

**IN THE HIGH COURT OF KERALA AT ERNAKULAM  
PRESENT  
THE HONOURABLE MR. JUSTICE RAJA VIJAYARAGHAVAN V  
&  
THE HONOURABLE MR. JUSTICE K. V. JAYAKUMAR**

**Tuesday, the 16<sup>th</sup> day of June 2026 / 26th Jyaishta, 1948  
WP(PIL) NO. 50 OF 2025(S)**

**PETITIONER:**

MR. T.N. PRATHAPAN, AGED 65 YEARS, FORMER MEMBER OF PARLIAMENT,  
CHAIRMAN, KERALA FISHERMEN COORDINATION COMMITTEE,  
RESIDING AT THOTTUNGAL HOUSE, PO. TALIKULAM, THRISSUR,  
KERALA, PIN - 680 569.

**RESPONDENTS:**

1. UNION OF INDIA, REPRESENTED BY THE SECRETARY, MINISTRY OF SHIPPING, NEW DELHI, PIN - 110 001.
2. MINISTRY OF DEFENCE, REPRESENTED BY ITS SECRETARY, ROOM NO.305, B WING, SENA BHAWAN, NEW DELHI, PIN - 110 001.
3. THE DIRECTOR GENERAL OF SHIPPING, JAHAZ BHAVAN, BALLARD ESTATE, MUMBAI, PIN - 400 001.
4. INDIAN COAST GUARD, REPRESENTED BY THE DIRECTOR GENERAL, HEADQUARTERS, NATIONAL STADIUM COMPLEX, PURANA QUILA ROAD, NEW DELHI, PIN - 110 001.
5. DIRECTOR, DIRECTORATE OF FISHERIES AND ENVIRONMENT, COAST GUARD HEADQUARTERS, NEW DELHI, PIN - 110 001.
6. STATE OF KERALA, REPRESENTED BY THE CHIEF SECRETARY, SECRETARIAT, THIRUVANANTHAPURAM, PIN - 695 001.
7. KERALA STATE POLLUTION CONTROL BOARD, REPRESENTED BY ITS MEMBER SECRETARY, PATTOM P.O, THIRUVANANTHAPURAM, PIN - 695 004.
8. STATE DISASTER MANAGEMENT AUTHORITY, REPRESENTED BY ITS MEMBER SECRETARY, VIKAS BHAVAN, P.O, OBSERVATORY HILLS, OPPOSITE KANAKAKKUNNU PALACE, NANTHANCODU, THIRUVANANTHAPURAM, PIN - 695 033.
9. DIRECTOR, DEPARTMENT OF FISHERIES, DIRECTORATE OF FISHERIES, THIRUVANANTHAPURAM, PIN - 695 033.
10. INSPECTOR GENERAL OF POLICE, KERALA COASTAL POLICE, KERALA COASTAL POLICE HEADQUARTERS, SHANMUGHAM ROAD, MARINE DRIVE, ERNAKULAM, PIN - 682 031.
11. VIZHINJAM INTERNATIONAL SEAPORT LTD., (\*AMENDED) REPRESENTED BY ITS MANAGING DIRECTOR, LEVEL 5, 3RD FLOOR TRANS TOWERS, VAZHUTHACAUD, THIRUVANANTHAPURAM, PIN - 695 014.  
\*R11 IS AMENDED AS : "ADANI VIZHINJAM PORT PVT LIMITED, HAVING ITS REGISTERED OFFICE AT ADANI CORPORATE HOUSE, SHANTIGRAM, NR. VAISHNO DEVI CIRCLE, S.G HIGHWAY, KHODIYAR, AHMEDABAD, GUJARAT - 382 421 AND BRANCH OFFICE PORT OPERATION BUILDING, MULLUR ROAD, MULLUR, THIRUVANANTHAPURAM, KERALA - 695 521, REPRESENTED BY ITS CEO, PRADEEP JAYARAMAN" AS PER ORDER DATED 02/07/2025 IN IA 3/2025 IN WP(PIL) 50/2025.
12. MEDITERRANEAN SHIPPING COMPANY, THROUGH ITS AUTHORIZED NODAL OFFICER -

MR. JACOB GEORGE, MSC HOUSE, ANDHERI – KURLA ROAD, ANDHERI EAST,  
MUMBAI, MAHARASHTRA, INDIA. EMAIL:comm@mscindia.com, PIN - 400 059.

