



**PRIYA BLUE**  
Trusted Globally. Recycling Sustainably

# **INCIDENT INVESTIGATION & ENVIRONMENTAL RESPONSE REPORT**

---

ESCAPE OF HYDROCARBONS FOLLOWING CONTACT OF A VESSEL  
WITH AN ADJACENT BARGE-CRANE STRUCTURE

*FOR STAKEHOLDER & MEDIA COMMUNICATION*



# INCIDENT INVESTIGATION AND ENVIRONMENTAL RESPONSE REPORT

## 1. Incident Details

Field	Details
Title	Escape of Hydrocarbons Following Collision of Vessel with Barge Crane Structure
Date of incident	13 June 2026
Time of incident	Approximately 1440 hours
Location	Ship Recycling Yard
Incident type	Marine Oil Spill / Vessel Collision / Environmental Incident
Reported to	Gujarat Pollution Control Board (GPCB) and relevant authorities
Investigation period	13-20 June 2026

### Investigation Team:

- HSE Manager
- Yard Operations Manager
- Chief Operating Officer
- Chief Technical Adviser
- Emergency Response Team Representative

## 2. Purpose and Communication Context

Priyablue has built its reputation over more than three decades through safe, responsible, compliant, and progressive ship recycling practices. As an organization associated with industry-first initiatives, international compliance milestones, and continuous sustainability improvements, the company recognizes that any environmental incident must be addressed with transparency, urgency, and accountability, the root causes robustly identified and circulated soonest to assist in preventing recurrence.

This report presents the environmental incident in a factual and balanced manner for stakeholders and media audiences. It records what occurred, the immediate response, the environmental controls deployed, the independent assessment, and the corrective and preventive actions now being implemented. It is intended to support informed communication and is not a substitute for any statutory submission required by competent authorities.

# INCIDENT INVESTIGATION AND ENVIRONMENTAL RESPONSE REPORT

## 3. Executive Summary

On 01 June 2026, the Memorandum of Agreement (MOA) for the vessel was signed. Following completion of all statutory and regulatory formalities, the vessel arrived at the Boarding Anchorage on 04 June 2026 for pre-landing beaching inspections and clearances.

During the boarding process, inspections and verifications were carried out by the Customs Department, Gujarat Pollution Control Board (GPCB) officials, Competent Persons, and survey teams. A detailed desk review and physical survey of the vessel were conducted. All tanks were inspected, and the locations, capacities, and quantities of materials contained therein were verified and documented.

Upon satisfactory completion of the inspections, the necessary No Objection Certificates (NOCs) were obtained from GPCB and Customs authorities. Subsequently, landing permission was granted by the Gujarat Maritime Board (GMB). The vessel arrived safely on 09 June 2026 at 2215 hours in accordance with the plan and designated location.

On 13 June 2026 at approximately 1440 hrs., during a spring high tide, exceptionally strong tidal currents caused excessive surge and yaw movement of the vessel. As a result, the forward starboard section in the way of the fuel oil tank came into contact with the structure of a nearby barge crane. The contact caused localized damage to the fuel oil tank forward of the collision bulkhead, thus in the single skin area of the hull, and the release of hydrocarbons fuel oil into the surrounding intertidal area.

The release was detected immediately. The Emergency Response Plan and Oil Spill Contingency Plan were activated at once, and containment, recovery, cleanup and environmental-protection measures were implemented without delay. No injuries, fatalities, fire or explosion occurred during or post the incident. A comprehensive investigation was undertaken to establish the root cause/s and to define corrective and preventive measures.

On 14 June 2026, an independent third-party marine surveyor (Pinnacle Marine Services Pvt. Ltd.) was engaged to assess the damage. Based on the surveyor's assessment, 63t of fuel oil (69 m<sup>3</sup>) was affected. As detailed in Section 6, a substantial portion of this was directly recovered through containment beneath the damaged area, with the remainder addressed through dispersant application and shoreline cleanup.

