MACHINERY, ARTICLES, THINGS, APPAREL, EQUIPMENT, PARAPHERNALIA, AND ALL OTHER APPURTENANCES, PRESENTLY AT THE PORT AND HARBOUR OF ADANI PORT, WITHIN THE TERRITORIAL WATERS OF INDIA AND WITHIN THE ADMIRALTY JURISDICTION OF THIS HON'BLE COURT.
2. MEDITERRANEAN SHIPPING CO. S.A (MSC) REPRESENTED AS OWNER/DEMISE CHARTERER/MANAGER AND OPERATOR OF THE VESSEL, MSC ELSA 3, HAVING ITS OFFICE ADDRESS AT SA CHEMIN RIEU, 12-14, 1208, GENEVA, SWITZERLAND.
3. MEDITERRANEAN SHIPPING COMPANY THROUGH ITS AUTHORIZED NODAL OFFICER, MR. JACOB GEORGE, MSC HOUSE, ANDHERI - KURLA ROAD, ANDHERI EAST, MUMBAI, MAHARASHTRA, INDIA, PIN - 400059.
4. MSC AGENCY INDIA PVT LTD 146, PALAYAMKOTTAI ROAD, 1ST FLOOR, MANICKAM TOWER, TUTICORIN, INDIA, PIN - 628003.
5. ADANI VIZHINJAM PORT PVT LTD PORT OPERATION BUILDING, MULLOOR, THIRUVANANTHAPURAM, KERALA, INDIA, PIN - 695521.

Application praying that in the circumstances stated in the affidavit filed therewith the High Court be pleased to issue a warrant of arrest of the 1st defendant Vessel M V MSC AKITETE II(IMO No.9220847) flying flag of Liberia, along with her hull, tackle, engine, machinery spares, gear, apparel, paraphernalia, furniture, etc, presently/scheduled to be within the Territorial Waters of India at the Port/Anchorage of Vizhinjam and direct the 5th defendant (Adani Vizhinjam Port PVT LTD, Port Operation Building, Mulloor, Thiruvananthapuram, Kerala-695521) to keep the vessel under safe arrest until further orders of this Hon'ble Court and also prayed that this Hon'ble Court may be pleased to communicate the order of arrest to the 5th Respondent/Defendant by e-mail/fax/phone and direct the 5th Respondent/Defendant to act upon the e-mail/fax/copy of order, in the interest of justice.

This Application coming on for orders upon perusing the application and the affidavit filed in support thereof, and upon hearing the arguments of GOVERNMENT PLEADER, for the petitioner and of PRANOY K.KOTTARAM Advocate for the respondent No.1, Roshen D. Alexander, Advocate for the respondent No.5, the court passed the following:

**M.A. ABDUL HAKHIM, J.**

-----  
**Adml.S. No. 12 of 2025**  
-----

**Dated this the 7<sup>th</sup> day of July 2025**

**ORDER**

1. Admit. Advocate Sri. Pranoy.K.Kottaram takes notice for the 1<sup>st</sup> defendant as he has appeared pursuant to the Caveat filed by him. Advocate Sri. Roshen D. Alexander takes notice for the 5<sup>th</sup> defendant/Port. Advocate Sri. Pranoy.K.Kottaram submitted that he has instructions for appearing only for the 1<sup>st</sup> defendant vessel and he prayed for posting on 10.07.2025 in order to enable him to report whether he will be able to take notice for the defendants 2 to 5. The 2<sup>nd</sup> defendant is shown as the owner of the 1<sup>st</sup> defendant vessel and the 3<sup>rd</sup> and 4<sup>th</sup> defendants are stated to be the agents of the 2<sup>nd</sup> defendant in India. In view of the submission of Advocate Sri. Pranoy.K.Kottaram, the issuance of notice to the defendants Nos. 2 to 4 is deferred for the time being.
2. Post the suit for further consideration on 10.07.2025..

**I.A. No.1 of 2025**

1. This Application is filed by the plaintiff in the captioned Admiralty Suit to issue Warrant of Arrest against the Marine Vessel “MSC” AKITETA II (IMO 9220847) with all her accessories, which is presently anchored at Vizhinjam Port, which is within the territorial waters of India and within the admiralty jurisdiction of this Court.
2. I heard the learned Advocate General Sri.K.Gopalakrishna Kurup instructed by learned Government Pleader Smt.Parvathy Kottol for the Applicant/State of Kerala, learned counsel for the 1<sup>st</sup> respondent Sri. Pranoy.K.Kottaram and the learned Counsel for the 5<sup>th</sup> respondent Sri. Roshen D. Alexander.
3. The State of Kerala as the plaintiff through its Special Secretary, Environment Department has filed the above captioned suit seeking to pass a decree directing the 1<sup>st</sup> and 2<sup>nd</sup> defendants to pay a sum of Rs.9,531 Cores to it towards maritime claims, with interest @ 6% per annum till the date

of decree and thereafter 12% from the date of decree till realisation.

4. The maritime claims are made with respect to the vessel “MSC ELSA -3 (IMO No. 9123221)” belonging to the 2<sup>nd</sup> respondent which was capsized and sunk in the coastal waters of Kerala, on the allegation that the same has been causing damage by way of pollution to marine environment, coastline and related interest of the State and also economic loss to the fishermen in the State.
5. Rs. 8,626.12 Crores is claimed as compensation towards damage caused by MSC ELSA- 3 to the environment, coastline and related interest of the State of Kerala. It is averred in the plaint that the damage occurred on account of oil pollution caused by the said vessel and pollution caused by the cargo in 643 containers carried in the said vessel. It is averred that the compensation is computed in accordance with the Central Pollution Control Board Guidelines. The computation of the said claim is provided in paragraph Nos.V.I, V.I.A and V.I.B of the plaint.

6. Rs.378.48 Crores is claimed for taking measures to prevent, minimise or remove the damage caused by the said vessel to the environment, coastline, and related interest in the State of Kerala and cost of reasonable measures for restoration of environment. The computation of the said claim is provided in paragraph V.II of the plaint.
7. Rs,526.51 Crores is claimed towards economic loss caused to the fishermen of the State of Kerala as a result of damage caused by the aforesaid vessel. The details of computation of the claim is provided in Paragraph No. V.III, V.III.1 and V.III.2 and V.III.3.
8. The Applicant has produced 42 documents along with the plaint to prove the plaint claim.
9. Document No.1 would show that Nairne Ocean Way Limited is the registered owner and the 2<sup>nd</sup> respondent is the Ship Manager/Commercial Manager of MSC AKITETA II. The address of the 2<sup>nd</sup> respondent is shown as the care of address of the registered owner of MSC AKITETA II. It reveals that the 2<sup>nd</sup> respondent is having substantial interest

in the registered owner of 1<sup>st</sup> respondent vessel. Document No.2 would reveal that ELSA 3 Maritime INC is the registered owner and the 2<sup>nd</sup> respondent is the Ship Manager / Commercial Manager of MSC ELSA III. The address of ELSA 3 Maritime INC is shown as the care of address of the 2<sup>nd</sup> respondent. It reveals that the 2<sup>nd</sup> respondent is having substantial interest in the registered owner of MSC ELSA III also. I, prima facie, find that these documents would prove that MSC ELSA III and MSC AKITETA II are registered in the name of two sister/subsidiary companies of the 2<sup>nd</sup> respondent and both the vessels are managed, operated, controlled and owned by the 2<sup>nd</sup> respondent. Accordingly, both these vessels are, prima facie, sister vessels.

10. Since the 1<sup>st</sup> respondent vessel is anchored at Vizhinjam Port within the territorial jurisdiction of this Court, this Court has admiralty jurisdiction over the same as per the provisions of the Admiralty (Jurisdiction and settlement of Maritime Claims) 2017. I prima facie find that averments in the plaint and in the Affidavit in support of this Application and

the documents produced by the Applicant would make out a maritime claim against the respondents 1 and 2 under S.4(1) of the Admiralty (Jurisdiction and settlement of Maritime Claims) 2017 to invoke the admiralty jurisdiction of this Court conferred under S.5 for the arrest and detention of the 1<sup>st</sup> respondent vessel in order to obtain security for the plaint claim. I am satisfied that an arguable maritime claim is made out by the Applicant warranting a conditional order of arrest of the 1<sup>st</sup> respondent vessel till the 1<sup>st</sup> respondent furnishes security for the plaint claim.

11. Accordingly, the following conditional order is passed.

1. The 1<sup>st</sup> respondent vessel by name "**MSC**" **AKITETA II (IMO 9220847)** along with her hull, tackle, engine, machinery spares, gear, apparel, paraphernalia, furniture etc. presently anchored in the Vizhinjam Port is ordered to be arrested until **Rs.9,531 Crores** is deposited by the 1<sup>st</sup> respondent in this Court or until

security for the said amount is furnished by the 1<sup>st</sup> respondent to the satisfaction of this Court.

2. It is ordered that the 5<sup>th</sup> respondent shall execute the Warrant and effect the arrest, seizure and detention of the said vessel “**MSC**” **AKITETA II (IMO 9220847)**” along with her hull, tackle, engines, machinery, boards, bunkers, equipment, peripherals and other appurtenances as ordered above.
3. It is made clear that this Order will not in any way prevent the loading and unloading of cargo of the Vessel.

List the I.A for further consideration on **10.07.2025**.

Sd/-

**M.A.ABDUL HAKHIM  
JUDGE**

jma

# MSC ELSA 3 Oil Recovery Plan



DRAFT

Document Number: SNL 64.265 - 002  
 Project Name : MSC Elsa 3 Bunker Removal  
 Project Number : [Project Number]  
 Client : BRAND / Northstandard  
 Client Reference: SMIT Salvage

**DOCUMENT CONTROL**

Revision Status					
Rev	Issue Date	Reason for Issue	Prepared	Checked	Approved
00	24-06-2025	Draft Oil Recovery Plan for internal comments	JPS / RR / JD / FS / RDH		
01	25-06-2025	For internal comments			
02					

**Brand MARINE CONSULTANTS (SG) Pte. Ltd.**  
**Capital Square**  
**Level 7**  
**23 Church Street**  
**Singapore 049481**

**Attn** Capt. Ajay Prasad  
Mr. Kieran Hopkins  
**Email** Ajay.Prasad@brand-marine.com  
Kieran.Hopkins@brand-marine.com  
**Date** 26-06-2025

Dear Capt. Prasad, dear Ajay,

In reference to our discussions and correspondence, we are pleased to present you with our DRAFT Oil Recovery Plan concerning the sunken vessel MSC ELSA 3 in the most expedient time and the safest manner.

Our Plan is based on using the right assets such as vessels and tools for the safe execution of the project. We work safe, efficient and cost effective. We understand that recently some oil leakages have been closed and sealed by divers.

Based on the information received significant quantities of hydrocarbons are still inside the casualty. SMIT Salvage will engage our specialized oil recovery equipment such as drilling devices and pumps as currently planned and agreed on. We have our long-standing partner and support network in India, they will be engaged to assist SMIT when and where possible this to avoid possible delays.

The monsoon period will remain challenging, and downtime cannot be eliminated. However, a dedicated DP2 vessel named DSV "SOUTHERN NOVA" in combination with a secondary and suitable support vessel with sufficient crane capacity, will be a requirement for oil storage and oil shuttle services including hyperbaric transfers in case of an emergency evacuation concerning the SAT divers.

The DSV is currently moored in Singapore, the second vessel TBD. Any particular project related equipment which is not present in Singapore will be mobilized asap from another SMIT affiliated location within days.

After today's agreement we started with the first arrangements. The first preparations are ongoing such as, but not limited to: mobilization activities, work plans, procedures, engineering, prepare the team, SAT divers etc.

We are looking forward to discussing the project with you in more detail.

Yours sincerely,

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## 1. INTRODUCTION AND PROJECT BACKGROUND

On 25<sup>th</sup> May 2025, at approximately 07:50 LT the Liberian-flagged container vessel MSC ELSA 3 capsized approximately 38 nautical miles from port/city of Cochin, India, after developing a list of 26 degrees over starboard. According to the information received the vessel was enroute carrying approximately 640 containers, including 13 DG containers containing hazardous materials.

The vessel sank to a depth of about 52 meters and penetrated the bottom for approx. 6 meters and is currently resting on her starboard side at an estimated angle of 106°.

The vessel lost various containers due to the event and in addition the vessel released some hydrocarbons. Various tank vents sealed off to avoid further release of hydrocarbons. The vessel sank in the vicinity of one of India's ecologically sensitive and densely inhabited coastal regions.

### 1.1. Clients Request

1. An offshore operation to remove, as far as reasonably possible and within the SMIT Salvage safety conditions, the oil pollutants from the sunken vessel MSC ELSA 3.
2. Provision of a suitable >DP2 / DSV with air diving capabilities and a SAT system available on short notice and a suitable support vessel to store the recovered oil pollutants and when required an emergency Hyperbaric transfer(s).
3. Provision of experienced and trained Saturation divers, salvage team, supervision, Project Management, SHEQ Engineer and Medical support etc. for the safe execution of the intended activities needed to safely extract the hydrocarbons from the MSC ELSA 3. Mobilization and ETA on site to be discussed with client.

### 1.2. Location and Description

Project position: Lat 9°.31396 and Long 76°.1332517

Last reported location: **See Figure 1.**

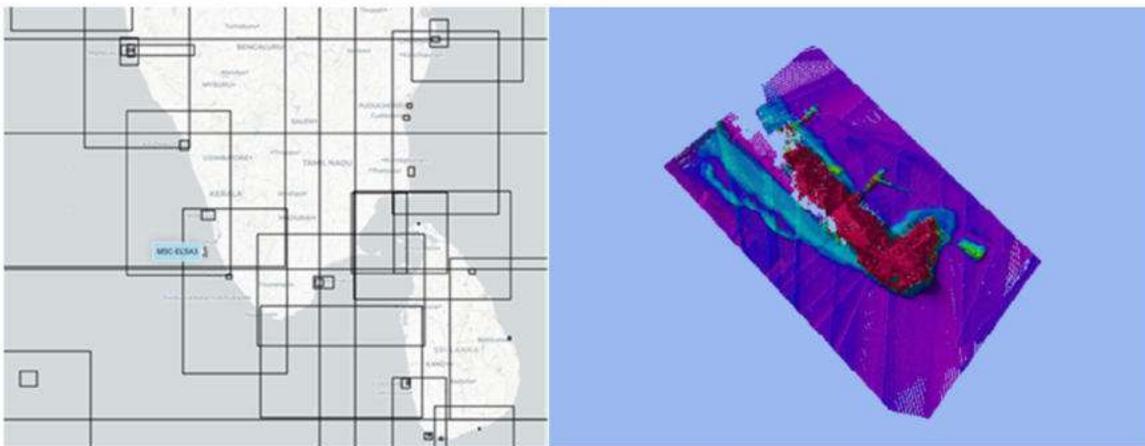


Figure 1

1.3. Specifications vessel



	Specifications	Unit
Name	MSC Elsa 3	
IMO Number	9123221	
Year Built	1997	
Type	Container vessel	
LOA	184.10	Mtr
LPP	171.94	Mtr
Max depth	13.50	Mtr
Breadth	25.30	Mtr
Deadweight	22.900	Mt

See **Annex 4.1** or technical clarifications concerning the General Arrangement and bunker tanks.

1.4. Condition of Vessel and Cargo

The vessel was carrying 640 containers at the time of the incident, of which 13 DG containers. Currently the status of the remaining containers still secured on board considered unknown. For the purpose of the oil recovery and Oil Recovery Plan, the works does not include the recovery of containers still secured on board the MSC ELSA 3 however lost containers withing a 100 meter footprint around the MSC ELSA 3 might be suitable for a safe recovery but needs to be discussed with the Client.

	Quantity	Unit
TEU	1730 – 640 containers on board	TEU
Deadweight	22.900	Mt
HFO	397.50	Mt
Diesel Oil	96.70	Mt
LO	60.90	Mt
FW	96	Mt
Ballast Water	Unknown	

For further information on hydrocarbons and Fuel oil see **Figure 2** or **Annex 4.1**

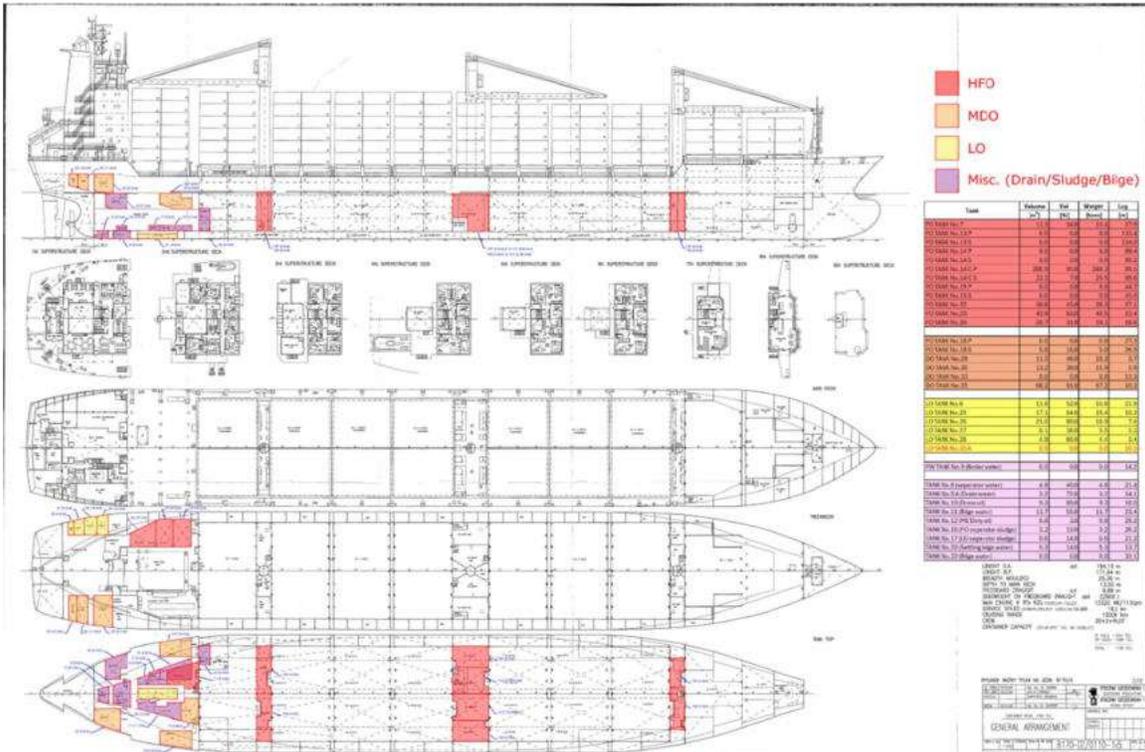


Figure 2

1.5. Assumptions and considerations

Casualty:

- The vessel’s hull still intact according to the information received.
- Casualty is resting on her starboard side at an angle of approximately 106°.
- Casualty is assumed to be in stable position.
- Divers should be able to create various fuel and lubes extraction points inside the double bottom and on the outside of the engine room.
- Viscosity of the HFO assumed to be <380 cst. therefore heating requirements for pumping this product might be required. To determine the approach we request **urgent** information regarding the water temperatures at the oil extraction depth(s).
- Create access to the double bottom using a Ø80 centimeters Karat drill.
- Prepare a fuel extraction point by using a standard Hot-Tap system.

Weather and Sea Conditions:

- Monsoon period from June to September therefore we expect weather down time.
- Current assumed to be approx. 0.7 kts, however environmental conditions on site might fluctuate.
- Water temperature on surface expected to be 20-24 degrees.
- Underwater visibility <3 meters.

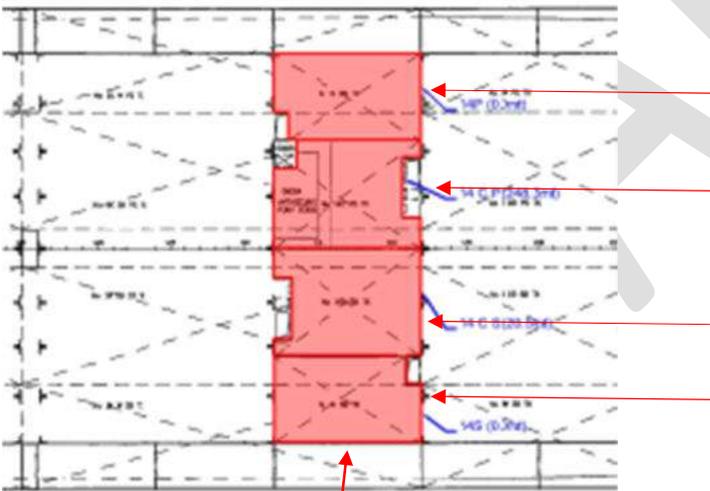
Location:

- Wreck site in close vicinity of an environmentally sensitive area.

**2. WORK METHOD**

The following clarifications on the Method are based on the information received so far. It will clarify the approach to recover the hydrocarbons via the double bottom. The Matrix below explains the quantities of the remaining HFO. As earlier mentioned the divers will extract the hydrocarbons to their best capabilities but not to jeopardize safety. The divers will prepare 4x oil extraction points located at Frame 136 because this is the location holding the majority of the **HFO** i.e. **268.8 Mt**. See below **Figure 3**.

Tank	Content volume	Tank volume	Location	Preferred access location
	[m <sup>3</sup> ]	[m <sup>3</sup> ]		
FO TANK No.7	11.3	33	Engine room	From hull
FO TANK No.13 P	0.0	137.7	Between cargo hold 1 & 2	-
FO TANK No.13 S	0.0	137.7	Between cargo hold 1 & 2	-
FO TANK No.14 P	0.0	291.2	Between cargo hold 2 & 3	-
FO TANK No.14 S	0.0	291.2	Between cargo hold 2 & 3	-
FO TANK No.14 CP	268.9	282.2	Between cargo hold 2 & 3	From tank 3A DB P
FO TANK No.14 CS	22.2	339	Between cargo hold 2 & 3	From tank 3A DB S
FO TANK No.15 P	0.0	221.5	Between cargo hold 3 & 4	-
FO TANK No.15 S	0.0	211.4	Between cargo hold 3 & 4	-
FO TANK No.22	30.6	67.5	Engine room	From cofferdam between hull and tank
FO TANK No.23	43.9	70.1	Engine room	From cofferdam between hull and tank
FO TANK No.24	20.7	65.8	Engine room	From cofferdam between hull and tank



**Figure 3:** Frame 136

The divers will decent and mark/ locate the locations, see **Figure 4**, to drill the required hole to gain access inside the double bottom by utilizing the Ø80 centimeter Karat drilling device. The Diver needs to enter the double bottom to reach the HFO tank by penetrating the Tank Top using the Hot-Tap drill. See **Annex 4.4**.

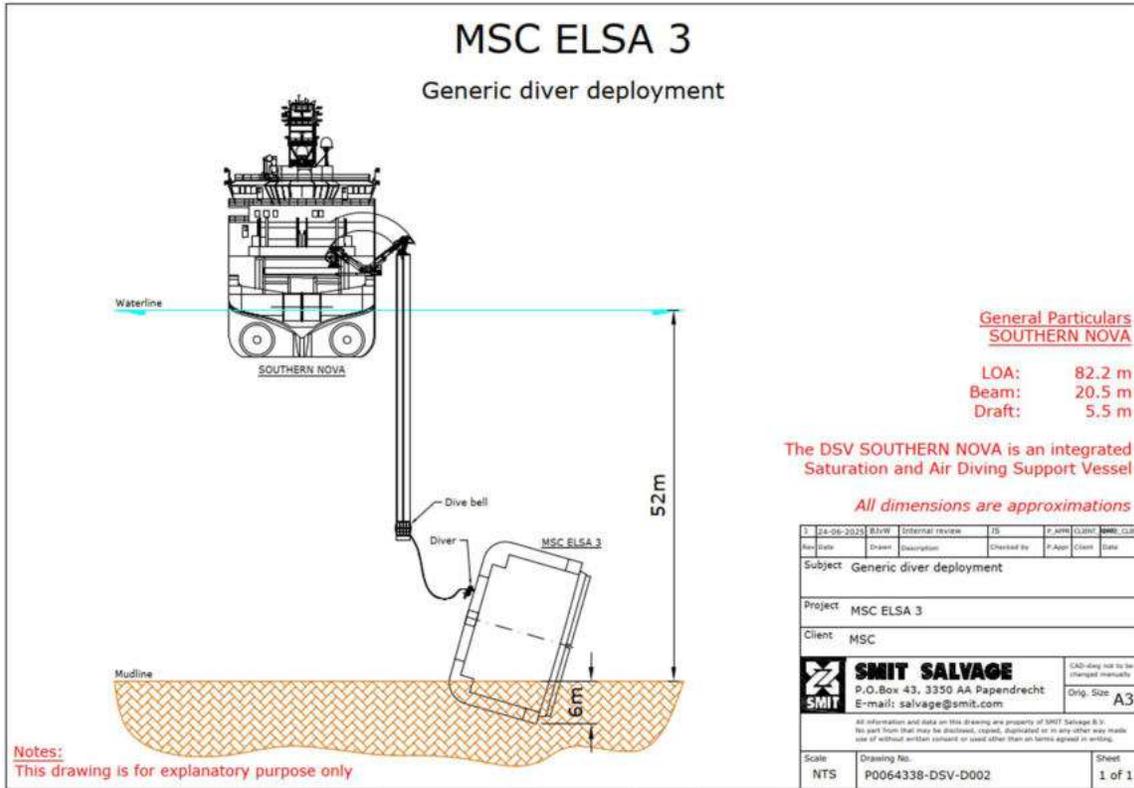


Figure 4, saturation layout and fictive DSV for clarification purposes

The drilling pattern using the Karat drilling device are shown below **see Figure 5** for clarification. The diver will drill 4 holes to reach an acceptable entrance for safe entrance but also to escape the double bottom if an emergency occurs.

