Executive Summery

Haphazard industrialisation and urbanisation has led to an increase in the risk of occurrence of incidents associated with hazardous chemicals leading to chemical/industrial disasters. To minimize the occurrence of chemical/industrial disasters along with preparedness it is felt by NDMA and MoEF to develop a National Action Plan (NAP). For development of NAP a core working group has been constituted and after seven meetings with various stakeholders the present document is prepared by way of dovetailing the existing regulations, risk reduction, development of relief and rehabilitation package with human resources development.

The action plan consists of six chapters, the brief of which is as follows:

Chapter 1 provides an introductory brief about the formulation of Nation Action Plan on Chemical (Industrial) Disaster Management (NAP-CIDM).This chapter provides the terms of references given by the Ministry of Environment and Forests (MoEF). Besides, important issues which have been considered in formulation of NAP-CIDM have also been highlighted. It also highlights the key stakeholders which are responsible in management of CIDM. Scope of the NAP-CIDM has been narrated in section 1.3. This chapter also highlights the importance of monitoring and implementation of overall NAP-CIDM by constituting a national core group.

Chapter 2 tells about the process of making of NAP-CIDM by involving various stakeholders. It also provides information on meeting and core group and extended core group members.

Chapter 3 describes in detail about the national risk management framework. This chapter suggests various components for the national frame work. Necessary legal regulatory amendments with necessity of dovetailing of existing provisions for effective national legal frame work has been discussed. The conflicts in working of SDMA with SCG, DDMA with DCG have also been highlighted along with suggested solutions for implementation. The national frame work cannot be completed unless a clear cut approach for hazard and risk management is addressed properly, therefore, the priority has been highlighted for invertorisation of hazardous chemicals in various places, risk and vulnerability mapping, risk calculation and risk reduction by applying necessary existing tools and strong land use planning. Further, the importance of GIS based on-site and off-site plan is highlighted by considering inter state and inter district aspects. The issues of incorporation of hazard and risk aspects in environmental impact assessment (EIA) process for new projects have also been highlighted. Since, transportation of hazardous chemicals on road also posses a major risk therefore, transport sector has been addressed seriously.

Without efficient and knowledgeable human resources the NAP-CIDM cannot be implemented nationwide with diversity of the country. Therefore, a systematic approach for human resources development have been suggested in chapter 4 starting from identification of training institutes, target groups, training need assessment and evaluation process of training activities along with infrastructure development. Since, human resource development cannot be done at one place, therefore, a new concept of nodal training institutes along with satellite training institutes with proper and close monitoring with NDMA and MoEF is suggested to cover the whole country. It also addresses the knowledge dissemination as one of the keys of success of NAP-CIDM. It can be made more effectively by networking and amalgamating of various existing electronic knowledge platform. This chapter also tells of networking and integrating of various institutions along with knowledge.

The chapter 5 describes the process of Response, Documentation and Criteria for Relief and Rehabilitation for chemical/industrial disasters. This chapter also suggests the priority for relief and rehabilitation with those states which are experiencing extreme weather conditions. The model of United States Chemical Safety Board (USCSB) has also been suggested to adopt in Indian system for accident investigation and documentation for learning.

The chapter 6 highlights the coordination amongst various central ministries with state ministries through NDMA and SDMA by involving MoEF.

Actions suggested in above chapters have short term (0-2 years), medium term (0-5 years), and long term (5-8 years) implementation schedule and are included in the respective chapters.

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