

SUMMARY DESCRIPTION OF THE NATIONAL CONTINGENCY PLAN

Title National Marine Disaster Contingency Plan (NMDCP)

Prepared: Directorate of Maritime Affairs & Environmental Control, Naval Headquarters Islamabad

Became Effective (year): 2007

SCOPE. The Plan shall have operational ability throughout the Maritime Zones of Pakistan, inter alia, for any damage or threat of damage likely to be sustained through oil spills or chemical spills. Whereas monitoring and response to the oil/chemical spills within the port limits shall be the responsibility of the concerned port authority, Pakistan Navy/Pakistan Maritime Security Agency (PMSA) shall have the jurisdiction to monitor and coordinate to combat spillage, which is likely to cause environmental damage occurring outside the port limits. The purpose of the plan is to ensure that there is a timely, measured and effective response to oil/chemical spill incidents with a view to prevent, mitigate and where possible, restore pollution damages caused by the spills. After saving human life, the key purpose of responding to an oil/chemical spill is to protect human health and the marine, coastal and terrestrial environment.

Geographical Coverage: Pakistani Waters

Applicable to Pollution by: National Contingency Plan to Combat Pollution from Oil, Chemicals and Hazardous Noxious Substances (HNS) NCP (Pollution), NATIONAL CONTINGENCY PLAN FOR SEARCH AND RESCUE NCP (SAR) and National Contingency Plan of Salvage Operations NCP (Salvage)

Levels of Emergency: **TIER 1.** A minor spill of less than 7 tons that can be dealt by the concerned stakeholder(s) by using the resources at a specific location or facility.

TIER 2. A medium spill of 7-700 tons that may require mutual assistance of oil spill response resources within a region.

TIER 3. A larger spill of 700 tons beyond the capability of Tier 2 or catastrophic spill that would require sub-regional, regional and international assistance.

RESPONSIBILITIES

According to administrative division (geographically)

Following organisations are responsible for measures as indicated:

- a. Monitoring and tracking the movement of vessels/targets in the Pakistan EEZ by HQs Pakistan Maritime Security Agency (PMSA) and Pakistan Navy.
- b. Introduction of Automatic Identification System (AIS) for the safety of life, navigation and marine environment by PMSA.
- c. Deployment of patrol craft/ships/aircraft by port authorities and MSA for the surveillance in the areas of their respective jurisdictions.
- d. Regular checks by port inspectors in respective ports to ensure that safety measures as defined in relevant international conventions for handling of oils/chemicals in port areas and at terminals are observed and complied with.
- e. Port authorities are to ensure that types of chemicals carried by chemical tankers are declared to the DRC of PMSA as per Carriage of Hazardous and Dangerous Substances by Ships Rules, 2005.
- f. Monitoring the type, quantity and movement of all oils/chemicals in the port areas by the respective port authority.
- g. PMSA is to maintain necessary coordination with concerned organisations inland/abroad for receiving early warning round the clock for incidents (SAR, collision, fire and grounding etc.), which could lead to a potential oil/chemical spills in Maritime Zones of Pakistan.
- h. Regular update of meteorological situation by the experts from Pakistan Metrological Department.
- j. Dissemination of information to ships/vessels in Pakistan EEZ by Coordinator NAVAREA-IX i.e Hydrographer Pakistan Navy.

According to administrative hierarchy (decision-making)

Chief of the Naval Staff will be the Chairman Pakistan Marine Disaster Management Board (PMDMB). The PMDMB is assisted by Maritime Disaster Response Committee (MDRC) to combat all marine disasters.

Chief of the Naval Staff	Chairman
Deputy Chief of Naval Staff (Operations)	Secretary
Chairman National Disaster Management Authority	Member
Additional Secretary, Ministry of Defence	Member
Additional Secretary, Ministry of Ports & Shipping	Member
Additional Secretary, Ministry of Climate Change	Member
Additional Secretary, Ministry of Petroleum	Member
Additional Secretary, Ministry of Food, Agriculture & Livestock	Member

RELATION TO OTHER CONTINGENCY PLANS

RESPONSE STRATEGY:

Initial assessment of the incident shall be the responsibility of the Port in whose premises the incident takes place. They are to employ suitably trained personnel for this job. PMSA is responsible for making initial assessment for incidents at sea (Pakistani waters). Spill surveillance is considered necessary to decide on the response options. MDRC may consider surveillance using fixed wing aircraft or helicopters for quick assessment of extent to which oil has spread, prevailing weather conditions and resources that may be threatened by the spill. Aerial surveillance enables On Scene Commander (OSC) to take appropriate response action vis-à-vis movement and extent of oil slick. Continuous surveillance may be required during some phases of the clean-up operations.

USE OF DISPERSANTS (Policy):

Containment and recovery of spilled oil is to be preferred, but in some instances, use of dispersants can be considered especially when the spill is limited and not widespread. A chemical formulation containing non-ionic surface active agents that lower the surface tension between oil and water and enable oil film to break up more easily and disperse within the water with natural or mechanical agitation.

SENSITIVE AREAS:

Port areas and Naval Bases at Karachi, Ormara and Gwadar