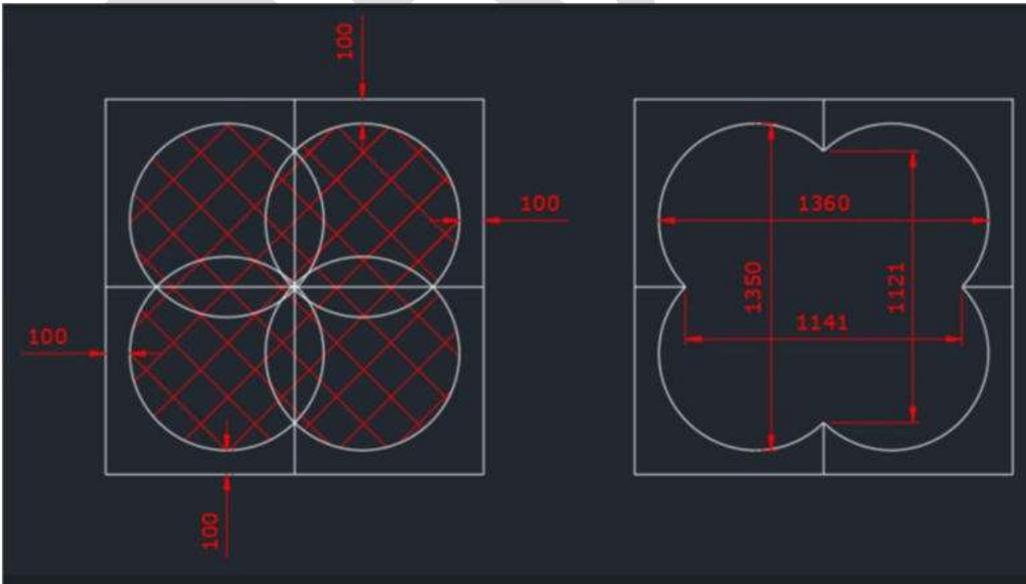


Figure 5

Four “Karat” drilled holes are required for one double bottom entrance hole needed to increase safety and accordingly this hole will create a spacious entrance and escape during an emergency situation. After drilling the entrance holes the diver will safely enter the double bottom and will mark the location to drill the oil extraction point this at the highest point of the tank, a second and lower hole will be drilled to avoid a possible vacuum and to allow water entering the tank during the extraction of the hydrocarbons, **see Annex 4.4.**

After the extraction of the HFO at Frame 136 the divers will relocate the Hot-Tap to the LO tanks at the high side of the vessel’s engine room, divers will not require the Karat drilling device only the Hot-Tap to prepare various LO extraction points. Quantities of the remaining LO can be found below **see Figure 6.**

Tank	Content volume	Tank volume	Location	Preferred access location
	[m <sup>3</sup> ]	[m <sup>3</sup> ]		
LOTANK No.6	11.8	22.5	Engine room	From hull
LOTANK No.25	17.1	26.6	Engine room	From hull
LOTANK No.26	21.0	23.7	Engine room	From hull
LOTANK No.27	6.1	16.1	Engine room	From hull
LOTANK No.28	4.9	6.1	Engine room	From hull

Figure 6

The divers will remain on the high side and of course on the outside of the casualty engine room this to work safe and far from potential obstructions that could interfere with the divers activities and safety. The remaining and total LO quantities still inside these tanks are **54.8 Mt.** **See Figure 7** for clarification.



Figure 7

Divers and SMIT team will do their utmost to reach/ extract hydrocarbons as much as possible but at this stage we do not know the exact position/ status of the MSC ELSA 3 orientation. Divers will investigate the wreck in more detail to determine if they can reach some additional hydrocarbon tanks when safety is not in danger.

### 3. DG CONTAINERS

Total of 13 x 20' cellular boxes deemed to be DG, this said it needs to be discussed how to handle these boxes during an unexpected release. Handling these containers to be discussed and assessed between client and SMIT Management and Ops team.

### 4. PROVISIONS

Provision of intended oil recovery services offshore India as follows:

1. Various preparatory activities prior to mobilize equipment, personnel, divers and vessels.
2. Supply of a DP2 / DSV named "Southern Nova" fully prepared, equipped and manned.
3. Supply of a suitable support vessel DP 2 for temporarily storage of the recovered oil products, possible Hyperbaric transfer(s).
4. Provision of the full oil recovery equipment, including pumps and hoses, Hot-Tap and Karat drill device.
5. Provision of sufficient oil absorbents in case of an oil spill on deck or marine waters.
6. Supply of divers, salvage crew, engineers, shore staff for the safe execution of the works.
7. Utilization of our Indian Partner(s) for additional project support.

#### 4.1. Clarifications

- We plan to mobilize and prepare both DSV + support vessel in Singapore.
- SMIT Dive supervisors, Salvage Superintendent and Salvage Master will complement the dive team on board the DSV and support vessel.
- A suitable support vessel with acceptable crane capacity will be hired to receive and transfer the recovered hydrocarbons and will function also as a hyperbaric transfer vessel which can tow the hyperbaric lifeboat to the nearest port or lift the hyperbaric life boat on deck.
- Both DSV and Support Vessel will be operating in the field and capable to maintain their position whilst using DP. See [Annex 4.2](#).
- Mentioned support vessel has large storage tanks used for bunker deliverables (1400 m3), the vessel will remain on site during the oil transfers until reaching its capacity then the vessel needs to discharge at a designated port.
- An Oil Recovery Plan and project preparations will commence immediately after reaching an signed agreement and will be completed within a period of a few weeks, subject to further engineering and planning.
- We estimate up to seven days transit from Singapore to the job site.
- Lessons learned on previous oil recovery projects was that these projects will require sufficient preparation time without taking into consideration a possible change in the casualty condition, accessibility of the double bottom and, or any weather delays beyond the control of the contractor. A base Gantt planning can be found under [Annex 4.3](#) and will be regularly updated.
- Any local support or assistance will be arranged via our local Partners, including crew boats/ supply, waste disposal etc.
- Disposal of the recovered oil and contaminated oil absorbents T.B.D, as the case may be and subject to (waste) categorization and competent authorities approval.

#### 4.2. Estimated team required

We plan on activating and mobilizing the following team members, to Singapore and have a complete team on board the dedicated DSV and a smaller team on board engaged Support vessel this upon arrival on site. Actual team composition and number of crew is subject to finalizing work methods and agreed plans which will be submitted during the course of the preparation period. We estimate team involvement as mentioned below. Team will be finalized at a later stage.

#	Description	Number	Notes
<b>SMIT</b>			
1	Salvage Master	1	On board the DSV and overall Project Responsible – interface with Client and local authorities, salvage and marine expertise
2	Ass Salvage Master	1	On board the support vessel
3	Dive Superintendent	1	
4	Project / shore Coordinator	1	
5	SHEQ Engineer	1	On board the DSV
6	Naval Architect	1	Shore based/ remote assistance
7	Riggers	6	
8	Shore Coordinator	2	Number of Shore coordinators pending workload
9	OCM		
10	Supervisor		
11	SAT System Maintenance	4	
12	Senior Surveyor	1	
13	Surveyor	1	
14	ROV Supervisor	2	
15	ROV Pilot Technicians	4	
16	SAT divers	12	
17	LSS	2	
18	LST	2	
19	Admin	1	
20	Medic	1	

#### 4.3. Project Team Organization Structure

The Salvage Master leads and coordinates the project. He will be on board of the DSV during the works. He will organize progress meetings, comms with TP organizations and Authorities. Will provide daily reports and daily communications with SMIT head office.

The Ass. Salvage Master and jr. Superintendent will support the Salvage Master and Superintendent who will be on board the DSV. He, or she will be responsible for the deck operations on board of this support vessel during the oil recovery.

SMIT dedicated Diving Manager will approve air dive plans, if applicable including the procedures. He ensures that any air diving works are in line with the Boskalis work methods and procedures. The Dive Manager is a remote controlled position during the works and will act as an advisor if required, however with a veto power in case of any safety concerns.

A safety (SHEQ) Engineer, on board the DSV will be dedicated for the works because of the nature of the operation and the multiple disciplines involved in the project and because the works involve several parties. See **Annex 4.6**.

4.4. Expected Timelines

#	Description	Duration days	Notes
1	Project preparation	7	
2	Mobilization + outfitting	7	Singapore / loading dive gasses
3	Transit to / from Site	7	
4	Drilling access holes	10	
5	Hot-Tap works	15	
6	Oil Recovery	10	
7	Close vent pipes	3	
8	Determine and marking drilling positions	3	
9	Demobilization transit	7	Back to home base Singapore
10	Pollutant disposal		T.B.D
11	Cleaning / break down home base	5	Singapore
12	<b>Approximate duration</b>	<b>74</b>	

For an estimated time line please find **Annex 4.3** for clarification.

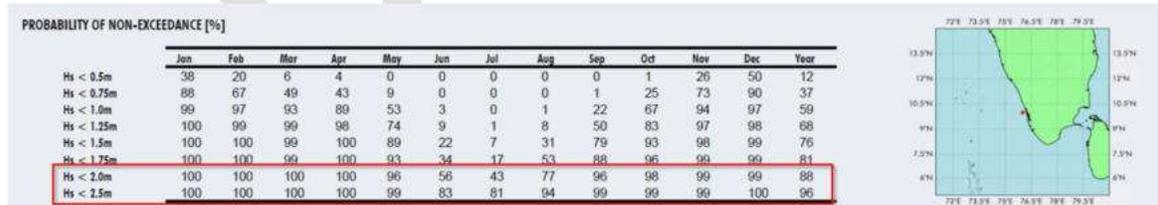
4.5. Environmental conditions

Based on the information known, the work experience of Shelf Subsea, we can say that the expected workability limitations of the DSV and support vessel is set at:

- Hs of 2.0 / 2.5 meters,
- wind speed about 20 knots.
- ground current of about 0.70 knots (diving operations).

A combination of Boskalis own data interpretation and the weather information received, indicates that our expectation is a workability in the **range of 70%**. Note that this is an estimate only, without a persistency indication.

Shelf Subsea have hands on experience in India, diving throughout the Monsoon.



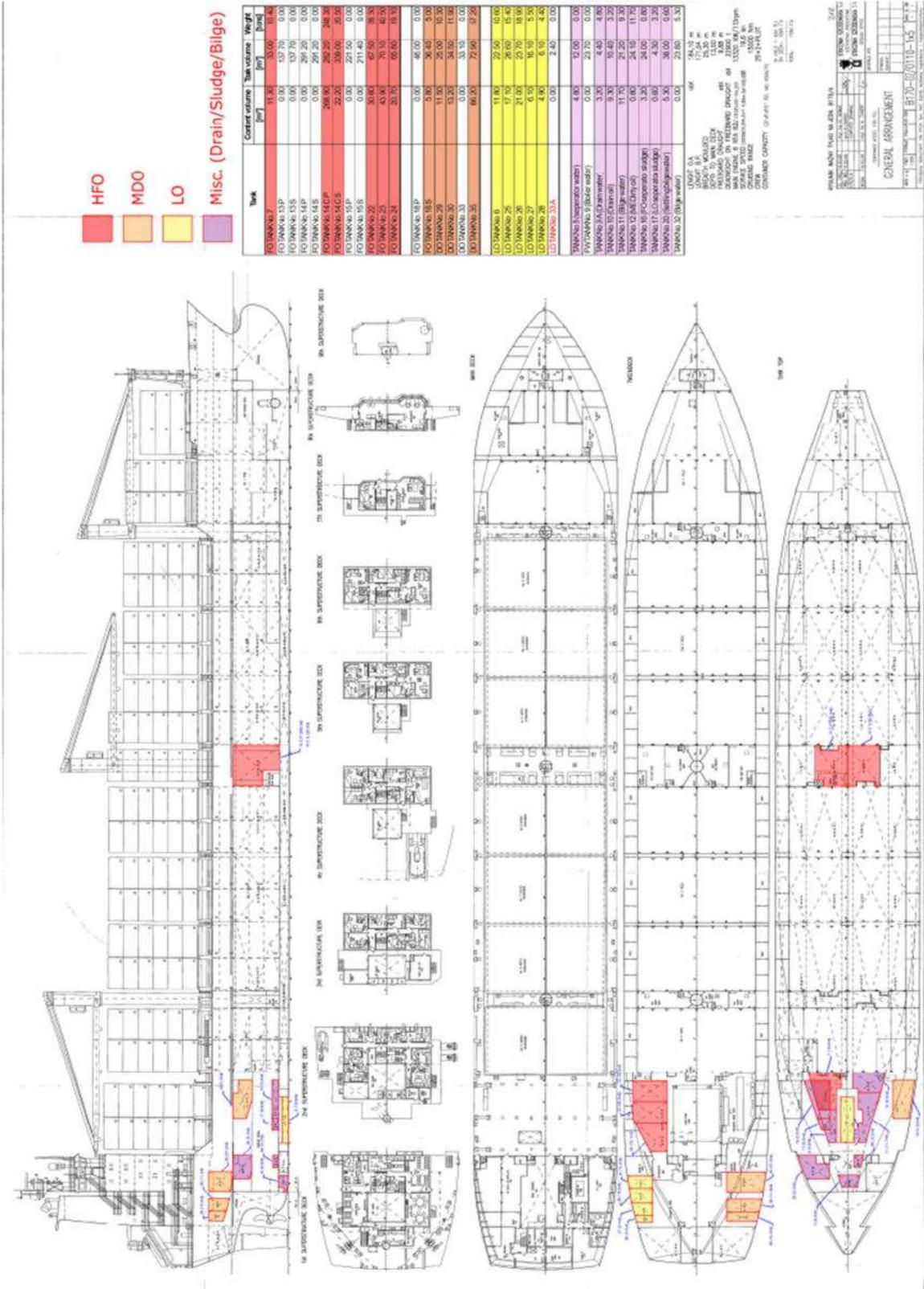


Note that weather interpretation shall always be in the sole discretion of the Master of the dedicated vessel(s).

**5. ANNEXES**

- 5.1. Drawings MSC ELSA 3
- 5.2. Technical specifications DSV SOUTHERN NOVA and Support vessel
- 5.3. Estimated Gantt chart (planning)
- 5.4. Clarification Hot-Tap system and Karat drilling system
- 5.5. SMIT/ Boskalis safety and Management protocol
- 5.6. Example of suggested Project Organization (Flow Chart)
- 5.7. Risk Assessment Matrix





Bunker tanks containing hydrocarbons

5.2 Technical specifications DSV SOUTHERN NOVA and Support vessel



**COMMITMENT  
WITHOUT  
COMPROMISE**



**DPDSV SOUTHERN NOVA**

**General Description**

The DSV SOUTHERN NOVA is an integrated Saturation and Air Diving Support Vessel that has been supporting the Asia Pacific Region for more than 10 yrs. Unique features include a compact design with a generous 630m<sup>2</sup> of deck space, optional 4pt mooring system for extended static subsea operations, and Shelf HRF compatible SPHL. A regional workhorse, she is ideal for light subsea construction and diving work, and Shelf Subsea have utilized her on jobs as varied as umbilical laying, pipeline decommissioning, riser, spool, and clamp installation. She comes equipped with survey suite and ROV systems.

*Shelf Subsea Group of companies are active members of various associations including IMCA. All details are presented herein in good faith and are believed to be correct at a time of publication. System specifications are subject to change without notice.*

**Detailed Specification**

Class Notation	: ABS-ØXA1 (E) Offshore Support Vessel, (DSV SAT, SPS, GPØ-DPS-2)
IMO No. / Call Sign	: 9594585/9V8279
Special Purpose Ship	: SPS Code Compliant
Built Date/Location	: 2010
Registered Port/Flag	: Singapore
DP Class	: IMO DP Equipment Class 2 (DPS-2)
Dynamic Position	: Kongsberg K-Pos DPS2 (IMO DPS class 2)
DP References	: 2 x DGPS 116 1 x HIPAP 500 2 x Taut Wire Mk 15/300
Sensors	: Radius 1000, 3xMRU, 3x Wind sensor
Draft	: 5.50m
Hull Dimensions	: LOA 82.2m, beam 20.48m, Depth moulded 7.5m
Tonnage	: Deadweight 2700 t @ 5.50m design draft
Service Speed	: 12 Knots full, 10knts economic
Fuel Oil Capacity	: 900m <sup>3</sup>
Potable Water Cap	: 800m <sup>3</sup>
Anti-Roll	: 2 x passive flume type

ALL ENQUIRIES > [contact@shelfsubsea.com](mailto:contact@shelfsubsea.com) | [www.shelfsubsea.com](http://www.shelfsubsea.com)



**COMMITMENT  
WITHOUT  
COMPROMISE**

**DETAILED SPECIFICATION**

Main Diesel	: 4 x 2500 Kw
Main Propulsion	: 2 x CAT 3516B DITA2575 BHP @1600rpm, Total 5150 BHP with 2 x CPP in nozzle c/w Becker high lift rudder
Bow Thruster	: 3 x Kawasaki CPP tunnel thrusters
Stern Thruster	: 1 x Kawasaki CPP tunnel thrusters
Main Generators	: 6 x 1200KW, 1 x 500KW harbour gen, 1 x800KW Shaft Gen.
Emergency Generators	: 1x 800KW (shipboard) + 1x 700KW (Dive)
Helideck	: Suitable for Sikorsky S92/S61N and Super Puma
Clear Deck Space	: 630 sqm @ 5t/m <sup>2</sup> plus 105 sqm mezzanine deck
Main Offshore Crane	: SMST 100mt single fall knuckle boom type, man riding (both winches) with active heave compensation
Auxiliary Deck Crane	: Palfinger telescopic boom type 1.8mt @14m, 5.3t @ 6mLifting
Mooring	: 4pt mooring with drum capacity 1500m 38mm dia SWR
Accommodation	: Single Twin Cabins: 10 Twin Cabins: 7 4 Berth: 27

**SATURATION SPECIFICATION SYSTEM**

Design/Class	: ABS Class / IMCA compliant
Capacity	: 12 man
Depth Rating	: 300m
Bell	: 1 x 3 man
Bell Moonpool	: PH Hydraulic
Chambers	: 3.6m x 3.6m
SPHL	: 1 x SPHL
LSP Package	: 1 x LSP 'flyaway pack'
HRF (optional)	: 1 x HRF with compatible mating spool

**AIR SPECIFICATION SYSTEM**

2 x Air Dive Stations + DDC, Dedicated twin LARS and Dive Control

**STABILISATION**

Passive Roll Reduction stabilization tanks



**COMMITMENT WITHOUT COMPROMISE**

**WHEELHOUSE**

- Gyrocompass : 3 x C. Plath Navigat x Mark 1 (Model 10)
- AIS : 1 x unit Furuno Model FA-150
- VDR : 1 x unit Furuno Model VR-3000
- Radar : 2 x units Furuno Models FAR-2117, FAR-2137S
- Echo Sounder : 1 x unit Furuno Model FE-700
- Auto Pilot : 1 x unit Anschuetz Model NautoPilot 2015
- GMDSS : 1 x unit Furuno Model RC-1800T (Area A-1-2-3)
- BNWAS : (Nav watch Alarm) 1 x unit Furuno BR510
- Satellite EPIRB : 1 x unit McMurdo Model ES SMARTFIND 406
- Navtex Receiver : 1 x unit Furuno Model NX-700 (Type B)
- GPS : 1 x unit Furuno Model GP-150
- SART : 2 x units McMurdo S4 9 GHz
- Inmarsat : C Equipment 2 x units each of Furuno Models Felcom-15, Felcom-15 SSAS,FS-2570 (DSC/Watch Receiver), 3 units \* FM-8800S VHF
- V-Sat : Networked Ku-band System with back up Fleet Broadband

**ROVs**

- Configured with 1 x 150HP SMD MK II Quasar
- 3000m rated
- Workclass ROV, and 1 x Saab Seaeeye Lynx
- 1500m rated
- Inspection class ROV

**SURVEY**

Shelf Subsea in – house Bintang survey teams can provide an integrated survey suite with specialist or general survey and positioning capability to client requirement.

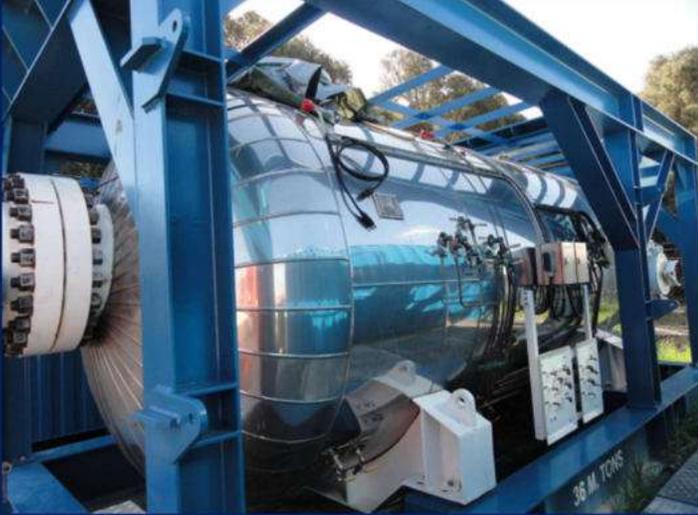
**OTHER FACILITIES**

- Office: 7
- Recreation: 1
- Conference room: 1
- Prayer Room: 1
- Gymnasium: 1
- Smoking Room: 1
- Laundry Room:1



**300m Rated 12-man Hyperbaric Rescue Facility**

www.shelfsubsea.com





**HRF SPECIFICATIONS**

- Rated to 300m equivalent pressure
- 12-man occupancy
- Top or End Mate
- Entry Lock with shower and toilet facilities
- Air cooled condensers for Environmental Control Units
- Air conditioned HRF Control Van
- HRF can hook-up to HRC to provide Environmental Control
- Fitted with a Hot Water System
- Weight – 30Tonnes
- Conforms to IMCA guidelines

Specifications subject to change without notice. Last Revised September 2013

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Shelf Subsea Solutions Pte. Ltd  
235 Loyang Crescent, Loyang  
Offshore Supply Base  
81k 603 TOPS Ave 6 #01-02,  
Singapore 509023  
Mobile: Ph +65 8721 6284

Support or shuttle vessel Type EVIMERIA for example



**PT. ERAMUDA BERTUAH MARINE**  
 Address : Komp. Ruko Summercoast Block A2 No. 4/5, Patam Lestari, Sekupang, Batam Indonesia  
 Email : operations@bertuah.co.id | Website : www.bertuah.co.id



**EVIMERIA**

**PLATFORM SUPPLY VESSEL**  
 VS 483 MkII Design - 5,338 DWT  
 SPS Compliant

Transportation of liquid products, hazardous, noxious liquid substances and deck cargo to drilling rigs, production platforms, pipe laying barges, and drillship. DP Class 2, Oil Recovery Capability

**PRINCIPAL PARTICULARS:**

Year Built	: 2009
Classification	: RINA C + Supply Vessel – Heavy cargo, Oil recovery ship, Unrestricted Navigation, *AUT-UMS, CLEAN, COMF-VIB-C, + DYNAPOS DP2
Flag / Registry	: NIUE/ALOFI
Construction	: Steel
Length Overall	: 87.40 m
Breadth	: 19.00 m
Depth	: 8.00 m
Loaded Draft	: 6.5 m
GRT / NRT	: 3,665 / 1,582 Tons
Deadweight Tonnage	: 5,338 tones
Dynamic Positioning	: DP 2 System – Kongsberg K-Pos

**MACHINERY AND PROPULSION:**

Main Engines	: 2 x Wartsila W6L32 3000 kW / 8000 HP @ 750 RPM
Shaft Generator	: 440 V/3 Ph/60 Hz 2 x 2000 KW
Main Genset	: 2 x 320 kW
Emergency Generator	: 1 x 250 kW
Propulsion	: Two Wartsila W6L32
Bow Thruster	: 2 x 830 kW
Aft Thruster	: 2 x 830 kW

**CARGO CAPACITIES:**

Clear Deck Space	: 1,020 m <sup>3</sup> (63.8 m x 16.0 m)
Fuel Oil (Include FOD)	: 1286 m <sup>3</sup>
Fresh Water	: 1226 m <sup>3</sup>
Drill Water	: 1034 m <sup>3</sup>
Dry Bulk/Cement	: 434 m <sup>3</sup> (8 tanks)
Liquid Mud*	: 947 m <sup>3</sup> (4 tanks)
Brine*	: 899 m <sup>3</sup> (4 tanks)
Base Oil	: 225 m <sup>3</sup> (2 tanks)
Oil Recovery *	: 1396 m <sup>3</sup> (4 tanks)

