



## CHAPTER 6

### Other Operational Roles

ICG is also, *inter alia*, responsible for maritime search and rescue, assistance in salvage, marine pollution control, protection/conservation of living and non-living resources in the EEZ and Continental Shelf.

Audit noted that the Indian Coast Guard does not maintain a complete and comprehensive database of its operations. In all the SAR, pollution control, anti-poaching operations etc., ICG could not furnish information about the number of cases where the missions were not successful or could not be carried out due to inadequacy of resources or other constraints. Audit noticed that figures submitted by RHQs and the ICGHQ in respect of above operations did not tally in many cases. It was also found that LOPs submitted by the ships are not complete, and there is no communication from the RHQ/ICGHQ to the ships about this deficiency.

#### 6.1 Search and Rescue – Poor Management Information System

A comparison of achievements of the Indian Coast Guard since 2003-2008, furnished by CGHQs relating to search and rescue operations was compared with the same data furnished by the Regional Headquarters. It was found that CGHQ has furnished inflated figures as indicated in the table.

**23** Discrepancies in figures for SAR missions

Achievements	CGHQ figures	Combined figures of 3 Regional Headquarters
No. of boats/crew apprehended during Anti smuggling operation	19 vessels, 86 crew (Nil during 2005 and 2007)	-
No. of foreign fishing vessels/crew apprehended	204 vessels 1489 crew	110 vessels 778 crew
Pollution response operation in India/foreign	15	27
No. of SAR missions/sorties Life saved including Medical Evacuation cases.	433 1135 2926 + 67	844 - 2187 + 69

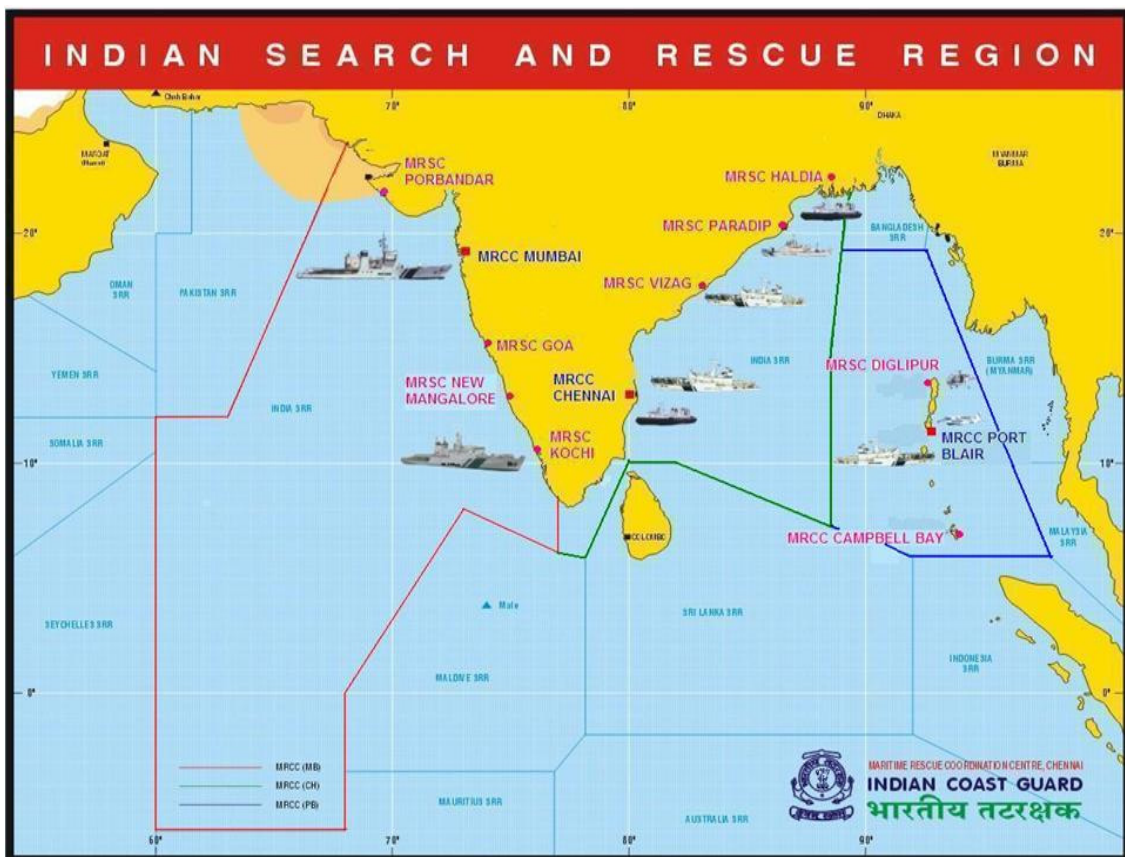


Rescue at Sea

In reply, Coast Guard Headquarters stated, in July 2009, that figures given by them may be taken as correct. However, the reasons for discrepancy in the data were not furnished. Since the Headquarters figures should be based on the data given by Regional Headquarters, it can not be regarded as inaccurate.