# INCIDENT INVESTIGATION AND ENVIRONMENTAL RESPONSE REPORT

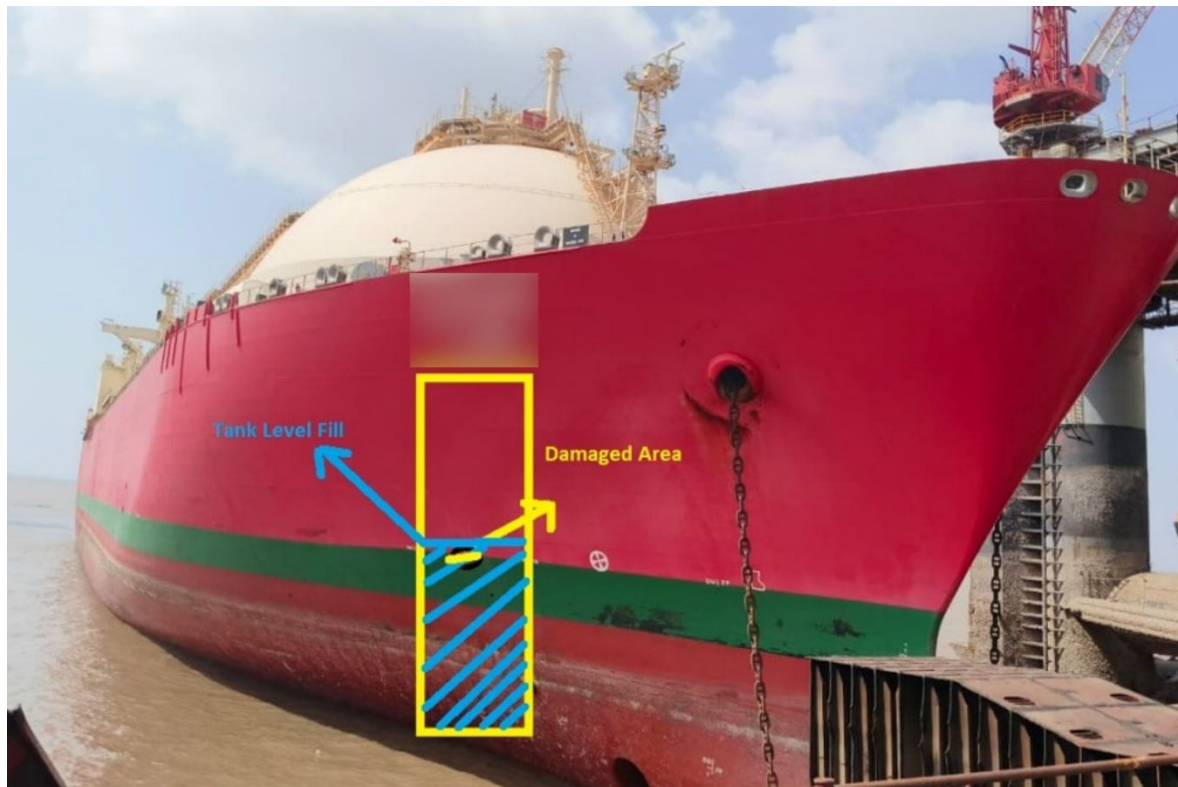
## 4. Incident Description

During the spring high-tide cycle on 13 June 2026, unusually strong tidal currents produced excessive surge and yaw movement of the vessel. At approximately 14:40 hrs., the vessel drifted laterally beyond its intended position and contacted the structure of an adjacent barge crane. The consequences of the contact were:

Localized structural damage to the forward starboard fuel oil tank, with a horizontal crack developing in the tank plating;

- Escape of hydrocarbons from the damaged tank into the surrounding water; and
- Spread of hydrocarbons into the adjacent intertidal zone.

The release was identified immediately by the on-site team, and the emergency response team-initiated action without delay.



*Vessel at the Alang facility, with the affected forward section identified during the third-party survey.*

# INCIDENT INVESTIGATION AND ENVIRONMENTAL RESPONSE REPORT

## 5. Incident Classification

Parameter	Status
Environmental Incident	Yes
Escape of Hydrocarbons	Yes
Vessel Collision	Yes
Injury / Illness	No
Fatality	No
Fire / Explosion	No
Property Damage	Yes
Regulatory Reporting Required	Yes
Emergency Response Activated	Yes

## 6. Immediate and Detailed Response Actions

### 6.1 First Response and Area Control

Immediately upon identification of the oil spillage, the following actions were undertaken:

- Nearby operations were suspended to remove potential safety risks and allow focused emergency response.
- The emergency response team and trained workers wearing full PPE were mobilized immediately.
- A wooden plug was attempted at the damaged opening; however, tidal conditions and the damaged location prevented complete stoppage at source.
- Continuous visual monitoring of the affected marine and intertidal area commenced.
- Immediate reports were made to GMB and GPCB

### 6.2 Containment, Recovery and Transfer

- pontoons were positioned beneath the damaged section to collect hydrocarbons close to the release point.
- Oil containment booms and absorbent pads were deployed around the vessel with boat assistance.