**DISCHARGE PUMPS:**

Fuel Oil	: 2 x 150 m <sup>3</sup> /hr @ 9 bar
Fresh water	: 2 x 150 m <sup>3</sup> /hr @ 9 bar
Drill Water/ Ballast	: 2 x 150 m <sup>3</sup> /hr @ 9 bar
Dry Bulk/Cement	: 2 x 30 m <sup>3</sup> /m @ 6.5 bar
Liquid Mud	: 2 x 75 m <sup>3</sup> /hr @ 9 bar
Brine	: 2 x 75 m <sup>3</sup> /hr @ 9 bar
Base Oil	: 1 x 150 m <sup>3</sup> /hr @ 9 bar

**DECK MACHINERY AND MOORING:**

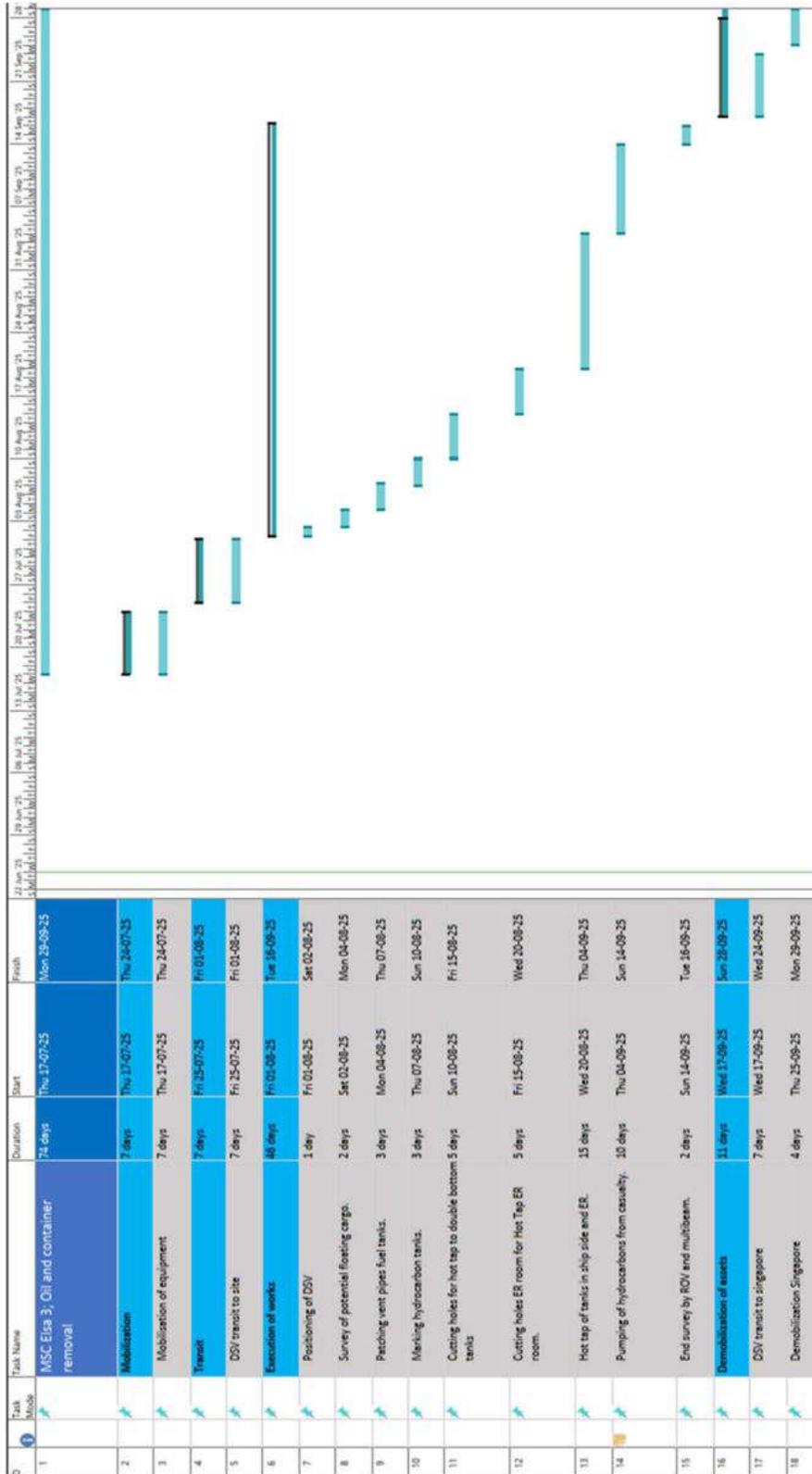
Tugger Winches	: 2 x 12t hyd.
Capstans	: 2 x 10t hyd.
Deck Crane	: 5t SWL @ 15 m radius
Anchor Windlass	: 2 x 12 t hydraulic

**OTHERS:**

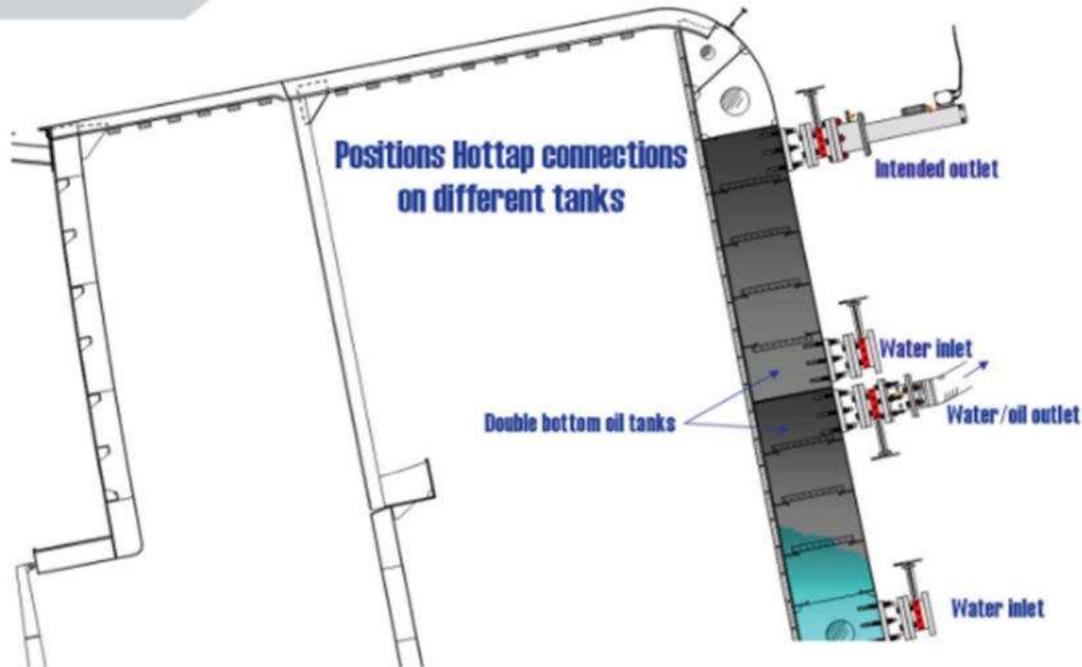
Accommodation	: 24 pax include crew can be modified to accommodate more passengers
Life Saving and Fire Fighting Equipment	: AS per SOLAS 2 fire pumps, 1 emergency
External Fire Fighting	: FFI - 1
DP Reference System	: Fan Beam + 2 x DGPS

Towing Provider / Commercial Operator / Vessel Handling & Chartering

5.3 Estimated and revised Gantt chart (planning)



## 5.4 Clarification Hot-Tap system and Karat drilling system

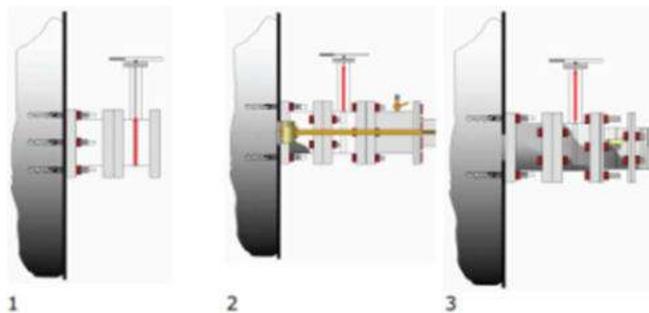

**Description hottap**

When it is not possible to get access to tanks containing pollution of a (sunken) vessel via the normal ship system, a diver hottap system can be used to remove pollutants from ships (bunker) tanks. The diver installs an interface on the ship's hull, e.g. a base plate with a valve, and consequently creates an aperture in the hull by means of the milling machine. After this installation of the interface a pump system can be used to pump the pollutants to a receiving tank on the surface.

The procedure for using the hottap is described as follows. First, the hottap adapter with valve is connected on the outer shell using combined drill/tap studs; hereafter the hottap milling machine is connected on top of the valve.

The milling head is advanced through the valve and the hole is cut in the tank. When the cut is finished, the milling machine is disengaged and retracted in front of the knife valve.

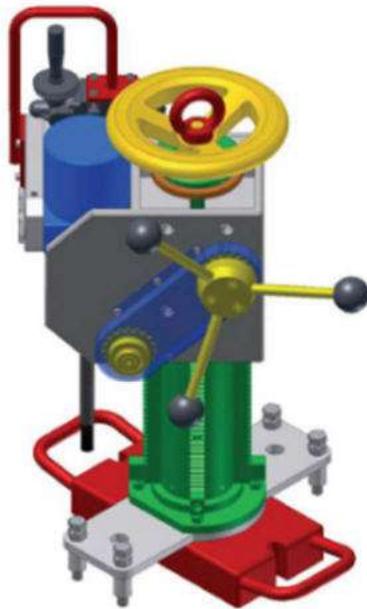
The valve is closed and the hottap milling machine is removed. A hose or a pump can now be connected to the valve to transfer the pollutants to the surface.



Resume (as explained in the figure on the left):

- 1) Connecting hottap adapter with valve to the vessel using combined drill M16 bolts
- 2) Cutting a hole in the vessel using milling machine through the valve (closed system)
- 3) Connecting hose to the valve (closed during connection) and remove the pollutants using a pump

HOTTAP



**Components hottap:**

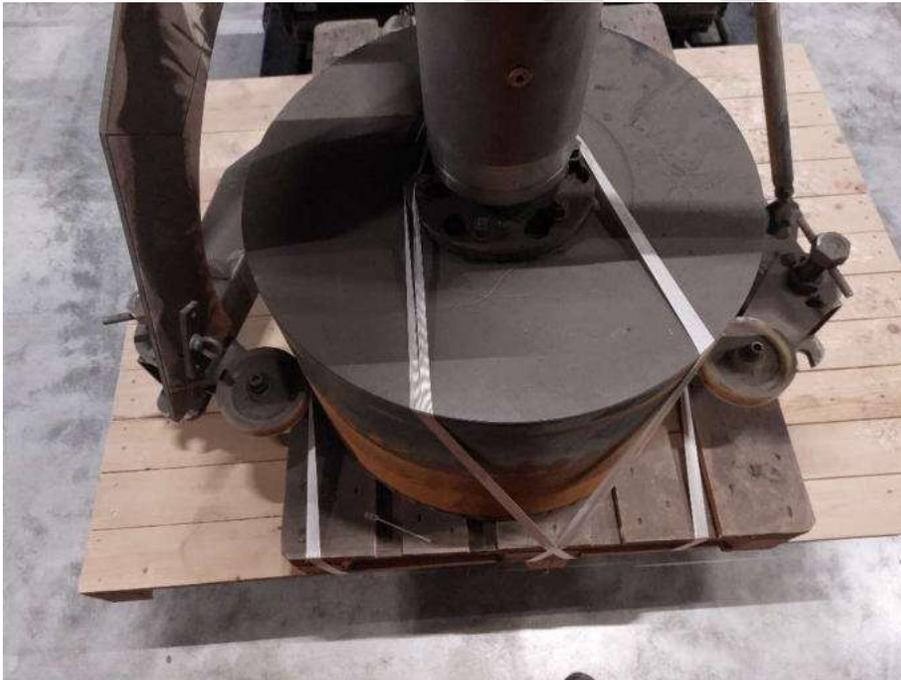
- Hottap 6 inch adapter with valve
- Hottap milling machine
- Hottap drilling machine for combined drills
- Hydraulic hose
- Combined drill M-16
- Powerpack d-drive

**Selection of hottap projects SMIT Salvage:**

- Margaret, Italy (2005)
- Typhoon TLP, GOM, (2006)
- California, Strait of Malacca, (2006)
- Ocean Seaya, India (2006)
- Haven, Italy (2008)
- Crete Cement, Norway (2008)
- Asian Forest, India (2009)
- Pride Wyoming, GOM (2009)
- Full City, Norway (2009)
- Seli 1, South Africa (2009)

Hot-tap technology guarantees a spill-free extraction of any contained fluids either above or underwater.

As the hot-tap equipment is light in weight and easy to transport, this technology is the best tool for arranging for the immediate transfer of bunkers from vessels aground or sunk.



Ø 80 centimeter Karat drilling system

**5.5 SMIT/ Boskalis Safety Program and Management Protocols**

**Boskalis Way of Working**

SMIT has developed and implemented the Way of Working, our integrated management system that provides a harmonized approach in tenders and projects. The Way of Working is based on four principles and on four aspects describing our identity.

Our Way of Working Policy Statement clearly expresses what we stand for with regards to quality:

*“The Way of Working is our integrated quality management system, designed to give our staff the best possible support in achieving operational excellence. It is aimed at offering a consistent client approach, with a clear focus on providing safe and sustainable solutions. The Way of Working management system is compliant with the international ISO 45001, ISO 14001 and ISO 9001 standards and is assessed and certified by an independent external auditor. We monitor our compliance and identify opportunities to further improve our performance by conducting regular internal audits, inspections and management reviews.”*



**Certification**

The management system of SMIT Salvage is certified in accordance with:

- ISO 9001: 2015: - Organization Quality Management System Standard:  
A quality assurance standard to demonstrate our ability to consistently provide products and services that meet customer and applicable statutory and regulatory requirements demonstrates our ability to consistently provide products and services that meet customer and applicable statutory and regulatory requirements.
- ISO 14001:2015: - Environmental Management System Standard:  
An environmental assurance standard to demonstrate our ability to consistently enhance environmental performance, fulfil compliance obligations and achieve environmental objectives.
- ISO 45001:2018: - Occupational Health and System Standard:  
A standard for assurance and continual improvement of working conditions and –factors that affect the wellbeing of employees, subcontractors, personnel, visitors and any other person in the workplace.

## Boskalis NINA Safety Program

This section intends to provide an overview of the management systems in use within SMIT Salvage as a Boskalis company. More detailed information is available on request.

### General

Our people are our most valuable assets. The aim of SMIT is to ensure that all employees can carry out their work in healthy and safe conditions. As our work affects more and more people and our projects become bigger and more complex, the importance of safety will continue to increase. For these reasons, safety is a top priority at SMIT and a vital part of our corporate strategy.



### NINA Program

Sophisticated, well-maintained equipment and our management systems, which are based on ISO 45001, ISO 14001 and ISO 9001, IMO and ISM, are important elements that contribute to safety. However, we believe that, in the end, our employees hold the key to a safe performance. That is why our NINA (No Injuries, No Accidents) safety program has a strong focus on people. Ultimately, safety is about getting everyone to work safely, not because they've been told to, but because that is the way they want to work and that is the way they know how to work.

Our SHE Policy Statement clearly states that situations which may result in personal accidents and damage to equipment, property and the environment are to be avoided in all our operations. We will strive to reduce the number of accidents, incidents and damages in each year of operation.

The ultimate aims of our SHE Policy are:

- Zero personal accidents
- Zero damage to equipment and property
- Zero incidents with environmental impact



5.7 Risk Assessment Matrix

513.A2: Disposal of domestic, industrial and chemical waste, grey and black waters																																			
1. Identify hazards and consequences	2. Implement Standard control & reduction measures	3. Rate Risk with Standard measures (Risk = Likelihood x Impact)						4. Risk level ≥ 5? Additional control & reduction measures	5. Rate Risk with Standard and Additional measures						6. Implement all Standard and Additional control & reduction measures in the project. List all identified actions in the Project Action List (RBW-526c)																				
		Personnel		Equipment		Environment			Personnel		Equipment		Environment																						
		L	I	R	I	R	I		R	L	I	R	I	R																					
Spillage		2	1	2	2	4	1	2	0	0	0	0	0	0	0																				
Contamination		2	1	2	2	4	3	6	2	0	0	0	0	2	4																				
Inproper storage facilities		2	0	0	3	6	0	0	2	0	0	0	2	4	0																				
Inproper disposal facilities / processes		2	0	0	0	0	0	0	0	0	0	0	0	0	0																				
Other hazards		0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
Other hazards		0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
Other hazards		0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
<b>Smit Salvage Standard control &amp; reduction measures:</b> Explore possibilities to eliminate or reduce waste production to the minimum possible Check local statutory regulations with respect to (chemical) waste Check local legislation regarding disposal of grey/black waters Collect waste and separate in categories Prepare Garbage Management Plans on board Garbage records books must be kept onboard Records of waste disposal must be filed Ensure all waste has been collected and disposed after closing down the project		<b>Additional control &amp; reduction measures (edit section below as deemed relevant):</b>  Prepare a Project Waste Management Plan Safety and Toolbox meetings Training OSRO on site Other project / vessel specific measures.... Other project / vessel specific measures....		<b>INSTRUCTION: ALL USED CONSUMABLES MOBILIZED FROM HOLLAND MUST BE KEPT ON BOARD FOR EXPORTATION CUSTOMS PURPOSES</b>																															
<b>Additional information</b> RBW-502 Black/Yellow Safety Booklet § 7.3 Vessel specific standing orders (EQP-010)						<table border="1"> <tr><th>Likelihood</th><th>Impact</th></tr> <tr><td>Zero</td><td>0</td></tr> <tr><td>Very unlikely</td><td>1</td></tr> <tr><td>Unlikely</td><td>2</td></tr> <tr><td>Possible</td><td>3</td></tr> <tr><td>Likely</td><td>4</td></tr> <tr><td>Very Likely</td><td>5</td></tr> </table>		Likelihood	Impact	Zero	0	Very unlikely	1	Unlikely	2	Possible	3	Likely	4	Very Likely	5	<table border="1"> <tr><th>Risk Classification</th><th>Acceptable</th></tr> <tr><td>1 - Risk = 0 Low Risk</td><td>Acceptable - maintain Standard control &amp; reduction measures and improve where possible</td></tr> <tr><td>2 - Risk = 12 Medium Risk</td><td>Caution - Additional control &amp; reduction measures needed, until risk is As Low As Reasonably Practicable (ALARP)</td></tr> <tr><td>3 - Risk = 18 High Risk</td><td>Intolerable - activity cannot take place; Additional control &amp; reduction measures necessary to reduce the risk</td></tr> </table>						Risk Classification	Acceptable	1 - Risk = 0 Low Risk	Acceptable - maintain Standard control & reduction measures and improve where possible	2 - Risk = 12 Medium Risk	Caution - Additional control & reduction measures needed, until risk is As Low As Reasonably Practicable (ALARP)	3 - Risk = 18 High Risk	Intolerable - activity cannot take place; Additional control & reduction measures necessary to reduce the risk
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<a href="#">Back to List</a>																																			

513.A3: Working in adverse weather conditions																																			
1. Identify hazards and consequences	2. Implement Standard control & reduction measures	3. Rate Risk with Standard measures (Risk = Likelihood x Impact)						4. Risk level ≥ 5? Additional control & reduction measures	5. Rate Risk with Standard and Additional measures						6. Implement all Standard and Additional control & reduction measures in the project. List all identified actions in the Project Action List (RBW-526c)																				
		Personnel		Equipment		Environment			Personnel		Equipment		Environment																						
		L	I	R	I	R	I		R	L	I	R	I	R																					
Extreme high temperatures		4	3	12	2	6	1	4	2	2	4	2	4	0	0																				
Adverse weather		2	3	6	3	6	4	8	2	2	4	2	4	3	6																				
Lightning		4	4	16	3	12	1	4	2	2	4	2	4	0	0																				
Dehydration due to hot environment		3	5	15	1	3	1	3	3	2	6	0	0	0	0																				
Sunburn		4	3	12	0	0	0	0	2	2	4	0	0	0	0																				
		0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
		0	0	0	0	0	0	0	0	0	0	0	0	0	0																				
<b>Smit Salvage Standard control &amp; reduction measures:</b> Explore possibilities to eliminate or to reduce the activity to the minimum possible Check general local weather conditions and local weather forecast on a regular basis Describe which governmental organization is monitoring the weather and how to gain the information Make sure that accommodation is capable of withstanding strong wind forces Always clear the workplace itself and the roads and entrances to the workplace Provide sufficient shaded / air cooled areas Provide suitable protective clothing (gum boots, rain coats, sunglasses) Provide sunscreen Provide sufficient ORS type fluids		<b>Additional control &amp; reduction measures:</b> Perform a Job Hazard Analysis in case of specific, non-routine and / or high risk jobs (RBW-514) Prepare a Storm Response Plan (RBW-506-05) when expecting storms or extreme lightning Prepare a Heat Management Plan (RBW-506-06) when working in extremely hot conditions Other project / vessel specific measures.... Other project / vessel specific measures.... Other project / vessel specific measures.... Other project / vessel specific measures....		<b>INSTRUCTION: ALL USED CONSUMABLES MOBILIZED FROM HOLLAND MUST BE KEPT ON BOARD FOR EXPORTATION CUSTOMS PURPOSES</b>																															
<b>Additional information</b> RBW-502 Black/Yellow Safety Booklet § 8.4 (storms, hurricanes, tidal waves) RBW-502 Black/Yellow Safety Booklet § 10.2 (lightning) Mariners Handbook (NP.100)						<table border="1"> <tr><th>Likelihood</th><th>Impact</th></tr> <tr><td>Zero</td><td>0</td></tr> <tr><td>Very unlikely</td><td>1</td></tr> <tr><td>Unlikely</td><td>2</td></tr> <tr><td>Possible</td><td>3</td></tr> <tr><td>Likely</td><td>4</td></tr> <tr><td>Very Likely</td><td>5</td></tr> </table>		Likelihood	Impact	Zero	0	Very unlikely	1	Unlikely	2	Possible	3	Likely	4	Very Likely	5	<table border="1"> <tr><th>Risk Classification</th><th>Acceptable</th></tr> <tr><td>1 - Risk = 0 Low Risk</td><td>Acceptable - maintain Standard control &amp; reduction measures and improve where possible</td></tr> <tr><td>2 - Risk = 12 Medium Risk</td><td>Caution - Additional control &amp; reduction measures needed, until risk is As Low As Reasonably Practicable (ALARP)</td></tr> <tr><td>3 - Risk = 18 High Risk</td><td>Intolerable - activity cannot take place; Additional control &amp; reduction measures necessary to reduce the risk</td></tr> </table>						Risk Classification	Acceptable	1 - Risk = 0 Low Risk	Acceptable - maintain Standard control & reduction measures and improve where possible	2 - Risk = 12 Medium Risk	Caution - Additional control & reduction measures needed, until risk is As Low As Reasonably Practicable (ALARP)	3 - Risk = 18 High Risk	Intolerable - activity cannot take place; Additional control & reduction measures necessary to reduce the risk
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513.B19: Mooring and unmooring															
1. Identify hazards and consequences	2. Implement Standard control & reduction measures	3. Rate Risk with Standard measures (Risk = Likelihood x Impact)						4. Risk level ≥ 5? Additional control & reduction measures	5. Rate Risk with Standard and Additional measures						6. Implement all Standard and Additional control & reduction measures in the project. List all identified actions in the Project Action List (RBW-526c)
		Personnel		Equipment		Environment			Personnel		Equipment		Environment		
		L	I	R	I	R	I	R	L	I	R	I	R	I	R
Damage to vessel		2	2	4	3	6	0	0	2	0	0	2	4	0	0
Stepping into or over rope loops / coils		3	4	12	2	6	0	0	2	2	4	2	4	0	0
Snapbacks / Contact damage		2	5	10	0	0	0	0	2	2	4	0	0	0	0
Slips, trips and falls		3	3	9	0	0	0	0	2	1	2	0	0	0	0
Turning propellers (ropes in water)		1	5	5	0	0	0	0	1	2	2	0	0	0	0
Communication failure		2	2	4	0	0	0	0	0	0	0	0	0	0	0
Adverse weather / see conditions		3	2	6	2	6	0	0	2	1	2	2	4	0	0
		0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Smit Salvage Standard control & reduction measures:**  
 Make sure people not involved with mooring or unmooring operations are kept well clear of working area  
 Train people involved in mooring operations (onboard and quay side) to recognize: - rope bight & loop hazards / the dangers when mooring lines snap / snap-back zones (possibly NNIA workbook mooring)  
 Ensure adequate communication and language barrier-problems  
 Identify the snapback zones in work places where mooring lines are under tension  
 Do not allow anybody to stand in a rope or wire bight/loop under any circumstances.  
 Ensure good housekeeping  
 Use floating mooring lines with correct diameter & check mooring lines well in advance  
 Use gloves that are adequate for the type of mooring line  
 Cancel operations in cases of adverse weather/see conditions  
 Always arrange:  
 INSTRUCTION: Include specific rules in project SHE-induction (RBW-519) and/or Toolbox Meeting (RBW-516)  
 PPE: RBW-518 Order List PPE & other safety related items

**Additional control & reduction measures (edit section below as deemed relevant):**  
 Daily Safety and Toolbox Meeting  
 Check daily weather reports  
 Training

Likelihood	Impact	Risk Classification
Zero	0	Zero
Very unlikely	1	Minimal
Unlikely	2	Moderate
Possible	3	Severe
Likely	4	Major
Very Likely	5	Catastrophic

**Risk Classification:**  
 1 - Risk < 6 Low Risk: Acceptable - maintain Standard control & reduction measures and improve where possible  
 5 - Risk < 12 Medium Risk: Caution - Additional control & reduction measures needed, until risk is As Low As Reasonably Practicable (ALARP)  
 Risk > 12 High Risk: Intolerable - activity cannot take place; Additional control & reduction measures necessary to reduce the risk

**Additional information**  
 Cyprus Code of safe working practice Ch.24  
 Safety Matters 2009-01  
 Safety Flash SF-2010-18 (hazards of shifting backhoe with muticat)  
 Safety Flash 2011-22 Mooring  
 RBW-502 Black/yellow Safety Booklet § 8.3  
[Back to List](#)

513.B20: Discharging fuel, sludge, oil, etc															
1. Identify hazards and consequences	2. Implement Standard control & reduction measures	3. Rate Risk with Standard measures (Risk = Likelihood x Impact)						4. Risk level ≥ 5? Additional control & reduction measures	5. Rate Risk with Standard and Additional measures						6. Implement all Standard and Additional control & reduction measures in the project. List all identified actions in the Project Action List (RBW-526c)
		Personnel		Equipment		Environment			Personnel		Equipment		Environment		
		L	I	R	I	R	I	R	L	I	R	I	R	I	R
Fire / explosion		2	5	10	0	0	0	0	2	2	4	0	0	0	0
Oil spill		3	2	6	0	0	0	0	2	2	4	0	0	0	0
Hose burst		3	3	9	0	0	0	0	2	2	4	0	0	0	0
Falling couplings		2	3	6	0	0	0	0	2	2	4	0	0	0	0
Tripping and slipping		3	4	12	0	0	0	0	3	2	6	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0	0	0

**Smit Salvage Standard control & reduction measures:**  
 Arrange proper communication lines

**Standard control / reduction measures:**  
 Standard control / reduction measures...  
 Standard control / reduction measures...  
 Standard control / reduction measures...