ICG Chetak carrying out a rescue operation



Source: Indian Coast Guard

Further, ICGHQ has not fixed any parameters for assessing the performance of the ICG in respect of its charter of duties. Indian Coast Guard stated that it is an Armed Force of the Union, therefore it neither functions as a profit-oriented nor achievement-oriented service. Hence, no targets have been fixed for such function or charter of duties.

In audit opinion, targets, if fixed for successful operations as a certain percentage of total operations, would help in assessing the effectiveness and efficiency of the organisation. Internationally, US Coast Guard sets a success rate of 85 *per cent* as annual target in SAR operations. In the absence of this information, audit could not ascertain the effectiveness and efficiency of the operations.

## 6.2 Environment protection

As per the Coast Guard Act 1978, it is the duty of the Indian Coast Guard to take such measures as are necessary to preserve and protect the maritime environment and to prevent and control marine pollution. A large number of vessels are sent to Alang, Gujarat, Mumbai and Kolkata for ship-breaking. In Alang, the main destination, about 300-350 vessels are imported every year with the total quantity of scrap being approximately 3 to 3.5 million tons. A considerable risk is associated with such vessels due to carriage of toxic substances on-board and jettisoning of such substances in Indian waters prior to arrival. The vessels proceeding for ship breaking yards notify the Director General (DG) Shipping under the Government of India and are cleared by DG Shipping and other concerned authorities.



Ship Breaking at Alang

Audit, however, noted that no legislation exists for mandatory reporting by ports or ships to ICG regarding ships proceeding to ship-breaking yards so that the ICG can take necessary preventive measures to avoid environmental pollution. ICG pointed out that it was imperative to know the arrival details of all vessels so that ICG could investigate such vessels. DG Shipping, on its part, stated that the requirement of providing pre-arrival information (PANS) to ICG extends to all ships arriving at ISPS<sup>1</sup> compliant port facility. However, Alang is not an ISPS compliant port although DG Shipping has already initiated the process of implementing the provisions of ISPS at Alang. Once Alang becomes an ISPS compliant port, the requirement of PANS would follow.

Thus, ICG is unable at present to prevent marine pollution by pre-empting possible dumping of toxic substances in the absence of specific information about arrival of ships to breaking yards.

### **6.3 Pollution control**

Protection of marine environment is a statutory duty of the Indian Coast Guard. ICG has established three pollution response centres at Mumbai, Chennai and Port Blair and also at an environmentally sensitive location at Vadinar for dedicated pollution response activities to counter pollution from oil spills, chemical and other hazardous substances. These centres also train ICG personnel in pollution response. These centres are equipped with pollution response equipment and staffed with trained personnel.



**Pollution Response Readiness**

<sup>1</sup> International Ship and Port Security Code (ISPS) is a comprehensive set of measures to enhance the security of ship and port facilities developed by the International Maritime Organisation, in response to the perceived threats to ships and port facilities in the wake of 9/11 attacks in the United States.

The Coast Guard's pollution control activities have been hampered by the absence of dedicated boats for the purpose. The ICG has, since 1997, initiated the procurement process for three Pollution Control Vessels (PCVs). Though DAC gave approval in June 2000, regulatory violations in the acquisition procedure and other lapses (framing technical requirements during technical evaluation of bids rather than indicating them in the RFP, acceptance of an engine other than the initially preferred choice, adoption of different criteria for evaluation of FE component in the bids, the past performance of the vendor not taken into account) by Ministry of Defence, led to delay in the finalisation of the contract, which was signed in March 2004. Poor selection of vendor<sup>2</sup> and other issues have contributed to delay in delivery of the vessels and even the first vessel, though scheduled for commissioning in September 2006, was delivered only in October 2010. Remaining two dedicated pollution control vessels had not been delivered by December 2010.

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## Recommendations

- *ICG should put in place a reliable Management Information System covering a full data base of ICG operations including SAR for better internal control and improving reliability of ICG data. The data base should also include data where operations were not successful or undertaken.*
- *Preventing marine pollution is an important ICG function. There is a need to equip ICG with requisite vessels in discharge of its statutory duties.*

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<sup>2</sup> This issue was commented upon in Para 5.1 of the C&AG's Audit Report for the year ended March 2007.