# INCIDENT INVESTIGATION AND ENVIRONMENTAL RESPONSE REPORT

- Two recovery pumps were installed on the barge crane, and the hydrocarbons collected in the pontoons were transferred to the designated storage.
- Fuel transfer operations were initiated to reduce the remaining quantity of hydrocarbons in the damaged tank.
- A transfer pump was installed onboard, and parallel arrangements were made for additional pumping capacity.

## 6.3 Fire and Safety Control

- Firefighting foam was applied over the spilled hydrocarbons as a precautionary measure.
- Potential ignition sources were controlled, and exclusion zones were maintained around the affected area.

## 6.4 Vessel Stabilization

- Ballasting operations were commenced to improve vessel stability and reduce further movement during subsequent tidal changes.
- Water ballast tanks were filled with seawater as part of stabilisation and movement-control measures.

## 6.5 Waste Management

- Oily contaminated water and bilge water generated during response activities were collected and stored in the designated yard bilge-water tanks.
- Recovered contaminated waste, sand and sludge were transported to GGEPIL, an authorized TSDF facility, for treatment and disposal in line with applicable environmental requirements.

## 7. Consequences and Environmental Outcome

Area	Outcome
People	No injury, fatality or occupational illness was reported.
Safety	No fire or explosion occurred.
Environment	Localised contamination of surrounding water and intertidal areas was observed and addressed through containment, recovery, cleanup and monitoring.

# INCIDENT INVESTIGATION AND ENVIRONMENTAL RESPONSE REPORT

Property	Localised damage to the vessel Fuel Oil tank and minor damage to the adjacent crane structure.
Material	Hydrocarbons were released; recoverable hydrocarbons and contaminated wastes were collected and managed through approved storage and disposal channels.

## 8. Root Cause Analysis

### 8.1 Immediate Cause

The immediate cause was contact between the forward starboard section of the vessel and the structure of an adjacent barge crane, in the way of the fuel oil tank forward of the collision bulkhead, so in the area of single skinned hull, during a period of exceptionally strong (new moon spring) tidal movement.

### 8.2 Root Cause

The underlying cause was lateral vessel movement (surge and yaw) generated by an extreme monsoon spring-tide event, in which tidal-current forces exceeded the design envelope of the vessel restraint arrangements in place. The combination of exceptional tidal force and the available clearance between the vessel and the adjacent structure resulted in contact with the barge crane.

### 8.3 Contributing Factors and Areas Identified for Strengthening

Consistent with the established HSE practice, the investigation took a systems-based view by examining not only the trigger event but the controls surrounding it. Each factor below has been translated into a concrete improvement action set out in Sections 9 and 10:

- **Extreme tidal conditions:** tidal-current intensity during this particular monsoon spring-tide window exceeded the conditions ordinarily encountered at the location.
- **Vessel-positioning and restraint arrangements:** the arrangements in place, while consistent with established operating procedures, were identified as capable of further enhancement to withstand extreme tidal events of this magnitude.
- **Monitoring during peak windows:** an opportunity was identified to intensify real-time monitoring during the narrow, highest-risk tidal windows.

## INCIDENT INVESTIGATION AND ENVIRONMENTAL RESPONSE REPORT

Therefore, the trigger was an extreme natural event; the investigation’s focus has been on hardening the company’s controls so that even rare tidal extremes of this kind are managed with a wider margin of safety.