Reference is made to C1. Fuel supply, bunkering and storage.

**Additional control & reduction measures (edit section below as deemed relevant):**  
 Perform a Job Hazard Analysis in case of specific, non-routine and / or high risk jobs (RBW-514)  
 Toolbox and safety meeting  
 Fire fighting equipment available  
 Training  
 Spill containment  
 Oil Spill Response directly available  
 Fire watch  
 Certified equipment  
 Proper maintenance

Likelihood	Impact	Risk Classification
Zero	0	Zero
Very unlikely	1	Minimal
Unlikely	2	Moderate
Possible	3	Severe
Likely	4	Major
Very Likely	5	Catastrophic

**Risk Classification:**  
 1 - Risk < 6 Low Risk: Acceptable - maintain Standard control & reduction measures and improve where possible  
 5 - Risk < 12 Medium Risk: Caution - Additional control & reduction measures needed, until risk is As Low As Reasonably Practicable (ALARP)  
 Risk > 12 High Risk: Intolerable - activity cannot take place; Additional control & reduction measures necessary to reduce the risk

**Additional information**  
 STCW, Part B, Chapter VIII  
 SOLAS, Chapter 5  
[Back to List](#)

513.B21: Hot tap operations																																																																																																																																																																																																															
<b>1. Identify hazards and consequences</b> Manual handling Diving Connecting hydraulics Connecting hot tap to vessel Drilling Spillage/Leakage Damage to flange or valve Other hazards Other hazards	<b>2. Implement Standard control &amp; reduction measures</b>	<b>3. Rate Risk with Standard measures (Risk = Likelihood x Impact)</b>			<b>4. Risk level ≥ 5? Additional control &amp; reduction measures</b>	<b>5. Rate Risk with Standard and Additional measures</b>			<b>6. Implement all Standard and Additional control &amp; reduction measures in the project.</b> List all identified actions in the Project Action List (RBW-526c)																																																																																																																																																																																																						
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<b>Smit Salvage Standard control &amp; reduction measures:</b> Reference: SMT Salvage diving manual Keep hands, umbilical and equipment away from moving parts Test cycles																																																																																																																																																																																																															
<b>Additional control &amp; reduction measures (edit section below as deemed relevant):</b> Perform a Job Hazard Analysis in case of specific, non-routine and / or high risk jobs (RBW-514) Training Maintenance Certification Other project / vessel specific measures..... Other project / vessel specific measures..... Other project / vessel specific measures.....																																																																																																																																																																																																															
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<b>1. Identify hazards and consequences</b> Vessel qualified Unsafe deck situation Engine wont start Fuel spill Drifting vessel Lack of navigation knowledge Polluted diving air	<b>2. Implement Standard control &amp; reduction measures</b>	<b>3. Rate Risk with Standard measures (Risk = Likelihood x Impact)</b>			<b>4. Risk level ≥ 5? Additional control &amp; reduction measures</b>	<b>5. Rate Risk with Standard and Additional measures</b>			<b>6. Implement all Standard and Additional control &amp; reduction measures in the project.</b> List all identified actions in the Project Action List (RBW-526c)																																																																																																																																																																		
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		Personnel		Equipment		Environment																																																																
Overflow / Spillage / Leakage		L	I	R	I	R	I	R																																																														
Fire / Explosion		2	4	8	0	0	0	5	10																																																													
Falling / slipping / tripping		2	5	10	3	6	4	8																																																														
Malfunction fuel transfer system		3	3	9	0	0	0	0	0																																																													
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<b>Smit Salvage Standard control &amp; reduction measures:</b> Ensure tanks, hoses/connections are in good condition (soundings, earthing) and checked before use Arrange absorbent material (SOPEP kit), fire fighting equipment, drip trays and (on vessels) scupper plugs Arrange fuel storage with cover and overflow tray or double-walled tank with pressure control gauge Take measures to avoid spillage to the bottom during fuelling (concrete floors, soil protection) Cease hot work operations (in the direct vicinity) of fuelling and bunkering operations Make sure Material Safety Data Sheets are available on the project or onboard Arrange a watch man to stay close to the hose/connection and watch for anything unusual Apply signs: smoking and open fire prohibited (RBW-511a: Handbook Signs and Signals) <b>On Vessels:</b> Check procedures EGP-205 (Bunkering) and EGP-021 (SOPEP-drills) Establish proper communication lines between officer on watch, supplier and engine room Display the bunker signals and inform port authorities  Always arrange: INSTRUCTION: Include specific rules in project SHE-induction (RBW-519) and/or Toolbox Meeting (RBW-516) PPE: RBW-518 Order List PPE & other safety related items																																																																						
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513.C2: Personnel embarking and disembarking over water																																																																														
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Drowning		L	I	R	I	R	I	R																																																																						
Hypothermia		2	2	4	0	0	0	0	0																																																																					
Squeezed between objects		1	2	2	0	0	0	0	0																																																																					
Falling from height		2	5	10	6	12	5	10																																																																						
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<b>Smit Salvage Standard control &amp; reduction measures:</b> Explore possibilities to eliminate or to reduce embarking / disembarking to the minimum possible Project to arrange jetties according Technical Safety Standard EGP-501 Project to arrange crew launch vessels according Technical Safety Standard EGP-501 Provide proper level of sufficient embarking / disembarking means: - Gangway or ladder/ Adequate illumination / Life-buoy & life line / Extra hand grip / Clean deck surface Display stickers "WEARING A LIFE-JACKET IS OBLIGATORY" & Poster 07 "No life-jacket accidents" Make sure an experienced assistant is present when (dis)embarking, with communication tools to the bridge Arrange proper method of luggage transfer (e.g. do not carry on ladder, but hoist in stead) Avoid people jumping between vessels.							<b>4. Risk level ≥ 5? Additional control &amp; reduction measures</b> Perform a Job Hazard Analysis in case of specific, non-routine and / or high risk jobs (RBW-514) Training Toolbox and Safety meetings Certified gangway Safety nets in place Life saving equipment on barges	<b>5. Rate Risk with Standard and Additional measures</b> <table border="1"> <thead> <tr> <th colspan="2">Personnel</th> <th colspan="2">Equipment</th> <th colspan="2">Environment</th> </tr> <tr> <th>L</th><th>I</th><th>R</th><th>I</th><th>R</th><th>I</th><th>R</th> </tr> </thead> <tbody> <tr> <td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>2</td><td>3</td><td>6</td><td>2</td><td>4</td><td>2</td><td>4</td> </tr> <tr> <td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td> </tr> </tbody> </table>	Personnel		Equipment		Environment		L	I	R	I	R	I	R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	6	2	4	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<b>6. Implement all Standard and Additional control &amp; reduction measures in the project.</b> List all identified actions in the Project Action List (RBW-526c)
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513.C8: Lifting and Hoisting Operations																																																																																																																																																										
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<b>Smit Salvage Standard control &amp; reduction measures:</b> Explore possibilities to eliminate or to reduce lifting and hoisting to the minimum possible Avoid lifting activities during severe weather conditions Barricade, or indicate the swing area of cranes Ensure crane operators are qualified / experienced to operate the crane Arrange cranes, pad eyes & lifting gear according Technical Safety Standards EOP-501 Make sure cranes and lifting gear are marked with SWL (Safe working load) Inspect cranes and hoisting and lifting gear at least annually and color code (MO year color) Ensure that certificates of cranes and lifting equipment are available on site/onboard Make sure hoisted equipment is properly rigged and has no loose objects Read EOP-302: Cranes and hoisting / lifting equipment Signpost to keep unauthorized persons out of hazardous areas (RBW-511a: Handbook Signs and Signals) Prepare a Lifting Plan (RBW-506-12)																																																																																																																																																										
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513.C10: Use of hand tools (electrical / pneumatical / hydraulical)																																																																																																																																					
<b>1. Identify hazards and consequences</b> Electrocution Contact with moving parts Exposure to high noise levels Exposure to high vibration levels Exposure to high pressure Pollution	<b>2. Implement Standard control &amp; reduction measures</b>	<b>3. Rate Risk with Standard measures (Risk = Likelihood x Impact)</b>			<b>4. Risk level ≥ 5? Additional control &amp; reduction measures</b>	<b>5. Rate Risk with Standard and Additional measures</b>			<b>6. Implement all Standard and Additional control &amp; reduction measures in the project.</b> List all identified actions in the Project Action List (RBW-526c)																																																																																																																												
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<b>Smit Salvage Standard control &amp; reduction measures:</b> Explore possibilities to eliminate or to reduce the use of hand tools to the minimum possible Always use certified hand tools Check local legislation on qualifications/training needs for hand tools such as grinders, power chain saws, etc Make sure that electrical hand tools are tested annually Make sure that the date when the next inspection is due is displayed on the tools Preferably tools operating on a safe voltage (e.g. 42V) shall be used Make sure that tools operating at 220 volt are double insulated Use 'low-vibration' tools and/or 'white finger gloves' where possible																																																																																																																																					
<b>Additional information</b> RBW-502 Black/Yellow Safety Booklet § 1 and 1.1 Safety Matters 2005-03 / Safety Flash 2005-08; 2009-017 <a href="#">Back to List</a>																																																																																																																																					
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513.C15: Working with contaminated water, soil and equipment																																	
1. Identify hazards and consequences	2. Implement Standard control & reduction measures	3. Rate Risk with Standard measures (Risk = Likelihood x Impact)				4. Risk level ≥ 5? Additional control & reduction measures																											
		Personnel		Equipment																													
Fire or explosion		L	I	R	I	R	I	R	5. Rate Risk with Standard and Additional measures	6. Implement all Standard and Additional control & reduction measures in the project. List all identified actions in the Project Action List (RBW-526c)																							
Suffocation / Intoxication		1	4	4	2	2	5	5																									
Spreading contamination		2	2	4	0	0	0	0																									
Pollution marine waters		3	2	6	0	0	2	6																									
Slipping		3	2	6	0	0	2	6																									
		3	3	9	0	0	0	0																									
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<b>Smit Salvage Standard control &amp; reduction measures:</b> Explore possibilities to eliminate or to reduce the activity to the minimum possible Consult authorities / local specialists about legislation with respect to handling of contaminated materials Identify area(s) where contaminated water, soil and equipment is to be expected Identify safe and unsafe locations of working area Check MSDS of specified dangerous substances Mark area's with the applicable signs and signals (RBW-511a Safety Signs and Symbols Handbook) Arrange appropriate measuring equipment Arrange toolbox meeting before start of operations Standard control / reduction measures.....  Always arrange: INSTRUCTION: Include specific rules in project SHE-induction (RBW-519) and/or Toolbox Meeting (RBW-516) PPE: RBW-518 Order List PPE & other safety related items						<b>Additional control &amp; reduction measures (edit section below as deemed relevant):</b> Toolbox and Safety meetings Training Use the Permit to Work System (RBW-515) OSR equipment available when spill occurred on deck Drain confined spaced in a controlled manner Add absorbents into previous hydrocarbon tanks																											
<b>Additional information</b> RBW-502 Black/Yellow Safety Booklet § 7.3 CROW-publicatie 132 "Werken met verontreinigde grond" (working with polluted soil) Safety Matters 2011-01;  <a href="#">Back to List</a>						<table border="1"> <thead> <tr> <th>Likelihood</th> <th>Impact</th> </tr> </thead> <tbody> <tr> <td>Zero</td> <td>0</td> </tr> <tr> <td>Very unlikely</td> <td>1</td> </tr> <tr> <td>Unlikely</td> <td>2</td> </tr> <tr> <td>Possible</td> <td>3</td> </tr> <tr> <td>Likely</td> <td>4</td> </tr> <tr> <td>Very Likely</td> <td>5</td> </tr> </tbody> </table>		Likelihood	Impact	Zero	0	Very unlikely	1	Unlikely	2	Possible	3	Likely	4	Very Likely	5	<table border="1"> <thead> <tr> <th>Risk Classification</th> <th>Acceptable</th> </tr> </thead> <tbody> <tr> <td>1 = Risk &lt; 3 Low Risk</td> <td>Acceptable - maintain Standard control &amp; reduction measures and improve where possible</td> </tr> <tr> <td>2 = Risk &lt; 6 Medium Risk</td> <td>Caution - Additional control &amp; reduction measures needed, until risk is As Low As Reasonably Practicable (ALARP)</td> </tr> <tr> <td>3 = Risk &lt; 12 High Risk</td> <td>Intolerable - activity cannot take place; Additional control &amp; reduction measures necessary to reduce the risk</td> </tr> </tbody> </table>				Risk Classification	Acceptable	1 = Risk < 3 Low Risk	Acceptable - maintain Standard control & reduction measures and improve where possible	2 = Risk < 6 Medium Risk	Caution - Additional control & reduction measures needed, until risk is As Low As Reasonably Practicable (ALARP)	3 = Risk < 12 High Risk	Intolerable - activity cannot take place; Additional control & reduction measures necessary to reduce the risk
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513.D1: General deck / quay side operations																																	
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Slipping / tripping / falling		L	I	R	I	R	I	R	5. Rate Risk with Standard and Additional measures	6. Implement all Standard and Additional control & reduction measures in the project. List all identified actions in the Project Action List (RBW-526c)																							
HI by moving objects / machinery		3	3	9	0	0	0	0																									
Wires (break, sudden tension)		2	3	6	4	8	0	0																									
Waste materials on deck		4	2	8	0	0	3	12																									
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<b>Smit Salvage Standard control &amp; reduction measures:</b> Arrange Passageways according Technical Safety Standard EQP-501 Arrange Ladders and Stairs according Technical Safety Standard EQP-501 Arrange Service Cranes according Technical Safety Standard EQP-501 Mark area's with the applicable signs and signals (RBW-511 Handbook Safety Signs & Symbols) Where possible, protect wires with hoops, fences, railings etc. Life jackets when working in areas without railing and severe sea conditions						<b>Additional control &amp; reduction measures (edit section below as deemed relevant):</b> Toolbox and safety meetings Training Housekeeping Safety awareness SHEQ Manager on board																											
<b>Additional information</b> Safety Matters 2005-01; 2007-01, 2010-03 Cyprus Code for Safe Working Practices  <a href="#">Back to List</a>						<table border="1"> <thead> <tr> <th>Likelihood</th> <th>Impact</th> </tr> </thead> <tbody> <tr> <td>Zero</td> <td>0</td> </tr> <tr> <td>Very unlikely</td> <td>1</td> </tr> <tr> <td>Unlikely</td> <td>2</td> </tr> <tr> <td>Possible</td> <td>3</td> </tr> <tr> <td>Likely</td> <td>4</td> </tr> <tr> <td>Very Likely</td> <td>5</td> </tr> </tbody> </table>		Likelihood	Impact	Zero	0	Very unlikely	1	Unlikely	2	Possible	3	Likely	4	Very Likely	5	<table border="1"> <thead> <tr> <th>Risk Classification</th> <th>Acceptable</th> </tr> </thead> <tbody> <tr> <td>1 = Risk &lt; 3 Low Risk</td> <td>Acceptable - maintain Standard control &amp; reduction measures and improve where possible</td> </tr> <tr> <td>2 = Risk &lt; 6 Medium Risk</td> <td>Caution - Additional control &amp; reduction measures needed, until risk is As Low As Reasonably Practicable (ALARP)</td> </tr> <tr> <td>3 = Risk &lt; 12 High Risk</td> <td>Intolerable - activity cannot take place; Additional control &amp; reduction measures necessary to reduce the risk</td> </tr> </tbody> </table>				Risk Classification	Acceptable	1 = Risk < 3 Low Risk	Acceptable - maintain Standard control & reduction measures and improve where possible	2 = Risk < 6 Medium Risk	Caution - Additional control & reduction measures needed, until risk is As Low As Reasonably Practicable (ALARP)	3 = Risk < 12 High Risk	Intolerable - activity cannot take place; Additional control & reduction measures necessary to reduce the risk
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513.D2: General operation of engines / pumps / winches etc.																																																																																																																																																	
<b>1. Identify hazards and consequences</b> Slipping / tripping / falling Insufficient escape routes Exposure to high noise levels Hit by running / rotating equipment Contact with hot objects Working at high temperatures	<b>2. Implement Standard control &amp; reduction measures</b>	<b>3. Rate Risk with Standard measures (Risk = Likelihood x Impact)</b> <table border="1"> <thead> <tr> <th rowspan="2">L</th> <th colspan="3">Personnel</th> <th colspan="3">Equipment</th> <th colspan="3">Environment</th> </tr> <tr> <th>I</th> <th>R</th> <th>I</th> <th>R</th> <th>I</th> <th>R</th> </tr> </thead> <tbody> <tr> <td>3</td> <td>2</td> <td>6</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>2</td> <td>2</td> <td>4</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>2</td> <td>1</td> <td>2</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>2</td> <td>3</td> <td>6</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>1</td> <td>2</td> <td>2</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>1</td> <td>2</td> <td>2</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> </tbody> </table>						L	Personnel			Equipment			Environment			I	R	I	R	I	R	3	2	6	0	0	0	0	2	2	4	0	0	0	0	2	1	2	0	0	0	0	2	3	6	0	0	0	0	1	2	2	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	<b>4. Risk level ≥ 5? Additional control &amp; reduction measures</b>	<b>5. Rate Risk with Standard and Additional measures</b> <table border="1"> <thead> <tr> <th rowspan="2">L</th> <th colspan="3">Personnel</th> <th colspan="3">Equipment</th> <th colspan="3">Environment</th> </tr> <tr> <th>I</th> <th>R</th> <th>I</th> <th>R</th> <th>I</th> <th>R</th> </tr> </thead> <tbody> <tr> <td>2</td> <td>2</td> <td>4</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>2</td> <td>1</td> <td>2</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> </tbody> </table>						L	Personnel			Equipment			Environment			I	R	I	R	I	R	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<b>6. Implement all Standard and Additional control &amp; reduction measures in the project.</b> List all identified actions in the Project Action List (RBW-526c)
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<b>Smit Salvage Standard control &amp; reduction measures:</b> Explore possibilities to reduce the number of visitors or visits On salvage projects, plan the visit to the most suitable moment during the salvage works Check for favorable weather conditions Ensure facilities for transfer of people are according EQP-501 (jetties, launches, boarding location) All visitors must have a safety induction upon arrival on the project Launch only to come alongside after permission of Captain/Salvage Master Preferably launch to be moored to the vessel with at least 1 line on lee side Visitors must be accompanied by crew; when having a guided tour, at least one crewmember per 4 visitors Instruct visitors not to disturb the crew in their work																																																																																																																																																	
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**SITREP - 2, 2200 Hrs on 24/05/2025****Listing of MSC ELSA III (IMO no – 9123221, Flag Liberia) SW of Kochi****1. Incident Overview:**

On 24 May 2025 at approximately 1300 hrs IST, the container vessel MSC ELSA 3, operated by MSC Ship management Ltd., developed a severe starboard list while enroute from Vizhinjam to Cochin, about 30 nautical miles southwest of Kochi 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.

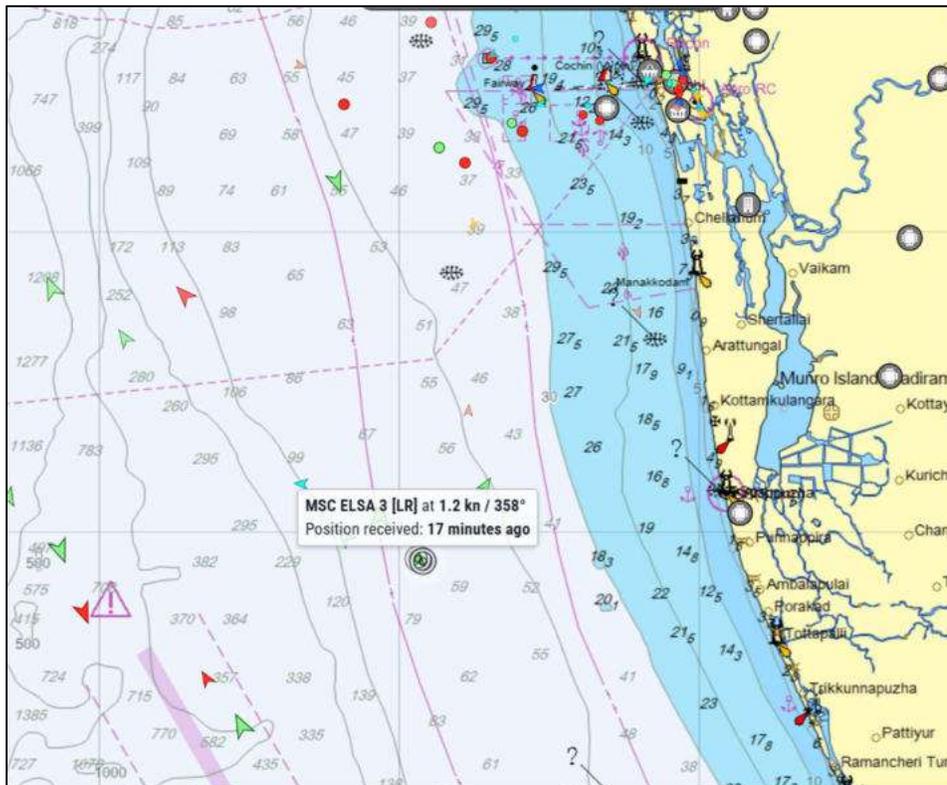


Figure 2: MSC ELSA # position at 2130 hours

### 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 could not be deployed due to the vessel's severe list. No oil pollution has been 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. Owners have been advised to closely monitor the drift of the vessel towards Indian Coast.

#### **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 hrs 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**

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.**

**Details regarding the contents of the containers are awaited.**

**SITREP – 3, 1300 Hrs on 25/05/2025****Sinking of MSC ELSA III (IMO no – 9123221, Flag Liberia) 13 nm South West of Kochi****1. Incident Overview:**

On 24 May 2025 at approximately 1300 hrs IST, the container vessel MSC ELSA 3, operated by MSC Ship Management Ltd., developed a severe starboard list while enroute from Vizhinjam to Cochin, about 30 nautical miles southwest of Kochi Port. By 1515 hrs IST, the list had increased to 30 degrees and stabilized, with no further progression observed.



