

- (iii) Free tools for detection and removal of bots including Petya Ransomware have been provided on the website of Cyber Swachhta Kendra (www.cyberswachhtakendra.gov.in).

Inquiry on Kamarajar port accident

944. SHRIMATI VIJILA SATHYANANTH:

SHRI N. GOKULAKRISHNAN:

Will the Minister of SHIPPING be pleased to state:

(a) whether it is a fact that Government has instituted an inquiry under the Merchant Shipping Act (MSA) to ascertain the factors that led to the accident of collision of two ships recently off the Kamarajar harbour;

(b) whether it is a fact that the port was not adequately prepared to tackle such a situation;

(c) whether the oil sludge had been completely removed from the damaged vessel and only about 2,800 tonne were left in the ship that has been anchored to the harbour; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI MANSUKH L. MANDAVIYA): (a) Yes, Sir.

(b) Under the National Oil Spill Disaster Contingency Plan (NOSDCP) prepared by Indian Coast Guard, oil pollution preparedness and response requirements are categorized into three type. The Ports are expected to possess Tier-1 Oil Response Equipment (ORSE) in full measures and in fully working and functional condition. Accordingly, Kamarajar Port is adequately prepared with Tier-1 equipment like 1000M length of oil containment Boom, 4 numbers of skimmers each of 25 Ton capacity, absorbent pads, oil spill dispersants, etc. and the same were deployed to handle the situation.

(c) and (d) The oil sludge has been completely removed from the damaged vessel. The total quantity of oil sludge transferred from damaged vessel was 914.87KL.