



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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