*Figure 1: MSC ELSA 3 on 25<sup>th</sup> May 2025 AM hours*

**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.

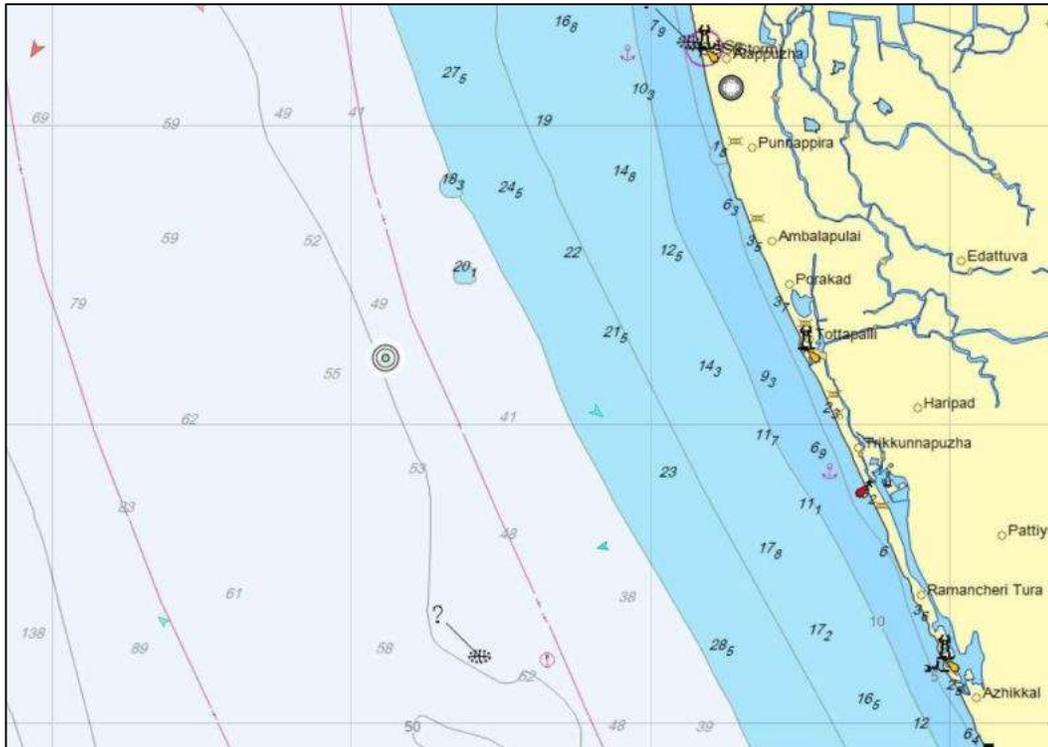


Figure 2: MSC ELSA position at 0700 hrs on 25<sup>th</sup> May 2025

### 3. Present Status:

At approximately 0750 hours, the vessel sank about 13 nautical miles off the Kerala coast. Of the 24 crew members on board (comprising 1 Russian, 2 Ukrainians, 1 Georgian, and 20 Filipinos), 21 were safely evacuated from the liferaft on 24<sup>th</sup> May 2025. The remaining three crew members were subsequently rescued by the Indian Coast Guard on 25<sup>th</sup> morning hours. 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.

### 4. Additional Support (Initial):

MSC SILVER III, an MSC-operated vessel, had been deployed from Cochin to provide assistance at the incident site. M/V HANE YI remained 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. **Situation Assessment:**

The vessel sank approximately 13 nautical miles off the coast of Kerala at 0750 hours on 25<sup>th</sup> 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. The uncontrolled drift of these containers presents a serious risk to maritime safety, posing immediate navigational hazards to passing vessels in the busy sea lanes off the Kerala coast. Prompt tracking, marking, and retrieval of these containers is critical to prevent collisions, environmental contamination, and potential threats to human life and property at sea.



*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

ecological consequences, including damage to marine biodiversity, coastal ecosystems, and local fisheries. Immediate containment and recovery measures are essential to mitigate the potential impact on the environment and nearby coastal communities.



*Figure 4: Aerial view of Oil Spill (source : Indian Coast Guard)*

## **7. Coordination Measures**

An online meeting was held on 24 May 2025 at 2000 hrs 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.

[A follow up coordination meeting was held with stakeholders<sup>1</sup> 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](#)

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<sup>1</sup> DG Shipping, MMD Kochi, Indian Coast Guard, Kochi, IFO-IOR, Home Department, Kerala, Deputy Collector, Kochi, Harbour Master, Kochi Port, DCP, Kochi, MSC, India, MSC, Geneva, T&T Salvage, North Standard P&I

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****1. Incident Overview:**

On 24 May 2025 at approximately 1300 hrs IST, the container vessel MSC ELSA 3, operated by MSC Ship management Ltd., developed a severe starboard list while enroute from Vizhinjam to Kochi, about 30 nautical miles southwest of Kochi 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 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 # position at 2130 hours on 24<sup>th</sup> 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 ITOF 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.

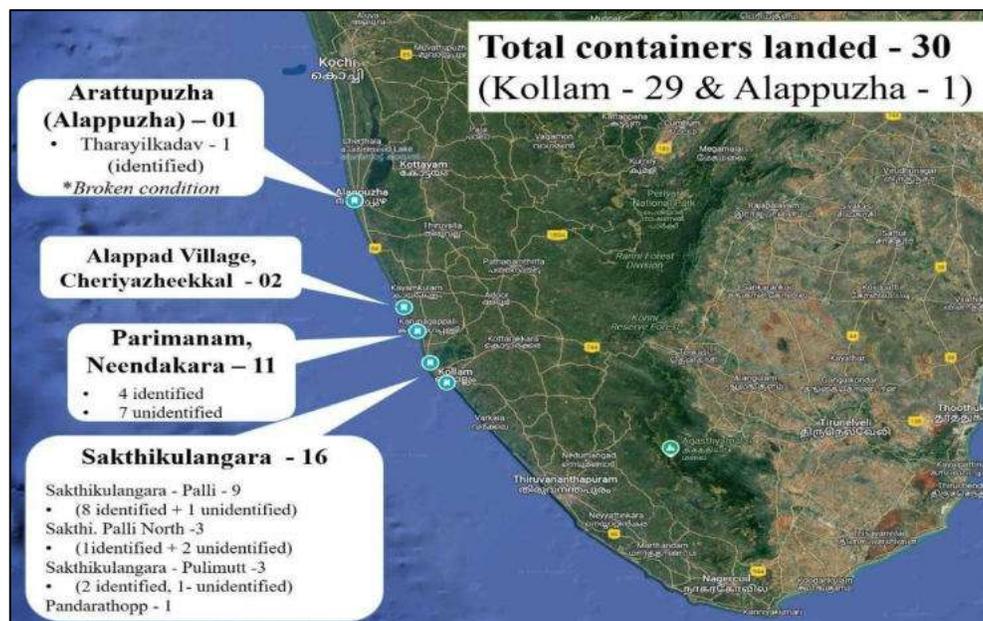


Figure 3: Containers recovered on the Coastline

## 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 64 tonnes of Diesel Oil at the time of the incident. With the wreck located in close proximity to the Kerala coastline, there is a heightened risk of an oil spill. Such a spill could have serious ecological consequences, including damage to marine biodiversity, coastal ecosystems, and local fisheries. Immediate containment and recovery measures are essential to mitigate the potential impact on the environment and nearby coastal communities.



*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****1. Incident Overview:**

On 24 May 2025 at approximately 1300 hrs IST, the container vessel MSC ELSA 3, operated by MSC Ship management Ltd., developed a severe starboard list while enroute from Vizhinjam to Kochi, about 30 nautical miles southwest of Kochi 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 has deployed three capital ships along with aerial surveillance (Do-228 sorties) to monitor oil pollution and drifting containers. [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.](#) 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. 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 24<sup>th</sup> 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<sup>1</sup> 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

<sup>1</sup> Offshore Warrior and Nand Saathi

successful. The areas attempted include Shaktikulangara, Parimanam, 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.

## 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 64 tonnes of Diesel Oil at the time of the incident. With the wreck located in close proximity to the Kerala coastline, there is a heightened risk of an oil spill. Such a spill could have serious ecological consequences, including damage to marine biodiversity, coastal ecosystems, and local fisheries. Immediate containment and recovery measures are essential to mitigate the 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 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.

**SITREP – 6, 2000 hrs on 28/05/2025****Sinking of MSC ELSA 3 (IMO no – 9123221, Flag Liberia) South West of Kochi****1. Incident Overview:**

On 24 May 2025 at approximately 1300 hrs IST, the container vessel MSC ELSA 3, operated by MSC Ship management Ltd., developed a severe starboard list while enroute from Vizhinjam to Kochi, about 30 nautical miles southwest of Kochi 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 has deployed three capital ships along with aerial surveillance (Do-228 sorties) to monitor oil pollution and drifting containers. 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. 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. The crew

remains in Kochi for debriefing and statements towards Preliminary investigation being done by MMD Kochi.

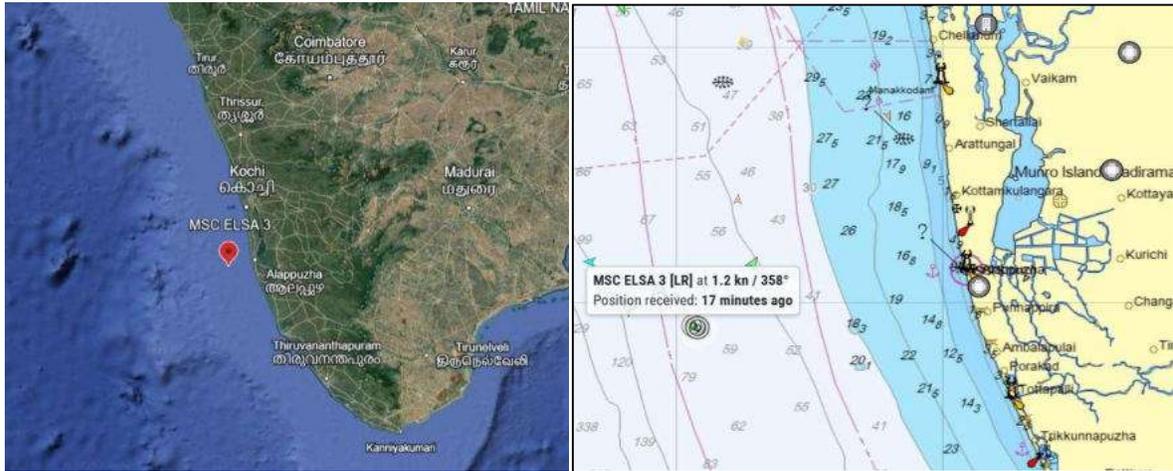


Figure 3: Position of the wreck after sinking at 0750 hours on 25th May 2025  
 Figure 2: MSC ELSA # position at 2130 hours on 24th May 2025

**3. Present Status:**

The salvors have mobilised the following manpower, assets and equipment to recover containers that are adrift and beached on the shoreline:

<b><u>Oil Spill Response Team for MSC Elsa 3</u></b>		
<b>Personnel Deployed for shore watch and clean up by MSC &amp; TT Salvage</b>	<b>Personnel Deployed for shore watch and clean up by MERCS</b>	
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		
<b>Trivandrum Team</b>	<b>Alleppey Team</b>	<b>Kollam Team</b>
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

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.

To retrieve the containers, 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.

Plastic Pellets (Nurdles) have been observed along the shoreline near Thiruvananthapuram. Immediate manual clean-up operations have been initiated to mitigate environmental impact by the salvors, 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 29<sup>th</sup> 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. 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, and according to recent surveillance, no containers have been spotted on the coast or afloat as of now.

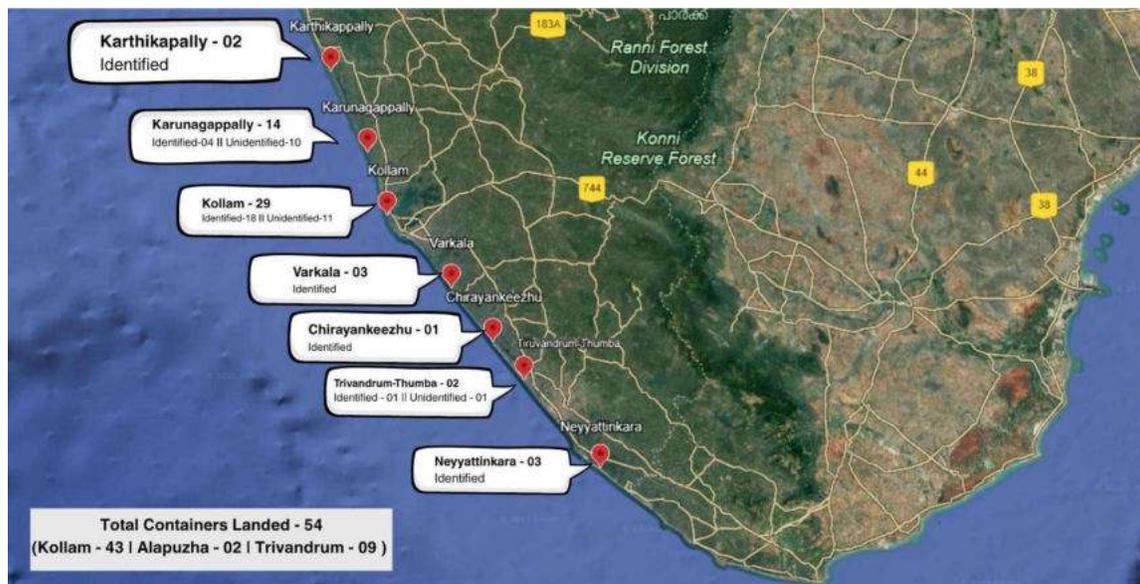


Figure 5: Containers recovered on the Coastline and drift

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.

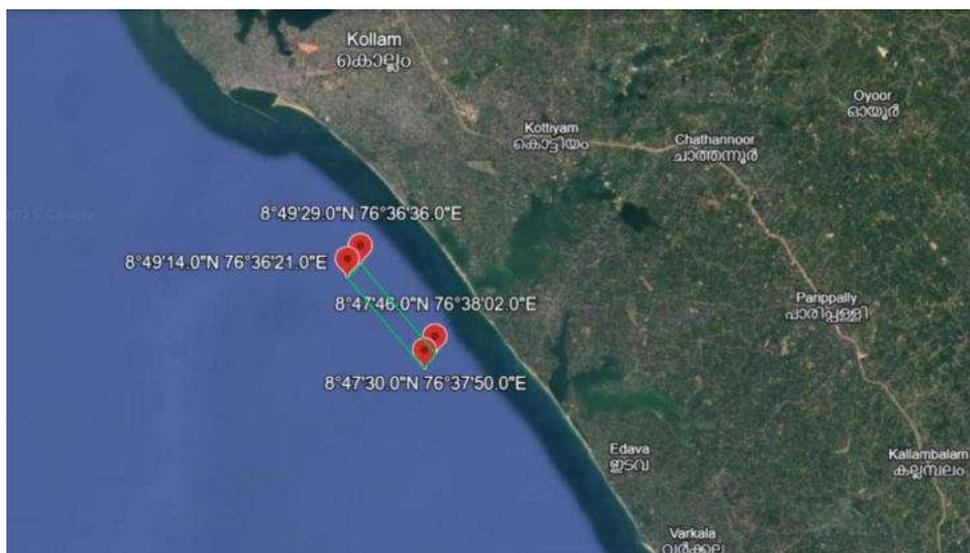


Figure 6: Coordinates of the Oil Sheen spotted during aerial surveillance

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.

## 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 64 tonnes of Diesel Oil at the time of the incident. With the wreck located in close proximity to the Kerala coastline, there is a heightened risk of an oil spill. Further, 13 containers of IMDG 4.3 cargo carrying calcium carbide and 65-70 containers of plastic pallets have been identified which may be hazardous. Five of the IMDG containers which were carried onboard are adrift, however, none have been currently washed up to the shore. Such cargo & oil may have serious ecological consequences, including damage to marine biodiversity, coastal ecosystems, and local fisheries.



Figure 7: Packed Calcium Carbide Container

## 7. Coordination Measures

A series of coordination meetings since the 24<sup>th</sup> of 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, 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.

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. 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.

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.

**Annexure 1**

<b>Containers List 28-05-2025 , 6.30 pm</b>				
<b>Sl No</b>	<b>District</b>	<b>Taluk</b>	<b>Container Details</b>	<b>No.of containers</b>
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
<b>Total Containers landed</b>				<b>54</b>
<i>Kerala State Disaster Management Authority</i>				

## SITREP – 7, 1900 hrs on 29/05/2025

### 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:



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



Figure 3: Shifting of fabric rolls from container was initiated at Alappadu Village

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.

## 6. Environmental Risks:

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

## 7. Coordination Measures

A series of coordination meetings since the 24<sup>th</sup> of 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, 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.

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

Annexure 1

List of Containers received as on 05.30 PM 29-05-2025

Sl No	As on date	CntrNo	Location	District	Taluk	Village
1	26-05-2025	MSDU 989325	KAKKATHOPE CHURCH	Kollam	Kollam	Sakthikulangara
2	26-05-2025	MSDU 979456	KAKKATHOPE CHURCH	Kollam	Kollam	Sakthikulangara
3	26-05-2025	GESU 9440828	KAKKATHOPE CHURCH	Kollam	Kollam	Sakthikulangara
4	26-05-2025	MSDU 979360	KAKKATHOPE CHURCH	Kollam	Kollam	Sakthikulangara
5	26-05-2025	OTPU 656931	KAKKATHOPE CHURCH	Kollam	Kollam	Sakthikulangara
6	26-05-2025	MSMU 878568	KAKKATHOPE CHURCH	Kollam	Kollam	Sakthikulangara
7	26-05-2025	STNU 812782	KAKKATHOPE CHURCH	Kollam	Kollam	Sakthikulangara
8	26-05-2025	MSDU 979216	KAKKATHOPE CHURCH	Kollam	Kollam	Sakthikulangara
9	26-05-2025	Unidentified	KAKKATHOPE CHURCH	Kollam	Kollam	Sakthikulangara
10	26-05-2025	TUSU 927326	PANDARATHURUTHU	Kollam	Kollam	Sakthikulangara
11	26-05-2025	FFAU250567	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 979785	SAKTHIKULANGARA HARBOUR	Kollam	Kollam	Sakthikulangara
16	26-05-2025	Unidentified	SAKTHIKULANGARA HARBOUR	Kollam	Kollam	Sakthikulangara
17	26-05-2025	MSDU 979225	PARIMANAM	Kollam	Karunagappaly	Neendakara
18	26-05-2025	MEDU 966059	PARIMANAM	Kollam	Karunagappaly	Neendakara
19	26-05-2025	MSDU 979383	PARIMANAM	Kollam	Karunagappaly	Neendakara
20	26-05-2025	MSDU 979807	PARIMANAM	Kollam	Karunagappaly	Neendakara
21	26-05-2025	Unidentified	PARIMANAM	Kollam	Karunagappaly	Neendakara
22	26-05-2025	Unidentified	PARIMANAM	Kollam	Karunagappaly	Neendakara
23	26-05-2025	Unidentified	PARIMANAM	Kollam	Karunagappaly	Neendakara
24	26-05-2025	Unidentified	PARIMANAM	Kollam	Karunagappaly	Neendakara
25	26-05-2025	Unidentified	PARIMANAM	Kollam	Karunagappaly	Neendakara
26	26-05-2025	Unidentified	PARIMANAM	Kollam	Karunagappaly	Neendakara
27	26-05-2025	Unidentified	PUTHENTHURA	Kollam	Karunagappaly	Neendakara
28	26-05-2025	Unidentified	CHERIYAZHEEKAL	Kollam	Karunagappaly	Alappad
29	26-05-2025	Unidentified	CHERIYAZHEEKAL	Kollam	Karunagappaly	Alappad
30	27-05-2025	MEDU 351226	KOLLAM BEACH	Kollam	Kollam	Mundakkal
31	27-05-2025	TGBU 6376120	Mukkom Beach	Kollam	Kollam	Mayyanad
32	27-05-2025	Unidentified	MUNDAKKAL PAPANASAM BEACH	Kollam	Kollam	Mundakkal
33	27-05-2025	FTAU 151811	Thekkumbhagom Beach	Kollam	Kollam	Kottappuram
34	27-05-2025	TRHU 685079	KOLLAM PORT	Kollam	Kollam	Mundakkal
35	27-05-2025	MSMU4989838	OZHUKUTHODE	Kollam	Kollam	Kollam West
36	27-05-2025	Unidentified	OZHUKUTHODE	Kollam	Kollam	Kollam West
37	27-05-2025	Unidentified	OZHUKUTHODE	Kollam	Kollam	Kollam West
38	27-05-2025	Unidentified	MATSYAFED HACHERY	Kollam	Kollam	Sakthikulangara
39	27-05-2025	Unidentified	Tirumullavaram St Sebastian Church	Kollam	Kollam	Kollam West
40	27-05-2025	Unidentified	Tirumullavaram Temple	Kollam	Kollam	Kollam West
41	27-05-2025	SEGU9180638	Tirumullavaram Temple	Kollam	Kollam	Kollam West
42	27-05-2025	MSDU9799752	ANCHUTHENGU	THIRUVANANTHAPURAM	CHIRAYENKEEZHU	Anjuthengu
43	27-05-2025	MSDU6902759	At VSSC, South thumba	Thiruvananthapuram	Thiruvananthapuram	attipra
44	27-05-2025	MSDU6902609	Back of Manthara Temple, Ward No 14	Thiruvananthapuram	Varkala	Edava
45	27-05-2025	MSCU3627900	vettor - cherruniyoor	Thiruvananthapuram	Varkala	
46	27-05-2025	UETU6084398	Hindustan Bijli Road, Varkala Papanasham, Ward No 28	Thiruvananthapuram	Varkala	Varkala
47	26-05-2025	TGBU7867133	Alappuzha Tharayil kadavu Taluk :Karthikapally Panchyt : Arattupuzha Village : Arattupuzha Ward no 7	Alappuzha	Karthikapally	Arattupuzha
48	26-05-2025	FSCU9885968	Alappuzha Tharayil kadavu Taluk :Karthikapally Panchyt : Arattupuzha Village : Arattupuzha Ward no 7	Alappuzha	Karthikapally	Arattupuzha
49	28-05-2025	Unidentified	KARITHURA	Kollam	Karunagappaly	Neendakara
50	28-05-2025	Unidentified	Garfil Nagar & West of Kottoor Church	Kollam	Kollam	Eravipuram
51	28-05-2025	MSDU6901460	Poovar, opposite to poovar coastal police	Thiruvananthapuram	neyattinkara	poovar
52	28-05-2025	MSNU2417647	Kallumukku, Ward No 7	Thiruvananthapuram	Neyattinkara	Karumkulam
53	27-05-2025	unidentified	At VSSC, South thumba	Thiruvananthapuram	Thiruvananthapuram	attipra
54	28-05-2025	MSMU5243355	Poovar, opposite to poovar coastal police station, ward no 8	Thiruvananthapuram	neyattinkara	poovar
55	29-05-2025	unidentified	Backside of seaport, vizhinjam	Neyattinkara	Thiruvananthapuram corporation	Vizhinjam
56	29-05-2025	unidentified	St andrews church kazhakottam	Thiruvananthapuram	Kadinamkulam	Menamkulam

## SITREP – 8, 1800 hrs on 30/05/2025

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

#### 1. Incident Overview:

On 24 May 2025 at approximately 1300 hrs IST, the container vessel MSC ELSA 3, operated by MSC Ship management Ltd., developed a severe starboard list while enroute from Vizhinjam to Kochi, about 30 nautical miles southwest of Kochi Port. By 1515 hrs IST, the list had increased to 30 degrees and stabilized. On the morning of 25<sup>th</sup> May, at approximately 0750 hrs, the vessel sank about 13 nautical miles off the Kerala coast, as a result of which, all deck containers went adrift in the surrounding waters and the containers in the cargo hold submerged with the vessel.