### 9. Corrective Actions

Sr. No.	Corrective Action	Responsibility	Status
1	Inspect adjacent structures and document any damage.	Operations Department	Completed
2	Review emergency response effectiveness.	HSE Department	Completed
3	Review vessel positioning arrangements.	Operations Department	Completed
4	Update oil spill response inventory	HSE Department	Implemented

### 10. Preventive and Improvement Actions

- Conduct formal tidal risk assessments before vessel positioning, with special attention to peak/spring high tide periods.
- Install additional mooring and restraint arrangements during monsoon season and other identified high-risk periods.
- Deploy dedicated monitoring personnel during critical tidal windows.
- Install temporary protective fenders or barriers when forecast to be necessary.
- Strengthen supervision when recycling vessels with oil stored in double-bottom tanks, forward single-skin tanks, ballast tanks or other sensitive locations.
- Increase the frequency of oil-spill emergency drills.
- Review and update the Emergency Response Plan and Oil Spill Contingency Plan where required based on this investigation.
- Revise the training curriculum on spill control, prevention, and awareness to incorporate the topic related to tidal hazards and vessel movement control.
- Arrange remediation compliance verification for contaminated areas through a Schedule I auditor of national repute.
- Where the maritime signal exceeds VII (7), apply additional precautionary measures.
- The RCA and lessons learned will be promulgated to parties that may potentially be similarly affected, so that recurrence may be prevented

# INCIDENT INVESTIGATION AND ENVIRONMENTAL RESPONSE REPORT

## 11. Lessons Learned

- Tidal movement risk can change rapidly during monsoon and peak high tide conditions, even after planned vessel positioning.
- The most effective prevention strategy is to combine predictive tidal risk assessment with physical restraint, clearance management, and dedicated watchkeeping.
- This incident provides a clear opportunity to further strengthen industry standards for safe and sustainable ship recycling operations.

## 12. Cleanup Verification and Continuing Monitoring

Post-cleanup inspections were conducted in the affected marine and intertidal areas from 16 June 2026 to 20 June 2026. Observations confirmed that visible oil contamination was substantially removed, affected shoreline areas were cleaned, recovered waste was collected for proper disposal, and monitoring activities indicated effective remediation.

Follow-up inspections shall continue for a period deemed necessary by management and regulatory authorities. If any residual contamination is identified during subsequent inspection cycles, additional cleanup and remediation actions shall be initiated immediately and documented.

## 13. Conclusion

The incident arose from an extreme natural event involving exceptionally strong currents during a peak monsoon spring high tide, which moved the vessel into contact with an adjacent structure and caused localized damage to a fuel oil tank. From the moment it was detected, the situation was managed with speed, discipline, and transparency.

The response was immediate and comprehensive: emergency procedures were activated within minutes; oil-spill containment, recovery, and fuel-transfer operations were mobilized at once; the vessel stabilized; and the marine and intertidal areas were monitored and cleaned until no significant visible contamination remained. Of the approximately 63t of fuel oil affected, a substantial portion of 32t was directly recovered by positioning a pontoon beneath the damaged area and transferring the collected oil to the barge, with the remainder addressed through dispersant application and shoreline cleanup. **Critically, there were no injuries, no fatalities, no fire, and no significant long-term environmental impact.**

# INCIDENT INVESTIGATION AND ENVIRONMENTAL RESPONSE REPORT

From the outset and throughout, Priyablue kept the Gujarat Pollution Control Board (GPCB) and other authorities informed and engaged. A full investigation has been completed, and corrective and preventive measures have been implemented to strengthen vessel-movement controls and sharpen tidal-risk management.

Priyablue views this incident not as a reason to step back from its sustainability commitments, but as a responsibility to raise the bar further. The company remains committed to safe ship recycling, transparent communication, and continuous improvement in line with applicable statutory and regulatory requirements.

**Prepared By:**

Incident Investigation Committee

**Reviewed By:**

HSE Manager

**Approved By:**

Chief Operating Officer

**Date:**

25th June 2026

**Signature:**



# INCIDENT INVESTIGATION AND ENVIRONMENTAL RESPONSE REPORT

## Appendix A: Response Documentation Photographs

Selected photographs below are included to document response actions. Full photographic, transfer, survey, and disposal records are retained in the incident file.