ADDITIONAL R13 IMPEADED

13. SHO, FORT KOCHI COASTAL POLICE STATION, FORTKOCHI P.O, KOCHI - 682  
001. \*ADDL.R13 IS IMPEADED AS PER ORDER DATED 02/07/2025 IN IA 1/2025  
IN WP(PIL) 50/2025

ADDITIONAL R14 TO R17 IMPEADED

14. WAN HAI LINES LTD, 10TH FLOOR, 136, SUNG CHIANG ROAD, TAIPEI, TAIWAN  
REPRESENTED BY ITS PRESIDENT.
15. WAN HAI LINES (SINGAPORE) PTE LTD, 9 ANSON ROAD, #10-01 SINGAPORE  
079906, REPRESENTED BY ITS AUTHORIZED OFFICER.
16. WAN HAI LINES (INDIA) PVT. LTD., A-102 AND 103, THE QUBE, NEAR TO  
INTERNATIONAL AIRPORT, MAROL VILLAGE, ANDHERI EAST, MUMBAI - 400059,  
REPRESENTED BY ITS AUTHORIZED OFFICER
17. MERCANTILE MARINE DEPARTMENT, WILLINGDON ISLAND, KOCHI, KERALA 682009,  
REPRESENTED BY ITS PRINCIPAL OFFICER.  
ADDL.R14 TO R17 ARE IMPEADED AS PER ORDER DATED 02/07/2025 IN IA  
4/2025 IN WP(PIL) 50/2025.

ADDITIONAL R18 IMPEADED

18. UNION OF INDIA, THROUGH THE SECRETARY,  
MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE,  
INDIRA PARYAVARAN BHAWAN, JORBAGH, NEW DELHI – 110003  
ADDL. R18 IS SUO MOTU IMPEADED AS PER ORDER  
DATED 16/06/2026 IN WP(PIL)

Writ petition (Public Interest Litigation) praying inter alia that in  
the circumstances stated in the affidavit filed along with the WP(PIL) the  
High Court be pleased to

A) direct the Respondents No.1, 3 and 6 to release interim financial  
assistance to the fishermen victims

B) direct the Respondents No. 4, 6 and 7 to take steps to remove all  
the wastes, chemicals and parts of the ship and clean up the environment  
without any further delay.

In accordance with law after affording an opportunity of being heard,  
in the interest of justice, equity and good conscience.

P.T.O.

This petition coming again on for orders upon perusing the petition and the affidavit filed in support of WP(PIL), this Court's orders dated 05/03/2026 & 09/06/2026 and upon hearing the arguments of M/S. V.HARISH, C.R.REKHESH SHARMA & RAJAN VISHNURAJ, Advocates for the petitioner, SMT.O.M. SHALINA, DEPUTY SOLICITOR GENERAL OF INDIA for R1 to R4, ADVOCATE GENERAL & STATE ATTORNEY & GOVERNMENT PLEADER for R5, R6, R9, R10 & R13, SRI.T.NAVEEN, STANDING COUNSEL for R7, M/S. ROSHEN.D.ALEXANDER, TINA ALEX THOMAS, HARIMOHAN & KOCHURANI JAMES, Advocates for R11, M/S. SANTHOSH MATHEW & PRASANTH S.PRATHAP, SENIOR ADVOCATES along with M/S. PRANOY K. KOTTARAM, SIVARAMAN P.L, ATHUL BABU & SREENAND UDAYAN, Advocates for R12, M/S. JIKKU SEBAN GEORGE, DEEPTI SUSAN GEORGE, SHRUTHI BALAKRISHNAN, RISHABH SAXENA, DEEPANSHI KAPOOR, OMKAR PRADHAN & AMITAVA MAJUMDAR, Advocates for Addl.R14 to R16, ADDITIONAL SOLICITOR GENERAL OF INDIA for Addl.R18, ADV.SRI.ARJUN SREEDHAR, AMICUS CURIAE, the court passed the following:

P.T.0



TUESDAY, THE 16<sup>TH</sup> DAY OF JUNE 2026

WP(PIL) No. 50 of 2025

MR. T.N. PRATHAPAN

VS

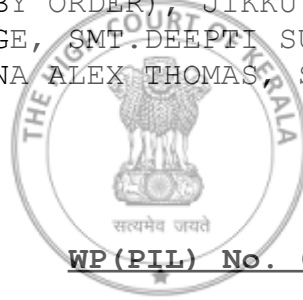
UNION OF INDIA & OTHERS

**ADVS FOR PETITIONER/S:**

SRI.V.HARISH, SRI.C.R.REKHESH SHARMA, SRI.RAJAN VISHNURAJ

**ADVS FOR RESPONDENT/S:**

O.M.SHALINA, DEPUTY SOLICITOR GENERAL OF INDIA, GOVERNMENT PLEADER,  
SRI. T.NAVEEN SC, KERALA STATE POLLUTION CONTROL BOARD,,  
SRI.ROSHEN.D.ALEXANDER, SRI.PRANOY K.KOTTARAM, No Advocate, K.JAJU  
BABU (SR.) (BY ORDER), K.JAJU BABU (SR.) (K/116/1981) (BY ORDER),  
SHRI.N.MANOJ KUMAR, STATE ATTORNEY, SHRI.K.GOPALAKRISHNA KURUP,  
ADVOCATE GENERAL, SHRI.SIVARAMAN P.L, SHRI.ATHUL BABU, SHRI.SREENAND  
UDAYAN, SHRI.SANTHOSH MATHEW (SR.), SMT.PARVATHY KOTTOL, JIKKU SEBAN  
GEORGE (K/905/2011) (BY ORDER), JIKKU SEBAN GEORGE (BY ORDER),  
SRI.JIKKU SEBAN GEORGE, SMT.DEEPTI SUSAN GEORGE, SMT.SHRUTHI  
BALAKRISHNAN, SMT.TINA ALEX THOMAS, SHRI.HARIMOHAN, SMT.KOCHURANI  
JAMES