#### 2. Response Actions Initiated:

Refer to SITREP – 6

#### 3. Present Status:

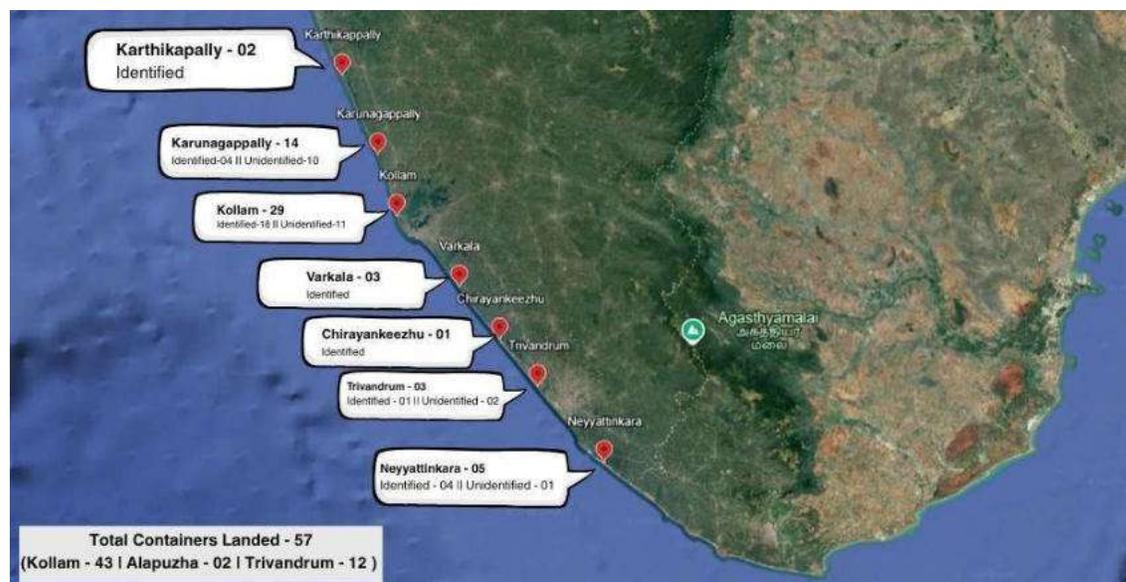


Figure 1: Containers recovered on the Coastline and adrift

A total of 57 beached containers have been identified by Kerala State Disaster Management Authority along a 120 km coastal stretch, with personnel being mobilized accordingly. Plan of Action of for the salvor's team on 30/05/2025 for Kollam:

**Site 1: Mundakkal Beach**

At Mundakkal Beach, operations will focus on the recovery of the reefer container and the paper rolls from the shoreline. In addition, efforts will be made to secure floating cotton bundles to prevent further dispersal and damage.

**Site 2: Shaktikulangara**

**Of the 6 containers remaining at the site**, 1 will be loaded onto a trailer and transported to Kollam Port. This operation is scheduled to begin at 0800 hrs. The remaining 5 containers, which are damaged, will be dismantled and sent to Kollam Port today via trucks.

**Site 3: Alappad**

**Out of the 2 containers at the site**, the reefer container currently located on the beach is scheduled for transportation to Kollam Port. Loading will begin as soon as the trailer arrives on site. The second container, which is damaged, will be cut and transported to Kollam Port later today.

**Site 4: Neendakara**

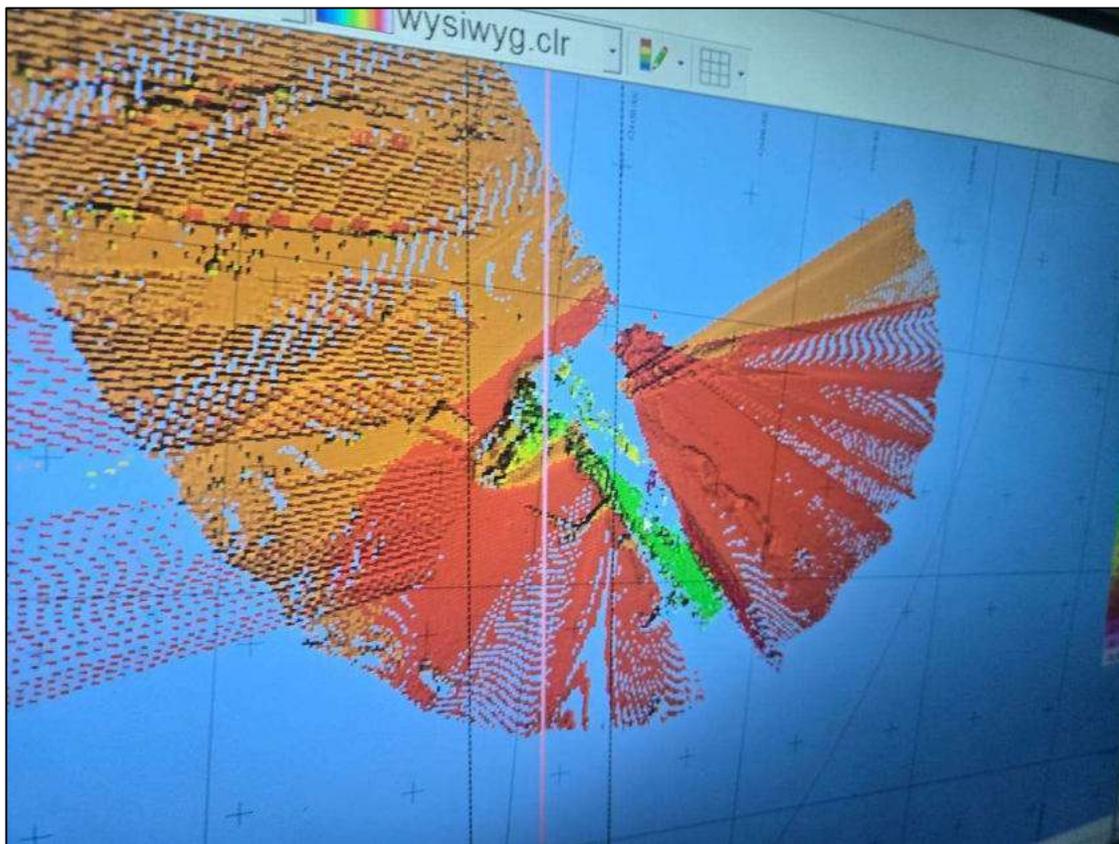
**Out of the 5 containers at the site**, work will be carried out today on 3. Operations will begin at 0800 hrs, starting with the 20-foot container near the church. For the 2 40-foot containers near the hospital, a JCB has arrived at 0600 hrs to level the ground, allowing the crane to access them. The remaining 2 containers are currently inaccessible, and work to create an access path will also commence today.

Parts of a refer container have washed off at Kovalam beach. The salvors team is trying to find whether accounted for in present list. Salvage and shifting of the piece of the container to a safer place will be planned and executed soon.



*Figure 2: Part of reefer container beached*

A multibeam survey of the wreck site had been completed using Tug 'Ocean Pioneer' on 29.05.2025, evening hours and have positioned the vessel at Lat 09, 18' 50.022N, Long 76, 07' 58.967 E. The highest point of the vessel has been identified at 33m with the maximum depth being approximately 51m.



*Figure 3: Position of the vessel as identified the multibeam survey*

The readiness of DSV SEAMEC III is being assessed for mobilisation. The vessel is equipped to carry out diving and capping operations, which are expected to commence within seven days, subject to favourable weather. Discussions with the operator are underway regarding diving gear, saturation divers, and onboard personnel.

Nand Saarthi is scheduled to arrive by midnight and will mount oil spill response (OSR) equipment for immediate deployment by tomorrow morning. Offshore Warrior is also expected to arrive by 31.05.2025, morning hours and will conduct surveys for loose containers at the incident site. Both Nand Saarthi and Offshore Warrior will be equipped with OSR gear but are not capable of performing capping operations.

The salvor has confirmed that a sufficient quantity of oil booms is available and ready for deployment as soon as the required locations are identified. These booms are currently distributed across Kollam and Alleppey.

The Kerala State Pollution Control Board (KSPCB) recommended deploying oil containment booms around the incident site to prevent further spread of oil towards the shore. However, the technical feasibility of laying buoys in the prevailing rough weather conditions is under examination and will be confirmed shortly.

#### **4. Additional Support:**

DGS has advised that virtual markers be implemented and coordinated through DGLL. These markers will be visible on AIS and should be communicated effectively to the local fishing community. **The area surrounding the wreck, initially identified as a 500-meter exclusion zone, will now be extended to a 1-kilometer no-fishing and no-sailing zone by State authorities.**

Further, suggestion was also received from State authorities that heavy containers located on the seabed must be individually marked with surface buoys to warn local fishermen of their presence. Sorbent pads must be placed along the Kerala coast, with particular attention to fish landing centres between Ernakulam and Thiruvananthapuram.

Furthermore, the salvors must arrange for additional oil booms to be deployed at the mouths of rivers and lakes to prevent inland contamination in the event of further leakage.

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. MERC Teams are en route to commence field activities in Kanyakumari.

The customs department is also fully engaged in the operations of recovery of containers and its content. 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.

The ICG has also been engaged in discussions on diving operations and a decision will be made based on the result of the multibeam survey.

Divers for SEAMEC III are to be brought directly to Kochi from South Africa, with visa facilitation to be expedited by DGS, if necessary at the request of salvors.

##### **5. Situation Assessment:**

The vessel has been located through multibeam sonar imaging and is confirmed to be resting on its starboard side. A preliminary survey has provided sufficient data for the salvage team to begin preparing for capping and containment operations. Despite challenges posed by rough sea conditions, initial assessments indicate that weather windows can be optimised to carry out critical salvage activities in the coming days.

ETV 'Water Lily' has also arrived at the incident location on 30<sup>th</sup> AM hours and is coordinating with ICG in datum position and carrying out search for adrift containers and also available for further assistance.

Survey and response assets are actively being mobilised. Diving and capping activities are sought to be handled by SEAMEC III tentatively, which has sailed from Chennai and is expected off Kochi by 5<sup>th</sup> or 6<sup>th</sup> June. The DSV is to be assessed for its readiness

for suitability in the present operation, and discussions are underway with operators to ensure that diving personnel and equipment are made available in time.

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, though feasibility assessments are ongoing due to adverse weather

Each agency engaged on ground has been asked to submit Detailed Project Reports (DPRs) capturing their respective areas of responsibility and progress by end of each day. Clarity is sought based on the result of the multibeam survey, enabling a more decisive course of action, particularly for oil containment and submerged container salvage which as per salvors will be undertaken by 'Offshore warrior' (Multi Beam survey) and 'Nand Sarthi' (OPR) in coming 2-3 days.

## **6. Environmental Risks:**

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

## **7. Coordination Measures**

A series of coordination meetings since the 24<sup>th</sup> of 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, 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.

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

**Annexure 1**

<b>Containers List 30-05-2025 , 6.00 pm</b>				
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
<b>Total Containers landed</b>				<b>57</b>
<i>Kerala State Disaster Management Authority</i>				

## SITREP – 9, 1800 hrs on 31/05/2025

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

#### 1. Incident Overview:

Refer to SITREP – 8

#### 2. Response Actions Initiated:

Refer to SITREP – 6

#### 3. Present Status:



Figure 1: Containers recovered on the Coastline and adrift

A total of 59 beached containers have been identified by Kerala State Disaster Management Authority along a 120 km coastal stretch, with personnel being mobilized accordingly. Plan of Action of for the salvor's team on 31/05/2025 for Kollam:

**Mundakkal site:** In the morning, the MERC team resumed clearance operations at the Mundakkal site, focusing on the recovery of paper bundles and other debris.

At 1345 hrs, a trailer arrived at the location for loading the reefer container. However, due to limited access and space constraints at the site, the container could not be directly reached by the trailer. The container itself was maneuvered and positioned onto the trailer. The loading was successfully completed by 1430 hrs, and the container was then dispatched to Kollam Port. At 1650 hrs, the loading of remaining rolls onto a small pickup and another truck was started and it will be delivered to Kollam Port by the end of the day.

**Alappad:** The final reefer container, was successfully loaded onto a trailer with the assistance of 2 hydra cranes. The operation was completed by 1810 hrs, following which the container departed for Kollam Port. With this, all operations at the Alappad site have been completed, and the site has now been concluded.

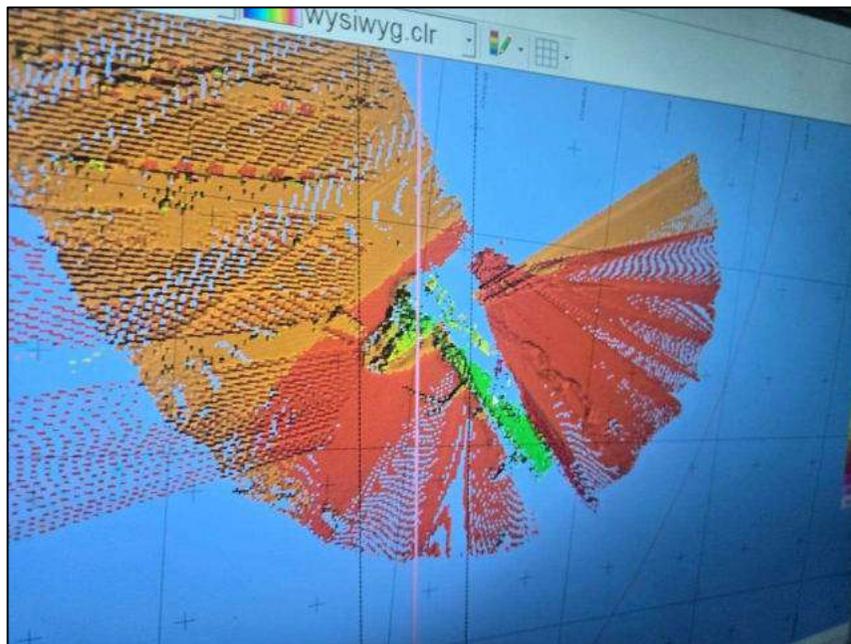


*Figure 2: Final reefer container at Alappad*

The salvage and containment operations off the Kerala coast are progressing across multiple domains. Offshore, T&T Salvors continue activities with key vessels including Nand Saarthi—en route from Kochi with oil spill response gear and expected to rendezvous with an ICG vessel—and *Offshore Warrior*, due to arrive by 1700 hours today for OSR gear loading. Alleppey site boom installation has encountered issues due to floodgate operations, causing a 50-meter section to part; recovery efforts are underway.

Port pilot boarding delays have affected loading timelines, prompting a request to DG Shipping for enhanced coordination. POMMD Kochi has been asked to issue a standing directive to expedite all vessel and personnel movement tied to salvage operations.

The salvors report partial completion of the multibeam survey (depth: 51m, wreck on starboard side, embedded 5m into seabed). The Capping & Oil Containment Plan (Rev3) has been circulated, with DSV and ROV deployment. Two tugs and the ETV Water Lily remain on standby, with coordination in place with operators and stakeholders.



*Figure 3: Position of the vessel as identified the multibeam survey*

#### **4. Additional Support:**

Key dependencies include expedited visa clearance for the South African dive team. The DSV SEAMEC III is expected to arrive on June 5th, with ROV equipment reaching a day earlier from Singapore, critical for enabling the capping and oil removal process. Ensuring synchronization of these arrivals is vital to avoid operational delays. DGS has instructed the salvors to inform in case any assistance is required to expedite VISA clearance and customs clearance for divers and ROV respectively.

DGS also emphasized rapid clean-up of plastic pellets (nurdles) along Kerala's coast. MERC, Kerala PCB, and local bodies are coordinating beach clean-up and segregation of sand-pellet mixtures, with storage coordination proposed in Kanyakumari. Cleanup teams are active in Kollam and Vizhinjam, and DGS has asked MERC to provide a detailed plan to TNSDMA for sieving and disposal.

Kerala SPCB and KSDMA continue to address site marking amid monsoon constraints. Proposals favour robust wreck buoys over temporary ones, with supplementary options like virtual GPS markers, patrolling vessels, and notice-to-mariner coordination under active review. A fishing ban around the MSC Elsa 3 wreck site is in force, and a 1-km restricted zone is proposed for formal approval by the Chief Minister.

The Indian Coast Guard (ICG) confirms containment operations continue, with Samudra Prahari monitoring a 3-cable wide oil sheen. Aerial support and ship rotation (OTR) are ongoing, and collision response teams are stationed in Kollam and Trivandrum.

#### **5. Situation Assessment:**

**Diving Operations:** The arrival of the South African dive team is awaited. DSV SEAMEC III is currently scheduled to arrive on June 5th. Diving equipment and umbilical dispatched from Mumbai are expected in time, but the availability of qualified personnel is the primary constraint which will arrive from South Africa.

**ROV Deployment and Capping Readiness:** The ROV shipment from Singapore is scheduled to arrive by June 4th, ahead of the DSV's arrival. Integration and testing are planned for June 5–6, with capping operations projected to begin on June 7th.

**Environmental Conditions:** The onset of the southwest monsoon brings unstable sea conditions, affecting diver safety, boom stability, and wreck site accessibility. The parted boom section at Alleppey and challenges at Kollam indicate that temporary oil containment systems are vulnerable under current tidal and weather patterns.

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 – 6, 1800 hrs on 28/05/2024

## 7. Coordination Measures

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

### Annexure 1

<b>Containers List 31-05-2025 , 6.00 pm</b>				
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	4
9	Trivandrum	Trivandrum	Unidentified	2
10	Trivandrum	Chirayankeezhu	Identified	1
12	Trivandrum	Neyyattinkara	Unidentified	1
<b>Total Containers landed</b>				<b>59</b>
<i>Kerala State Disaster Management Authority</i>				

**SITREP – 10, 1800 hrs on 01/06/2025**

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

**1. Incident Overview:**

Refer to SITREP – 8

**2. Response Actions Initiated:**

Refer to SITREP – 6

**3. Present Status:**



*Figure 1: Containers recovered on the Coastline and adrift*

A total of 59 beached containers have been identified by Kerala State Disaster Management Authority along a 120 km coastal stretch, with personnel being mobilized accordingly. Plan of Action of for the salvor's team on 31/05/2025 for Kollam:

The container tracking effort has been streamlined into two master sheets jointly maintained by MERC and DMA, reflecting real-time status—green for containers landed at port, and blue for those located but yet to be recovered. Seventeen intact containers are under recovery, with 18 already dispatched to port, while some unidentified debris likely belongs to damaged units.



ETV Water Lily is currently in Kochi for gear loading and is being fitted with a multibeam survey system to begin seabed mapping for container debris. SEAMAC III remains in mobilization phase, arranging for salvage consultants and divers, including saturation divers from South Africa, whose documentation is being processed. MSC is facilitating customs and immigration clearances for personnel and equipment in coordination with MERC and T&T.

Onsite, oil response operations continue. Nand Saarthi reported scattered sheen south of the wreck and is equipped with absorbent booms. Ocean Warrior is sweeping an area 10 NM south and 3 NM east of the site and is encountering light oil, managed using booms and propeller wash.

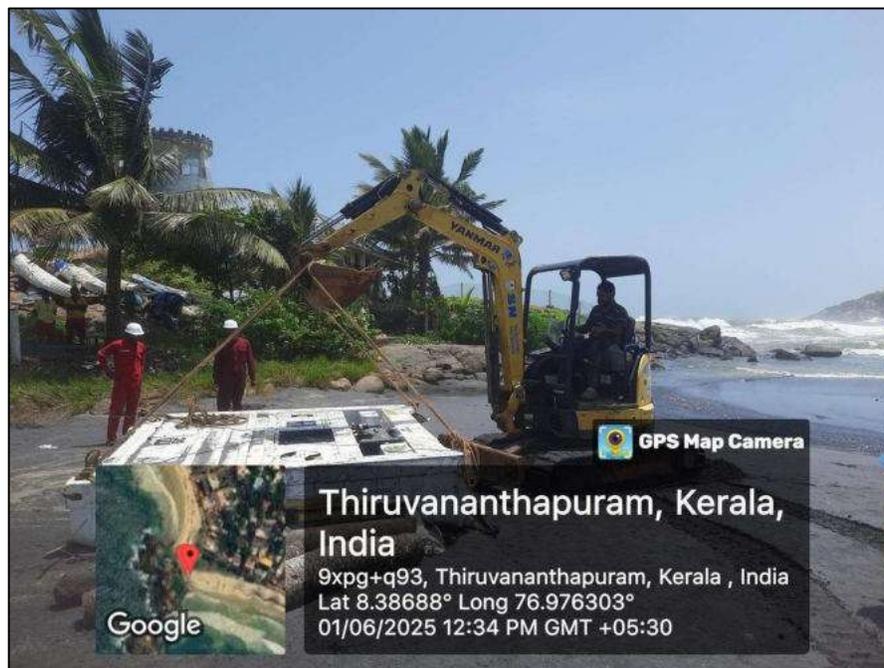
In Alleppey, containment efforts are challenged by recurring opening of floodgates, which has caused boom failure. The District Collector is engaged, with OSG and booms kept ready at the seafront for emergency deployment. Current direction is to keep the boom on standby to ensure rapid response if needed.

At the administrative level, MSC continues to coordinate expeditious documentation and clearance of recovered cargo and equipment. Hazardous materials are being

redirected to an authorized waste facility with PCB handling collection and transport. While oil samples have been taken by PCB, analysis results are still awaited.

#### 4. Additional Support:

Recovery of nurdles continues on multiple coastal fronts. On the Trivandrum side, the state government is in discussions to deploy volunteers for clean-up operations, with a formal plan expected by tomorrow. In Kollam, the MERC team, supported by local NGOs coordinated by the District Collector, is leading the nurdle recovery. However, these volunteer teams can be used effectively for only 2–3 days unless a fee-based structure is put in place, which is currently under consideration.



On the Kanyakumari coastline, recovery efforts are being supported by ITOFF. Only one container has been identified in the region, which has been loaded and transported to customs. Further surveillance and cleanup of nurdles and debris along this coastline is ongoing. The region continues to be monitored for any signs of residual cargo wash-up or contamination.

The Indian Coast Guard (ICG) remains the designated on-scene commander and continues to oversee the operational status of the vessels Nand Saarthi and Ocean Warrior. Aerial reconnaissance missions are being flown daily to monitor the spread of oil sheens and identify high-priority areas for intervention. Oil dispersant (OSD) has

been applied—200 litres were spread and agitated during the most recent operation. These activities are in response to the largest oil sheen reported since the initial incident, extending approximately 8 NM in length and 2.5 NM in width.

The Ministry of Earth Sciences' research vessel Sagar Sampada, which had previously conducted a hydrographic survey in the area, is expected to arrive at the site tomorrow. The vessel will conduct on-site oil sampling, providing critical scientific data to assess environmental impacts and compare with historic data sets. The ICG will coordinate with the Ministry to facilitate sampling and ensure the data is shared appropriately for follow-up actions.

#### **5. Situation Assessment:**

The situation at the wreck site remains fluid, with recurring oil sheens observed near the vessel's last known position—the largest spanning 8 NM by 2.5 NM west of the datum. The upcoming multibeam survey by the ETV is expected to shed light on submerged debris contributing to the pollution.

Environmental challenges, particularly near Alleppey, continue to disrupt containment. Booms have repeatedly failed due to tidal movements and floodgate operations. As mechanical measures remain unstable, containment gear is being held in readiness for rapid deployment.

Shoreline cleanup efforts are awaiting clearer direction from state and district authorities, with volunteer deployment plans likely to be finalized within 24 hours. Given sustainability concerns, a structured approach with compensation may be necessary to maintain manpower.

Container recovery is underway, with 17 intact units being retrieved and 18 landed, though some debris remains unverified—highlighting the need for stronger tagging and tracking systems.

Favourable weather currently allows for continued survey and recovery operations, but this window may close rapidly. Priority tasks must be accelerated over the next 48–72 hours.

Strategic coordination remains key. Hazard zone marking around the wreck must be finalized with DGLL to ensure maritime safety until full wreck removal. Clarity on PCB's oil sample analysis and reporting is also essential to guide informed decisions.

## 6. Environmental Risks:

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

## 7. Coordination Measures

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

### Annexure 1

<b>Containers List 31-05-2025 , 6.00 pm</b>				
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	4
9	Trivandrum	Trivandrum	Unidentified	2
10	Trivandrum	Chirayankeezhu	Identified	1
12	Trivandrum	Neyyattinkara	Unidentified	1
<b>Total Containers landed</b>				<b>59</b>
<i>Kerala State Disaster Management Authority</i>				

**SITREP – 11, 1800 hrs on 02/06/2025****Sinking of MSC ELSA 3 (IMO no – 9123221, Flag Liberia) South West of Kochi****1. Incident Overview:**

Refer to SITREP – 8

**2. Response Actions Initiated:**

Refer to SITREP – 6

**3. Present Status:****SEAMAC Deployment Preparations**

Preparations for SEAMAC III are progressing with ETA of the Diving support vessel indicated as 05<sup>th</sup> June 2025. The details of the diving crew including passport details have been received with a request made by T & T salvage to DG shipping to issue letters for expediting the visa issuance. The team comprises members from multiple countries and coordination is ongoing with DGS to expedite issuance of letters to respective embassies to fast track. The letters will be issued on 03<sup>rd</sup> June 2025. As per T & T, the arrival of the vessel is scheduled around 5<sup>th</sup>–6<sup>th</sup> June and diving team from 06<sup>th</sup> onwards.

**ROV and Dive Equipment Status**

T&T is coordinating the arrangement of a ROV unit sourced from Singapore. Equipment setup will begin upon arrival, with full diving readiness projected by 9<sup>th</sup> June. The vessel at present does not have sufficient gases on board to sustain the operation for which additional stock is being provisioned from Mumbai which will arrive Kochi. The ETA of "gas stacks" to Kochi is yet to be confirmed by salvors.

## OSR Operations and Oil Sheen Sampling

The tugs *Nand Saarthi* and *Ocean Warrior* remain deployed near the wreck. A visible oil sheen approximately 1.5 km long and 100 m wide has been observed. Sampling was conducted and remains onboard a tug pending transfer to shore. Boom stockpiles are placed ashore near Alleppey for deployment if required.