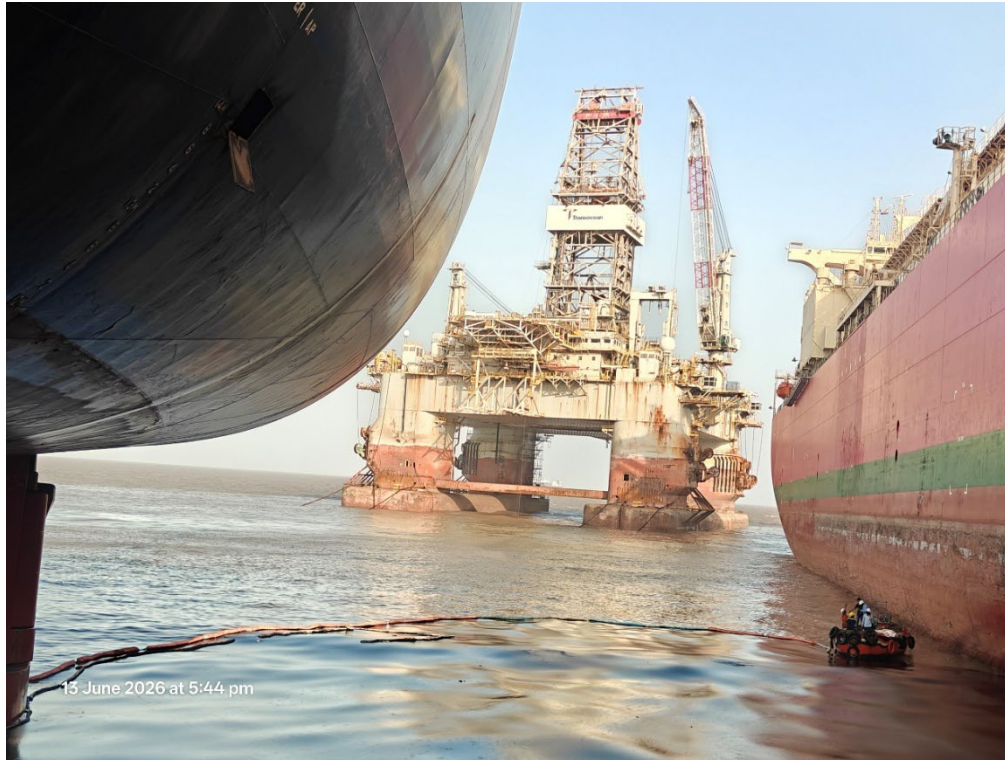


Image description: Deployment of the oil boom in the sea with the help of boats at the aft side of the spillage.



Image description: Foam sprayed on the spillage nearby the ship to prevent any fire

# INCIDENT INVESTIGATION AND ENVIRONMENTAL RESPONSE REPORT



Setting up oil removal pumps and started transferring oil from the pontoon to the barge's empty tanks.



Deploying oil transfer engine pumps on a vessel to transfer oil from damaged tank to tankers directly



# INCIDENT INVESTIGATION AND ENVIRONMENTAL RESPONSE REPORT



During low tide, collection of contaminated sand from the affected areas of the intertidal zone.



Purchased Oil Spill Dispersant Type III/II reached the facility

# INCIDENT INVESTIGATION AND ENVIRONMENTAL RESPONSE REPORT

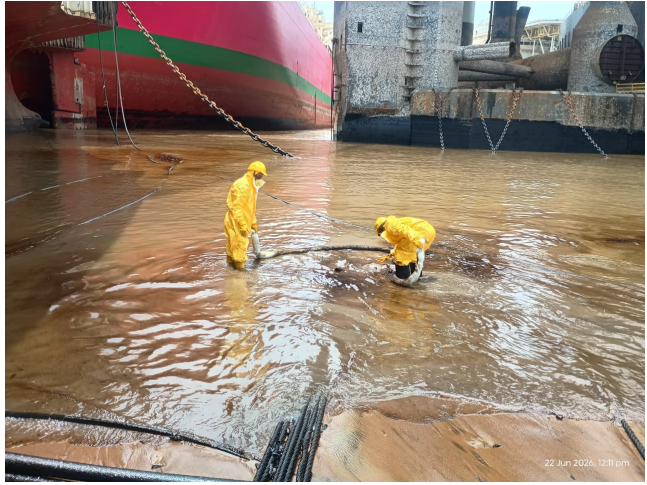


Spraying Oil Spill Dispersant Type III/II for efficiently combating oil spills during high tide



Cleaning of nearby affected areas.

# INCIDENT INVESTIGATION AND ENVIRONMENTAL RESPONSE REPORT



Cleaning with Pads and Booms.