## Container Recovery at Coastal Sites

MERC has completed container recovery at Mukkam Beach and Thangassery Lighthouse, with all salvaged parts sent to Kollam Port. Work is ongoing at Neendakara and Thirumullavaram. Survey and access preparation is underway at Ozhukkuthode, where three new containers have been located.



## Logistics and Port Movement

Multiple container parts from Neendakara and Thangassery arrived at Kollam Port on 1st June via trailer. Unloading operations were carried out in sequence and recorded with timestamped arrivals. Site-to-port connectivity remains active. Altogether 25 containers have been despatched to the dedicated site for the container recovery.

## Kanyakumari Nurdle Recovery Drive

Beach cleaning and nurdle (PPE pellet) collection have officially commenced at five Kanyakumari coastal villages, including Melakurumpanai and Erayumanthurai. Volunteers mobilised by the state authorities are operating under the supervision of MERC teams.



## Data Reporting and Coordination Mechanisms

Daily reporting has been streamlined across T&T, MERC, and MSC. Container location records have been updated and realigned with KSDMA via shared tracking sheets. Reporting compliance is being monitored by MERC and KSDMA.

## VDR Recovery Planning

MSC has confirmed that divers will be required to extract the S-VDR unit. The backup VDR from *Silver II* is available. Crew members have been instructed not to disseminate any information to media while the investigation is underway to avoid misinformation and speculation.

## 4. Additional Support:

### 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 3<sup>rd</sup> June 2025 onwards.

## 5. Situation Assessment:

### ROV Uncertainty and Contingency Gaps

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.

### **Visa Processing**

Diver mobilization is currently contingent on timely visa processing, flagged as a critical bottleneck. Although efforts are being made with DGS support, any administrative delay beyond 3rd–4th June may derail the projected diving start date of 9th June.

### **Container Salvage in Difficult Terrain**

In multiple coastal sites, mechanical access remains the biggest operational hurdle. Hydra and excavator deployment has been ineffective in some locations due to narrow access roads. Cutting containers onsite for removal is a time-consuming workaround and is being used only where unavoidable. The fact that the partially submerged containers are also subject to tidal window for working, considerable efforts have been put by MERC team and the 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.

### **Prioritisation and Manpower Constraints**

Containers with cargo and those located in populated areas are being prioritized for removal. However, with only 12–15 personnel per site and about 50 total staff deployed, the manpower resources can be further augmented. DGS has called for immediate augmentation of resources and faster turnaround.

**Risk of Escalation in Nurdle Contamination**

While nurdle recovery has begun, the effort remains manpower-limited. Villages along the Kanyakumari coastline face escalating ecological exposure if the current rate of collection is not increased. ITOPF has warned that natural dispersal will not resolve accumulations in populated beaches.

**VDR Extraction and Technical Ambiguity**

There is ambiguity over the nature and location of the onboard VDR system. Until divers access the wheelhouse, retrieval planning remains speculative. This delays progress on securing incident data, which could inform liability, insurance, and investigatory processes.

**Weather Dependency and Critical Window**

The current weather window is favourable but narrow. Operators have stated that a minimum of three full working days is required post-equipment commissioning to begin effective underwater operations. DGS has stressed that delays must be curtailed before the next weather system develops.

**6. Environmental Risks:**

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

**7. Coordination Measures**

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

**SITREP – 12, 1800 hrs on 02/06/2025****Sinking of MSC ELSA 3 (IMO no – 9123221, Flag Liberia) South West of Kochi****1. Incident Overview:**

Refer to SITREP – 8

**2. Response Actions Initiated:**

Refer to SITREP – 6

**3. Present Status:**

The ETV *Water Lily* is currently in Kochi, with the installation of multibeam survey equipment in its final stages. Commissioning is expected to be completed, and the vessel made operational by 1800 hrs today. Once deployed, it will initiate a multibeam hydrographic survey of the wreck area in 01 nautical mile radius, supported by three technicians and hydrographers from T&T.

Oil spill response remains active, with Nand Saarthi and Offshore Warrior, continuing prop wash operations. A surface oil sheen approximately 1 km by 70 m has been observed about 10 NM south and 3 NM east of the wreck site. Sampling conducted near Alleppey yielded mostly seawater due to the thinness of the sheen.

SEAMAC III is expected to arrive on-site by 5 June. A single operational ROV is confirmed to be in transit from South Africa, while dive gear is being shipped from Dubai. Commercial and shipping documentation is nearly finalised, and flight arrival details are awaited. The previously considered ROV from Singapore has been deemed unsuitable. Gas cylinders needed for diving operations are scheduled for transport from Mumbai to Kochi with coordination support from DGS. The salvors do not have the details of gas supplier in Mumbai, the same will be coordinated with input provide by DGS, and the technical operators of SEAMAC III. As per the timelines indicated by T&T, the divers, equipment and the gases are all expected to arrive by 07<sup>th</sup> June 2025 and diving expected to commence from 09<sup>th</sup> June 2025.

To facilitate the timelines and arrival of divers, DGS has communicated to the respective Embassies (Iran, Ukraine, Spain, Italy and Germany) and High Commissions (Singapore, Malaysia, Namibia, South Africa, United Kingdom and Philippines) to expedite the VISA issuance process of the diving team.

Onshore, MERC has delivered 27 containers to port, with 4 more en route and 16 undergoing active salvage. MERC is conducting grinding operations under constrained conditions due to weather and limited site access. Portable generators are being used to facilitate cutting operations in challenging environments. The following action is being undertaken by the MERC Team:

At the **Kollam Centre**, salvage operations are ongoing across four coastal sites with a total deployment of 84 personnel. At **Ozhukkuthode**, 19 workers are engaged in the recovery of 2 containers, while **Thirumullavaram** Temple site has 24 personnel working on 3 container recoveries. **Kappil** Beach hosts 15 workers handling 1 container, and **Neendakara** Temple has the highest manpower concentration with 26 personnel working on 2 containers. Additionally, 44 personnel from the Civil Defence team, led by 5 Pollution Control officials, are deployed for coordinated shoreline cleanup.

At the **Trivandrum Centre**, salvage efforts continue at three key locations with a total of 75 personnel deployed. **Veli Beach** is witnessing the recovery of 2 partially damaged containers with 22 personnel. **Thumba Beach** has 25 workers engaged in salvaging 2 containers, while **Varkala Beach** has 22 personnel handling 2 container operations. All teams are actively engaged in overcoming access and safety challenges in their respective locations.

MSC is actively coordinating immigration processes for foreign divers. They are also liaising with the Kochi Port Harbour Master to prioritise tug and equipment clearance. It is also managing real-time coordination between T&T and MERC control centres. The make and model of the onboard VDR are under review, and recovery will commence upon DSV arrival.

Letters have been issued by DGS to High Commissions and embassies to expedite the VISA process.

#### 4. Additional Support:

On the environmental front, ITOPF continues to conduct shoreline assessments with MERC, but weather shifts could complicate monitoring. Indian Coast Guard vessels Samarth and Samudra Prahari are rotating deployments for spill response and surveillance. Coordination with customs and local administration is ongoing to manage site security and public access.

A team comprising 120 NGO volunteers and 60 MERC personnel are deployed in Kanyakumari by the Tamil Nadu State Authorities.



#### 5. Situation Assessment:

Several logistical and operational challenges remain. The core dive team comprises personnel from three different groups—including salvage divers, technical operators, and ROV handlers—many of whom have not previously worked together. Since the activities are interconnected, and though only 20 are required immediately, delays in flight arrivals or visa approvals could affect early-stage underwater operations. MSC and DGS are expediting immigration formalities, but the need for synchronized arrival remains critical.

The availability of only one confirmed ROV introduces challenges. DGS has asked T&T to evaluate an alternative ROV unit currently in Chennai as a standby, given the uncertainty of extended deployment timelines. Furthermore, the diving gases, though

ready for dispatch, have yet to be shipped due to pending coordination with the supplier.

Access to some shoreline containers remains a safety and engineering challenge. Local topography and rock barriers hinder the deployment of excavation equipment. Salvors have suggested that state authorities be involved in modifying the terrain<sup>1</sup> if necessary for the removal of containers. DGS has requested to be kept in the loop for any permissions sought.



The cargo manifest and container stowage plan—comprising 643 units—has to be submitted by MSC. This data is essential for dive planning and salvage prioritization.

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<sup>1</sup> some of the containers are beyond the rock barrier which has been constructed for tsunami control wall. Access for heavy duty excavator or any other equipment will require modification of these barriers to create an approach road for the equipment to reach the container site.

Additionally, immediate clarity is needed on which agency will receive and process the collected oil samples, as advised by DGS.

**6. Environmental Risks:**

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

**7. Coordination Measures**

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

**SITREP – 13, 1800 hrs on 04/06/2025**

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

**1. Incident Overview:**

Refer to SITREP – 8

**2. Response Actions Initiated:**

Refer to SITREP – 6

**3. Present Status:**

The ETV Water Lily has been prepared for seabed mapping operations and is scheduled to depart from Kochi Port by 1600 hrs today. A mechanical winch was loaded onboard following rain-induced equipment delays. The vessel will conduct a multibeam survey within a 1 NM radius of the wreck site. The Nand Saarthi continues operations near the wreck, while the Ocean Warrior remains deployed carrying out monitoring approximately 10 NM by 3 NM from the incident area.

SEAMAC III is due to arrive in port tomorrow at 1200 hrs. Air diving gear is arriving in split shipments from Dubai, with the first consignment yet to be dispatched. T&T has confirmed that additional components are being sourced both locally and internationally, with full assembly expected by 12 June. In the interim, a Plan B Air diving system is being considered using SEAMAC III, with a setup time of four days. This allows air diving to begin by 9 June, focused primarily on temporary capping operations. An ROV unit has departed from South Africa and is expected on site by 5 June.

50% of required gas cylinders have been produced, with transportation from Mumbai to Kochi underway. **Although, it has been found that the supplier has not been contacted to coordinate logistical needs as of now.**

MERC has delivered **36 containers to port so far—29 in Kollam, 6 in Vizhinjam, and 1 in Kanyakumari**—with three more en route. 19 container recoveries are

ongoing, including 10 critical cases where tailored salvage plans are under preparation. Cleanup efforts continue in Trivandrum, Kanyakumari, and Kollam, with substantial personnel contributions from state and civil defence agencies.



MSC is coordinating immigration and entry formalities for divers and equipment, while also assisting T&T in resource mobilisation. Container manifest data has been shared with authorities.

#### 4. Situation Assessment:

Operational timelines remain a sensitive matter as delays have been observed from the salvors. The diving gear, arriving in parts from outside India, is expected to be fully available only by 12 June, however, the same indicates an extension of the anticipated timeline.

There is a consideration for a backup Diving Support Vessel (DSV), which, if required, could be mobilised by 20 June. However, that remains an issue as the saturation diving operation was expected to be commencing on 9<sup>th</sup> June, hence, DGS concerns regarding these avoidable delays have been conveyed to the ship-owners (MSC) and P&I Club.

Air diving, though viable in the short term, offers limited underwater time per dive (15–20 minutes) due to safety constraints, making it less efficient for deeper or prolonged operations. DGS is not satisfied with the change in operations which has been conveyed as the desired objective of Oil extraction cannot be achieved with Air diving operations

There are also concerns about visa processing delays. While some applications may have been done, confirmations of visa application are still pending for personnel from Namibia and the Philippines as indicated by the Indian High commission and embassy in these countries.

Realignment of diving team deployments is in progress to account for staggered arrivals. DGS has advised exploring local mobilisation options via SEAMAC's technical head to bridge this gap.

Environmental surveillance continues, but key questions remain unresolved. Despite visible oil sheen and ongoing boom deployment along 16 km of coastline near Alleppey, the source of the oil discharge is yet to be confirmed.

The current survey systems are not capable of determining the precise location or pathway of the oil release. Detailed assessment will only be possible once dive operations commence.

The coordination team has emphasised that beach cleanup and container recovery activities must proceed in tandem to avoid further delays.

Port formalities and access passes for incoming teams are also being actively managed. While proactive measures are in place, the situation remains tightly timed and any further slippage may impact the recovery window.

## **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 – 14, 1800 hrs on 05/06/2025****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:**

The ETV Water Lily has commenced seabed mapping around the incident site, covering a radius of approximately 1 NM since the early hours of 05 June.

No fresh observations of oil sheen have been reported by Nand Saarthi or Offshore Warrior.

SEAMAC III arrived in Kochi port as scheduled and is being equipped with diving gear. Local divers (06 no's) are at Kochi, and the team from Mumbai (06 no's) is expected to join on 08<sup>th</sup> June, one day prior to the scheduled start of operations.

Air diving gases have been received and will be loaded onto SEAMAC III. A second decompression chamber is expected to arrive on 07 June to support operational readiness.

The ROV departed from South Africa on 04 June and is expected to arrive in India by 06/07 June via Mumbai for loading onto DSV. MSC and T&T have been told that no changes to the established 09 June diving commencement timeline are acceptable.

Onshore, MERC has delivered 44 containers to port, with salvage currently ongoing at 14 sites. Five additional challenging containers are under removal, with a further nine inaccessible units undergoing manual gas cutting. Drone teams have been deployed for shoreline monitoring in both Kollam and Trivandrum. In Kanyakumari,

120 volunteers continue pellet recovery under MERC supervision. Civil defence teams have been activated in Kollam with 95 personnel. MSC is coordinating closely on field-level asset deployment and has teams monitoring site activities in Trivandrum.

#### **4. Situation Assessment:**

The salvage operation remains on a tight schedule, with air diving operations due to begin on 09 June. While the timeline is being maintained, several dependencies remain critical. These include the successful onboard integration of the decompression chamber arriving on 07 June and the timely receipt and verification of the ROV through Mumbai. A short operational window is anticipated as weather conditions are expected to deteriorate around the mobilisation date.

Container recovery continues at pace, though the estimated count of 58–59 is under reconciliation, with possible duplication in cases of broken containers. The gas-cutting operation for inaccessible containers is progressing slowly due to the need to segment containers for safety and logistical handling.

Shoreline response efforts remain manpower-intensive, with high levels of deployment by state and local authorities. Drone surveys by the Tamil Nadu State Pollution Control Board across 42 coastal villages in Tamil Nadu indicate nurdle presence in 33 villages, spanning approximately 37.5 km. The pending SOP for coordinated local authority support, finalised earlier, is expected to be approved shortly.

The Indian Coast Guard has maintained aerial and vessel-based surveillance, with no reports of oil sheen or floating debris. ICG assets remain on observer status, ready to deploy in case of escalation. **The Directorate General of Shipping has instructed all agencies to strictly adhere to the operational timeline, with a specific directive for pre-emptive mobilisation if weather windows begin to narrow.**

#### **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 – 15, 1800 hrs on 06/06/2025****Sinking of MSC ELSA 3 (IMO no – 9123221, Flag Liberia) South West of Kochi****1. Incident Overview:**

Refer to SITREP – 8

**2. Response Actions Initiated:**

Refer to SITREP – 6

**3. Present Status:**

The ETV Water Lily has completed the initial phase of multibeam seabed mapping covering a 1 NM radius around the incident site. Support vessels Nand Saarthi and Offshore Warrior continue prop wash activities, with a visible sheen of approximately 1000m x 50m reported. SEAMAC III is in port, with the diving system being prepared. The ROV, its operators, and the decompression system are scheduled to arrive in Kochi by the morning of 07 June.

T&T has confirmed that the air diving team will comprise divers from Kochi and Mumbai, with safety system setup, including Dive Decompression Chamber (DDC) integration, requiring four days. The vessel remains committed to mobilisation on 09 June. Barrels recovered from shorelines have begun reaching port, with 11 delivered last night and an additional 6–8 this morning. Customs clearance for essential diving equipment is underway, with MSC seeking support from DGS for expedited processing.

Onshore recovery continues, with 45 containers delivered to port and 3 more scheduled within 48 hours. MERC teams are actively deployed in Kollam, Trivandrum, and Kanyakumari, alongside over 250 volunteers. Salvage operations continue for 10 inaccessible containers, and surveys are ongoing for 5 containers with uncertain or unidentified locations. Shoreline nurdle collection is active, and coordination with

Pollution Control Board and ITOPF is underway for finalising a disposal and storage strategy.

#### **4. Situation Assessment:**

The salvage operation is at a critical junction, with the start of 'Air' diving operations fixed for 09 June. While preparations are progressing, concerns have been raised by KSDMA over the continued absence of divers onboard and the lack of a fully mobilised plugging operation. With deteriorating weather forecasted, the margin for delay is minimal. **DGS has reiterated that if all safety and system checks are completed, diving may begin on 08 June itself.**

Uncertainties remain regarding the international diving team. While air diving is being prioritised, specifics about agency coordination and visa status remain unclear. Stakeholders have urged the salvors to engage alternate Indian-based diving resources as a contingency. **Switching to saturation diving is being retained, but readiness will depend on weather and offshore conditions and also the arrival of divers and the equipment.**

**Multiple containers that were recorded as "under-deck" in the manifest have been found onshore, raising questions about initial stowage accuracy.** MSC is coordinating with the loading team for verification. Immediate attention is also required for identifying and marking appropriate buoy locations, as coordinated through DGLL and P&I.

The response onshore has been swift, particularly with regard to newly located barrels. However, the requirement for a separate nurdle storage site has been emphasised by KSDMA. A dedicated disposal plan is expected to be finalised in a meeting scheduled later today between ITOPF, PCB, and MSC.

#### **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 – 16, 1800 hrs on 07/06/2025****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:**

Offshore operations continue with focused deployment of response assets at the wreck site. The tugs *Nand Saarthi* and *Offshore Warrior* remain engaged in oil spill response, having conducted patrols and surface cleaning using dispersants and propeller wash. A surface oil sheen of approximately 2 km × 50 m was observed, located 10 NM south and 3 NM east of the datum point.

The *ETV Water Lily* has returned to the incident location for additional survey and support patrol after disembarking the survey team for data processing in Kochi. Data from the multibeam seabed survey is currently being analysed.

Mobilisation of *SEAMAC III* is in its final stages. All 12 divers, some of which have been arranged through Seagreen, are expected by this evening, with the onboard diving system and portable decompression chamber arriving today. Gases have been received and are being loaded. Two dive supervisors and a salvage master will oversee the operations. The ROV has arrived at Kochi airport and is awaiting customs clearance, while the operators are due to arrive by 08 June. Bunker supplier is under consideration and fuelling is expected to be completed by 08 or 09 June, enabling vessel departure in line with the air diving commencement timeline of 09 June.



Shoreline recovery continues with the delivery of 48 containers to port, and salvage operations ongoing for 13 identified containers at shore. MERC teams are engaged across Kollam, Trivandrum, and Kanyakumari. Among these, three critical containers are being prioritised and expected to reach port within 48 hours.



Partial container fragments are also being cleared. Meanwhile, the barrel recovery operation in Trivandrum has resulted in 21 barrels being safely placed in the Customs 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.

#### **4. Situation Assessment:**

The operation is approaching a critical juncture with offshore mobilisation readiness aligning with the 09 June air diving timeline. While mobilisation efforts for SEAMAC III and diving personnel are largely on track, customs clearance for the ROV and associated gear remains pending and must be expedited to avoid last-minute delays. The arrival details of the saturation diving team have still not been received and the concerns were flagged during the meeting.

Weather windows continue to be monitored closely, particularly given the increased sensitivity of air diving operations to offshore conditions. Safety checks and full integration of the diving system and portable chamber are expected to be completed shortly.

There is growing concern over the long-term plan for nurdle disposal. While temporary storage has been implemented, final disposal arrangements have yet to be formalised. An inter-agency meeting involving PCB, Customs, and district officials is scheduled for early next week to address this gap. The unpredictability of nurdle deposition is adding to the urgency of having dedicated disposal and storage infrastructure.

Drone mapping efforts by TNPCB continue to refine hotspot detection, but findings confirm that nurdles are still appearing daily, making it difficult to establish an end point for cleanup activities. The situation in Kanyakumari remains under close observation with over 300 local personnel involved in monitoring and coordination. Meanwhile, minor discrepancies in manifest data—such as under-deck cargo found ashore—are being resolved, with updated inputs shared with local authorities for safety advisory issuance.

Overall, while technical readiness is improving, operational pressure remains high, particularly in light of strict timelines and the logistical complexity of offshore and shoreline coordination. All stakeholders have been directed to adhere without deviation to committed deadlines and ensure that contingency plans remain in place.

**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 – 17, 1800 hrs on 08/06/2025****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:**

At the offshore site, coordinated oil spill response activities continue with Nand Saarthi and Offshore Warrior conducting surface patrols and oil dispersion. The observed oil sheen, approximately 1000m x 50m, is being managed using absorbent booms and propeller wash. Night surveillance and search-and-rescue (SAR) patrols were carried out over a 155 km<sup>2</sup> area by Offshore Warrior.

ETV Water Lily has also completed the multibeam seabed survey of the incident site and its debris field in the adjoining area; preliminary data is undergoing analysis.

At Kochi Port, mobilisation of SEAMAC III is in its final phase. All 12 divers are now onboard along with the salvage master and equipment crew. The air diving spread is being installed and tested, and two portable generators are functioning onboard. A portable decompression chamber was delivered and is in the process of being connected. However, a frequency mismatch with the vessel's onboard power supply has necessitated the sourcing of a compatible 50 Hz cable from shore. ROV delivery to the port is complete, and the crew is being staged for boarding.



Onshore, MERC reported the delivery of 51 containers to port, with salvage work continuing on eight more units. Volunteers remain actively engaged across coastal districts, with 250 deployed in Trivandrum and 105 in Kanyakumari. No volunteers were present in Kollam on 08 June, though 60–70 are expected on 09 June.



A lifeboat retrieved from near Sakthikulangara harbour has been successfully transported to Kollam Port. Beach cleanup trials using vacuum cleaners are ongoing; results will determine potential upscaling. Nurdles are currently stored at KEIL's temporary facility pending disposal coordination with State and Customs authorities.



#### 4. Situation Assessment:

Preparations for offshore air diving remain on track for the targeted departure at first daylight on 09 June. Final checks for system integration on SEAMAC III, including leak testing and the cabling of the portable decompression chamber, are scheduled for completion overnight. The required third tug, currently being organised, will accompany the vessel to the wreck site. The bunkering operation was completed late on 07 June with coordination between MSC and relevant agencies, and fuel tolerance for 15 days has been confirmed.

The nurdle issue remains logistically challenging. While temporary storage at KEIL has been established, the absence of a permanent disposal route requires urgent attention. A meeting with the District Collector, Pollution Control Board, Customs, and KEIL is scheduled for 09 June to resolve this. Reuse options are also under review, subject to customs clearance.



Drone-based shoreline mapping continues under TNPCB, though daily deposition variance due to tides continues to complicate response planning. No major issues have been flagged from the control centre at Kochi, and all inter-agency coordination is progressing steadily through daily operational planning meetings.

In Kanyakumari, a barrel containing a detergent-manufacturing chemical was identified and secured by MERC. State authorities have been informed, and further inspection and removal are underway.



## 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 – 18, 1800 hrs on 09/06/2025****Sinking of MSC ELSA 3 (IMO no – 9123221, Flag Liberia) South West of Kochi****1. Incident Overview:**

Refer to SITREP – 8

**2. Response Actions Initiated:**

Refer to SITREP – 6

**3. Present Status:**

Offshore operations have progressed with SEAMAC III departing Kochi port at 0642 hours and expected to commence diving and capping activities upon reaching the wreck site by 1400 hours. The vessel is fully mobilised with 12 divers onboard, a live air dive station active, and two decompression chambers integrated for operational support.



Salvors are maintaining oil spill response activities with Water Lily, Nand Saarthi, and Offshore Warrior conducting coordinated patrols and propeller wash across a 10 NM × 3 NM grid south-east of the wreck site. The preliminary multibeam survey data covering a 1 NM radius around the wreck has been circulated; final report processing is underway.

Onshore, MERC reports that 53 containers have been delivered to port, with two more in transit. Beach cleanup continued with 171 volunteers active in Trivandrum and 105 in Kanyakumari. No volunteers were deployed in Kollam on 09 June due to a temporary lapse in local coordination, which is being followed up with the District Collector. At Trivandrum sites—Veli, Perumathura, and Kovalam—volunteer deployment was successfully completed by 1500 hrs. Payment to volunteers is ongoing and facilitated daily through the Trivandrum Fire Station. A vacuum-assisted cleaning solution is being assessed locally and is currently under review by ITOPF.

#### **4. Situation Assessment:**

With SEAMAC III now fully mobilised offshore, operational focus has shifted toward initiation of diving operations, particularly inspection and capping. All equipment onboard has been installed, and the vessel is positioned for stabilised operations. Air cargo shipments for additional salvage gear are en route; three ROV-related consignments have cleared, and two more are expected shortly. The planned saturation diving phase remains scheduled for 12 June, with two team representatives already coordinating customs and technical setup.

Oil sheen presence remains within the earlier-reported range of approximately 1000m × 50m and is being monitored by on-site patrols. No new sheens have been detected by aerial sorties conducted by the Indian Coast Guard at 0930 hours. The ICG has committed to sharing sortie logs and observation data with ITOPF to support documentation.

Discussions are underway regarding nurdle disposal logistics. While temporary storage at KEIL is ongoing, an alternative interim facility has been identified and will be inspected jointly by MERC, ITOPF, and the Ministry of Commerce. Final disposal

remains contingent on clearance from Customs and coordination with PCB. In Kanyakumari, nurdle segregation and storage continue under PCB oversight, and a visit by the ITOFF team is scheduled to help finalise the disposal plan.

Lastly, a survey vessel from the National Hydrographic Office is being deployed from Kochi to chart the wreck and surrounding hazards. Coordination is planned via VHF between the NHO team and the salvage master onboard SEAMAC III. However, given the limited operational space during diving operations, a deferral of the hydrographic survey may be considered in consultation with the salvage team and DGS.

#### **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 – 20, 1800 hrs on 11/06/2025****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:**

Underwater diving operations from *SEAMAC III* remain active with progressive capping and sealing of identified leak points. Divers successfully sealed multiple bunker vents and surrounding pipes that were contributing to oil seepage, with no active overflow currently observed. Continuous monitoring is underway for minor seepage detected from the sounding pipe of Fuel Oil Tank No. 22. Sounding pipe leaks have been contained using layered sealing (plastic and polyester materials), and an additional loosened cap was tightened and secured to halt minor leakage. Centre Tank No. 24 has been confirmed secure; precautionary sealing will be undertaken to eliminate any residual risk.

The dive team continues working with one dive station supported by two fully operational decompression chambers (DDCs). Nand Saarthi has taken an additional 12 divers to the DSV with 24 divers onboard. Dive rotations are being scaled with additional divers to optimise available dive windows. Preparations for increasing dive cycles are ongoing, with logistics for accessories and gas supply in progress. Work on replacing the Emergency Towing Vessel (ETV) is underway as ETV is engaged in WAN HAI 503 Firefighting operations.

Shoreline recovery led by MERC has made substantial progress. A total of 58 containers have been delivered to port, with 59 expected by end of day after ongoing salvage work. All visible containers have been cleared from beach areas; drone

surveys continue to identify any residual submerged or fragmented container pieces, particularly during low tide. On the nurdle front, 200 volunteers remain deployed in Trivandrum and around 1,600 volunteers have been mobilized since 27 May in Kanyakumari, with approximately 2,500 kg of nurdles collected daily.

The Pollution Control Board (PCB) and MERC have finalized a warehouse site in Trivandrum for temporary nurdle storage, pending PCB approval scheduled for tomorrow. In Kanyakumari, recovered nurdles are being transferred to a common facility, with full movement expected to conclude within 1–2 days. Customs authorities remain engaged for further clearance and disposal coordination.

#### **4. Situation Assessment:**

The salvage operation has entered a highly time-sensitive phase. Capping of identified leaks is progressing, but persistent minor seepage from Tank 22 indicates continued oil release into the water column, contributing to surface sheen formation. Although no bubbling or seabed discharge has been observed, the operation remains under close observation due to environmental sensitivity.

The dive team's limited bottom time necessitates additional divers to meet operational tempo within the restricted weather window. The upcoming monsoon weather presents a significant constraint, making rapid closure of underwater works and safe transition to oil extraction activities increasingly urgent. Salvage leadership has highlighted that completing capping works fully will provide a crucial buffer to finalise the remainder of the operation before sea conditions deteriorate further.

The salvors have been issued a strict notice by both State and Central authorities to expedite and complete the extraction of oil from the sunken vessel without any further delay. It is pertinent to note that saturation diving was recommended from the outset as the technically appropriate and effective method to safely extract the trapped oil. However, there have been prolonged and repeated delays in mobilising and commencing the saturation diving operations, which has significantly compromised the operational timelines. Given the seriousness of the environmental threat and the narrowing operational window due to approaching monsoon conditions, the salvors and the shipowners have now been given a final ultimatum to initiate and complete the oil extraction within the next 48 hours. Failure to comply will result in both civil and

criminal liability being imposed under applicable Indian laws, and legal proceedings will be initiated before the competent courts without further notice.

Onshore, while the majority of container recovery has been completed, ongoing drone surveys are critical to verify and confirm no debris remains undetected. Additional vigilance is required to remain prepared for any unrelated debris washing ashore from other maritime activities.

Nurdle disposal remains logistically complex but is advancing. PCB's pending approval for Trivandrum's warehouse facility will help ease temporary storage pressures. Coordination with Customs is ongoing for processing collected nurdles as bonded cargo. The engagement of a suitable beach vacuum system—identified with KSDMA and ITOPF—is being evaluated, with possible procurement from Bangalore contingent on positive trial results.

Inter-agency coordination continues at an intensive pace to mitigate the environmental, economic, and operational risks associated with the protracted salvage.

#### **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 – 21, 1800 hrs on 12/06/2025**

### **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 operations continue under close coordination. Patrol operations are being maintained by Nand Saarthi around the vicinity of the DSV, with no oil sheen observed during the latest operations. The air diving operations have progressed to completion of the primary capping of identified leak points. Secondary plugging of non-critical tanks, which were previously empty, is ongoing. Recovery of the Voyage Data Recorder (VDR) is scheduled, and efforts to retrieve the vessel nameplate at the forecabin will proceed subject to sea conditions. The saturation diving equipment is in the process of final mobilisation, with remaining packages expected to arrive by the end of the day and necessary customs clearances underway. Air diving personnel have been scaled up to 24 divers onboard, and preparations for saturation diving readiness continue, including arrangements for a secondary dive life support system positioned at Kochi. The exact details and schedule of the saturation diving equipment and personnel for operational deployment remain uncertain.

Onshore operations under MERC supervision have seen further container recovery. Fifty-eight containers have been delivered to the port, with one remaining container to be delivered within 24 hours. Cleanup operations continue across Kollam, Trivandrum, and Kanyakumari. At Trivandrum, 191 volunteers were deployed, though the SOP-mandated volunteer strength is being worked upon with district authorities. At Kollam, 96 volunteers were actively engaged, and at Kanyakumari, 120 volunteers remain

involved. Nurdle cleanup has also commenced at Rameshwaram with additional teams mobilised. Discussions are ongoing for temporary storage sites for the recovered nurdles both at Kollam Port and Kanyakumari, pending alignment with Customs and Pollution Control Boards. The collected nurdles remain classified as bonded material, subject to final disposal approvals.

#### **4. Situation Assessment:**

The major capping works have temporarily stabilised the oil seepage from the wreck, with no active leaks currently reported. However, full risk mitigation remains contingent on the commencement of saturation diving to extract the trapped fuel oil. Delays in the mobilisation of equipment and personnel continue to push the operational timelines beyond what was initially indicated, despite repeated directions from authorities. The vessel's structural position indicates that portions of the starboard tanks are buried, complicating access for hot tapping. Salvors have been instructed to submit a firm and detailed oil recovery plan within 24 hours, including clear timelines for commencement and completion of extraction. The Directorate General of Shipping has reiterated the urgency, highlighting that non-compliance will lead to the escalation of enforcement action. While container recovery and beach cleaning operations have shown steady progress, the volume of nurdles collected remains significant, requiring continued, sustained efforts by the State authorities, MERC, ITOPF, and Pollution Control Boards. All agencies remain engaged under the daily coordinated leadership of DGS to ensure continuous operational oversight.

#### **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 – 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

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.

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

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, ITOFF, 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 HNO<sub>3</sub> (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: 15<sup>th</sup> 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 : 3-2 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.

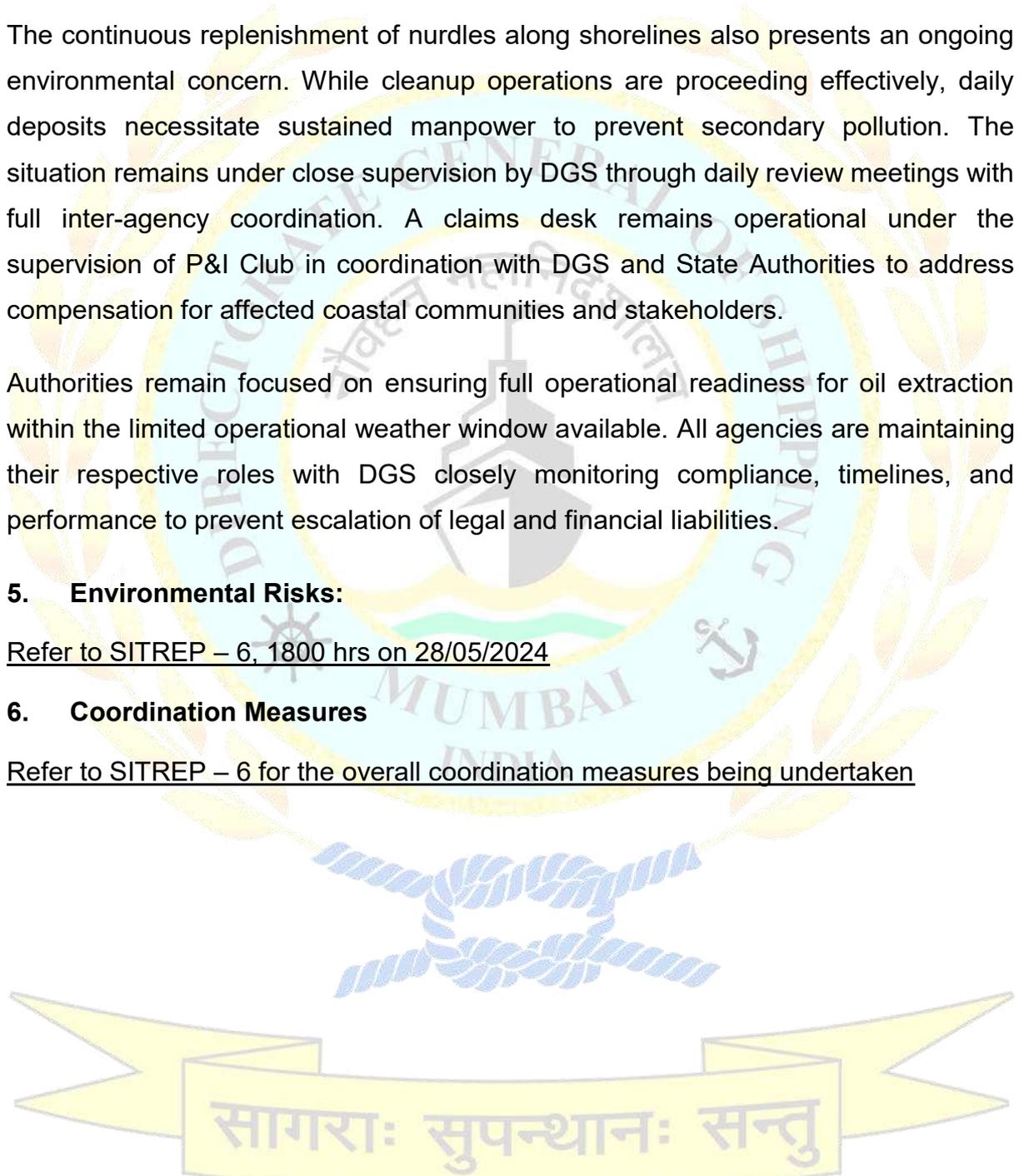
Authorities remain focused on ensuring full operational readiness for oil extraction within the limited operational weather window available. All agencies are maintaining their respective roles with DGS closely monitoring compliance, timelines, and performance to prevent escalation of legal and financial 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, 9th Floor Beta Building, I-Think Techno  
Campus, Kanjurmarg (East), Mumbai - 400 042 (India)**



## 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.

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 ITOFP 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

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.

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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, 9th Floor Beta Building, I-Think Techno  
Campus, Kanjurmarg (East), Mumbai - 400 042 (India)**



## 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.

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:**

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 – 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

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

## 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  
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## 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, ITOFF, 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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Campus, Kanjurmarg (East), Mumbai - 400 042 (India)**



## 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 Saarathi, 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 Saarathi.

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



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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

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

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 expected to arrive on site by the 28<sup>th</sup>, 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, 9th Floor Beta Building, I-Think Techno  
Campus, Kanjurmarg (East), Mumbai - 400 042 (India)**



## 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.

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.

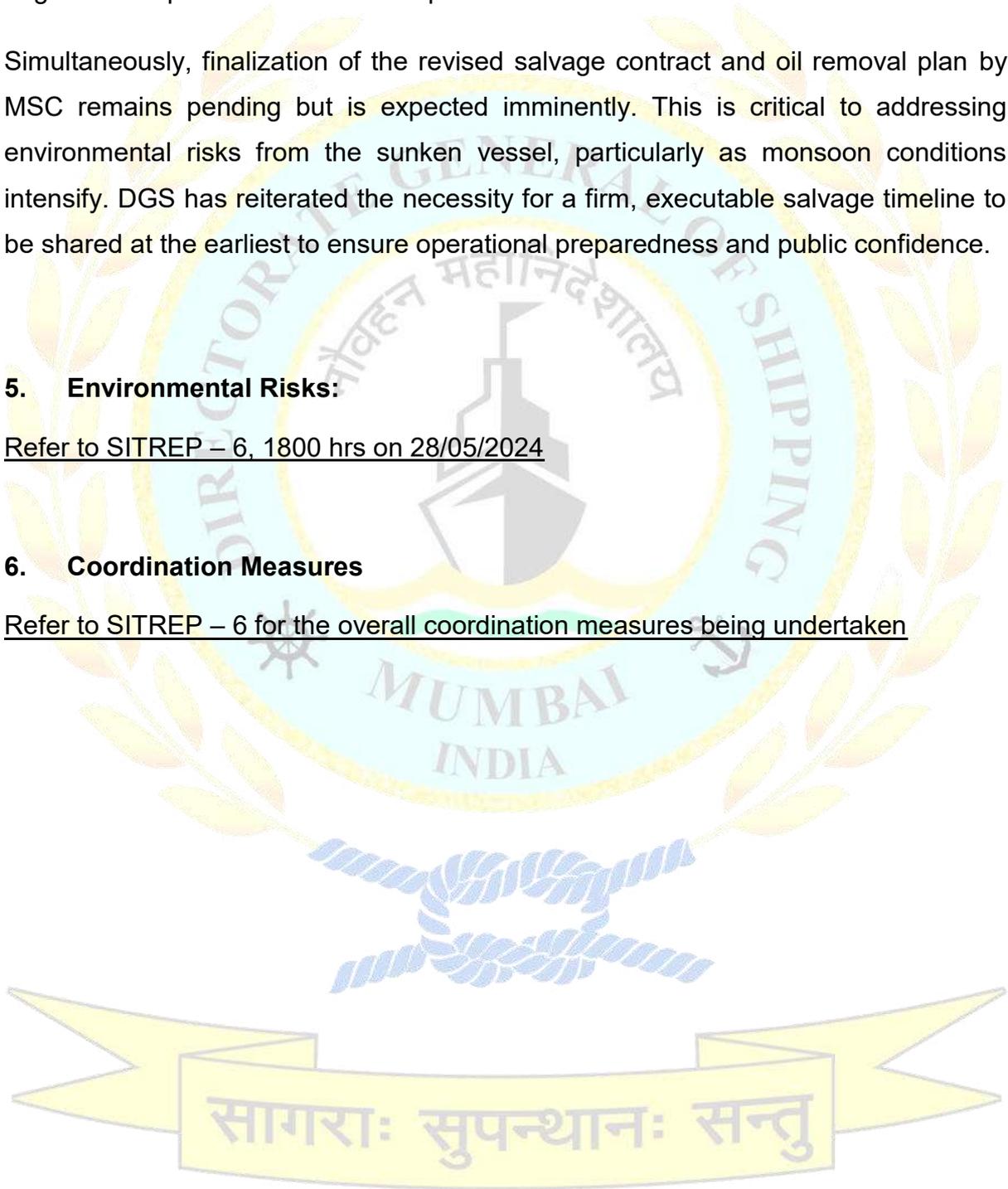
Simultaneously, finalization of the revised salvage contract and oil removal plan by MSC remains pending but is expected imminently. This is critical to addressing environmental risks from the sunken vessel, particularly as monsoon conditions intensify. DGS has reiterated the necessity for a firm, executable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

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 28<sup>th</sup> 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



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## 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:**

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 – 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,

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.

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

**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 – 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 26<sup>th</sup>, 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

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.

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.

**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 – 37, 1800 hrs on 09/07/2025**

### **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 9 July 2025, ongoing coordination among the Directorate General of Shipping (DGS), MSC, SMIT Salvage, Brand Marine Consultants (BMC), and other stakeholders remains focused on monitoring the salvage mobilisation and environmental containment efforts. No deviation in the timeline for salvage mobilisation has been reported, with the new salvage team continuing preparatory work. A joint visit was undertaken by MSC, SMIT, and Brand Marine to the Indian Coast Guard and the Directorate to review and align on the newly submitted salvage plan.

For the onshore efforts, in Trivandrum district, the MERC-led shoreline recovery operations continue steadily, with nurdle recovery and transportation logistics being coordinated daily. On 8 July 2025, the 19th truckload of cleaned nurdles was transported from multiple affected locations—Kovalam, Pozhiyoor, Vizhinjam, and Perumathura—to Kollam Port. This batch comprised 386 bags with a total weight of 9,063.5 kg. The cumulative quantity of plastic pellets transported from 24 June to 8 July now stands at 143.141 metric tons. The MERC has also updated the district-wise recovery figures and submitted revised data sheets for central collation.

#### 4. Situation Assessment:

While salvage mobilisation remains on schedule, the operational environment continues to be challenged by regulatory coordination and environmental sensitivities. A key concern is the restricted permission for using seawater flushing for nurdle segregation at the Rameshwaram site, currently not permitted by local authorities. However, the method has proven effective in Trivandrum, and MERC has been directed to submit a formal request to DGS for onward communication to the Tamil Nadu State Disaster Management Authority (TNSDMA). DGS has confirmed its willingness to escalate this matter once the request is formally received.

The volume of nurdles being recovered daily highlights the scale of environmental impact. As of the latest report, the total recovered nurdles exceeds 404.15 tonnes, highlighting the necessity of sustained inter-agency coordination. The continued support of the Kerala and Tamil Nadu State Disaster Management Authorities, Pollution Control Boards, district administrations, and the Customs Department has been essential in facilitating the uninterrupted logistics chain for recovery and temporary storage at Kollam Port.

The light sheen occasionally reported near the wreck site is being continuously monitored by Canara Megh, and no escalation in environmental risk has been noted. With the operational phase of the new salvage contractor nearing commencement, DGS has reiterated the need for strict adherence to the approved salvage plan, and timely mobilisation of all personnel and equipment.

#### 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 – 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.



*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

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.

**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 – 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.

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	26,280	1,89,126	1,61,059		469	312
2		Kanyakumari	345	980	31,425		0	69
3		Rameshwaram	0	69,711	6,875		0	112
4		Kollam	0	0	33,647		0	54
			26,625	2,59,816	2,33,006	5,19,447	469	547

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

## 6. Coordination Measures

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



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## 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

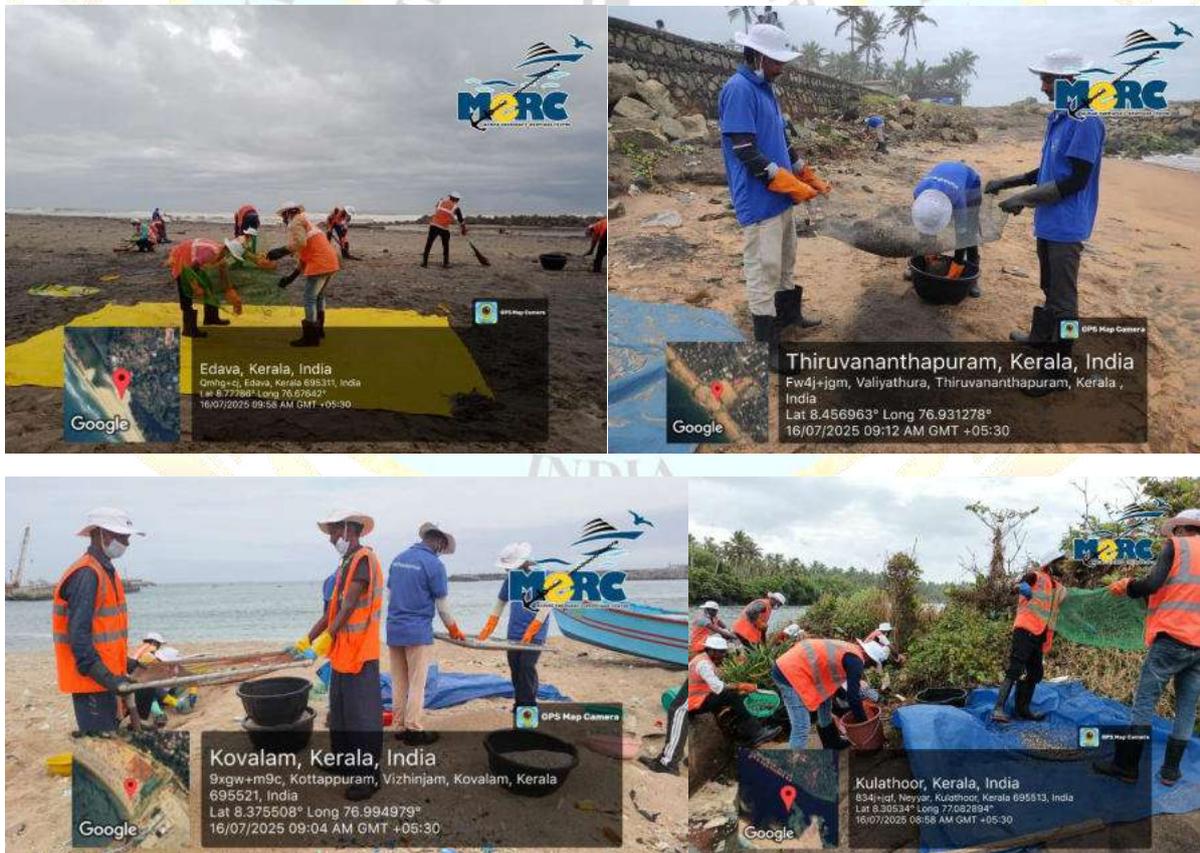
manpower of 475 volunteers and 578 MERC personnel, with major contributions from the Trivandrum site, where volunteer mobilisation remains active.

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	26,295	1,88,040	1,78,119		475	328
2		Kanyakumari	570	1,940	31,425		0	77
3		Rameshwaram	0	73,274	6,875		0	113
4		Kollam	0	0	33,710		0	60
			26,865	2,63,254	2,50,129	5,40,248	475	578

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



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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

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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## Directorate General of Shipping

SITREP – 41, 1800 hrs on 18/07/2025

### 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 mobilisation operations for MSC ELSA 3 are progressing as per schedule. Equipment loading onto the DP2 Diving Support Vessel (DSV) *Southern Nova* has commenced in Singapore, with hard mobilisation initiated on 17 July. The vessel is slated for departure on 24 July and is expected to reach the wreck site by 1 August 2025. Weather conditions remain favourable for the planned operations. Caretaking activities at the wreck site continue, maintaining vessel monitoring until the full salvage team arrives.

Onshore, the Maritime Emergency Response Centre (MERC) has reported substantial progress in plastic nurdle recovery. As of 18 July, over 540 tonnes of nurdles have been collected from affected beaches. Of this, 258 tonnes have already been transported to the Kollam Port warehouse for temporary storage. Volunteer deployments are now limited to Trivandrum, with 486 active volunteers and an overall personnel strength of 581. Volunteer operations in Kollam, Kanyakumari, and Rameshwaram have been concluded.

In parallel, the Kanyakumari District Administration confirmed that 21 metric tonnes of plastic nurdles have been transferred to the central storage warehouse, pending further instructions from the state government regarding disposal.

#### 4. Situation Assessment:

The upcoming mobilisation of Southern Nova marks a critical transition into the next operational phase, which focuses on deep-sea fuel extraction from MSC ELSA 3 using saturation diving. The structured mobilisation timeline and favourable weather outlook are expected to support smooth deployment and initiation of activities at the wreck site located beyond the territorial waters of Kerala. The vessel is planned to proceed directly to site without making a port call, for which support and clearance from relevant state authorities is being sought.

As on 18 July 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	26,069	1,81,876	1,86,289		486	329
2	Kanyakumari	740	3,075	31,425		0	75
3	Rameshwaram	0	77,183	6,875		0	117
4	Kollam	0	0	33,710		0	60
		26,809	2,62,134	2,58,299	5,47,242	486	581

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

Onshore, the significant volumes of nurdles recovered and transferred for secured storage reflect the successful coordination between MERC, district administrations, and volunteer teams.

Overall, with at-sea and shoreline operations reaching a mature stage, coordinated execution and stakeholder engagement remain vital for closing out response milestones and transitioning into the long-term recovery and disposal phases.

#### 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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