WP(PIL) No. 60 of 2025

UMMER OTTUMMAL

VS

UNION OF INDIA & OTHERS

**ADVS FOR PETITIONER/S:**

SRI.ANIL THOMAS (T), SMT.K.V.RASHMI, SMT.LAKSHMI, SHRI.RAHUL ANIL

**ADVS FOR RESPONDENT/S:**

O.M.SHALINA, DEPUTY SOLICITOR GENERAL OF INDIA, GOVERNMENT PLEADER,  
SRI.PRANOY K.KOTTARAM, SRI.ROSHEN.D.ALEXANDER, SRI.JIKKU SEBAN GEORGE,  
SMT.TINA ALEX THOMAS, SHRI.HARIMOHAN, SMT.KOCHURANI JAMES,  
SHRI.K.GOPALAKRISHNA KURUP, ADVOCATE GENERAL, SHRI.N.MANOJ KUMAR,  
STATE ATTORNEY, SHRI.SIVARAMAN P.L, SHRI.ATHUL BABU, SMT.CISLY  
GRASHIOUS, SHRI.SREENAND UDAYAN, SMT.PARVATHY KOTTOL, SMT.DEEPTI SUSAN  
GEORGE, SMT.SHRUTHI BALAKRISHNAN

**WP(PIL) No. 70 of 2025**

**CHARLES GEORGE**

**VS**

**UNION OF INDIA & OTHERS**

**ADVS FOR PETITIONER/S:**

SHRI.K.JAYESH MOHANKUMAR, SRI.PUSHPARAJAN KODOTH, SMT.VANDANA MENON,  
SRI.VIMAL VIJAY, SMT.DONA MATHEW

**ADVS FOR RESPONDENT/S:**

O.M.SHALINA, DEPUTY SOLICITOR GENERAL OF INDIA, SRI.PRANOY  
K.KOTTARAM, SRI.ROSHEN.D.ALEXANDER, SRI.R.HARISHANKAR, No  
Advocate, SMT.TINA ALEX THOMAS, SHRI.HARIMOHAN,  
SMT.KOCHURANI JAMES, SHRI.SIVARAMAN P.L, SHRI.ATHUL BABU,  
SHRI.SREENAND UDAYAN, SHRI.M.ALFRED LIONEL WINSTON,  
ADDITIONAL STANDING COUNSEL, CENTRAL BOARD OF INDIRECT  
TAXES AND CUSTOMS (ERSTWHILE CENTRAL BOARD OF EXCISE AND  
CUSTOMS)



**RAJA VIJAYARAGHAVAN V.,  
&  
K.V. JAYAKUMAR, JJ.**

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**WP(PIL) Nos. 50, 60, and 70 of 2025**  
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**Dated this the 16th day of June, 2026**

**ORDER**

**Raja Vijayaraghavan V., J.**

**I.A. No. 3 of 2026 in W.P.(PIL) No. 50 of 2025**

This application is filed seeking issuance of directions to respondents 1 to 3 to take immediate action on Ext.P13 communication dated 25.03.2026 issued by the Indian Coast Guard to the Director General of Shipping concerning the hazardous cargo remaining onboard the sunken vessel MSC ELSA-3.

2. We find that in Ext.P13 it has been stated that the vessel, which capsized in May 2025, was carrying various types of cargo, including 12 containers of calcium carbide. It is stated that calcium carbide is hazardous and that the quantity held onboard the sunken vessel is substantially high (339.2 MT). It is further stated that although the cargo is described as safely packed, the possibility of these containers getting untethered and floating to the surface during rough sea conditions or by the force of underwater currents cannot be ruled out. It is also warned that if any of these containers were to wash ashore, the same may lead to damage to life and property. It is also stated in the communication that various

other containers carrying different cargo, including plastic nurdles, remain onboard the wreck, hanging from the decks, and that the possibility of these containers being dislodged by the force of the sea cannot be ruled out. With the monsoon season imminent, there is every likelihood of these containers becoming untethered from the sunken vessel and eventually causing a breach. It is also stated that though the owners and salvors were required to recover the dangerous cargo and the vessel after the improvement of weather conditions post-monsoon 2025, no effective steps have been taken and the remedial measures have been limited largely to beach and shoreline cleanup. The petitioner contends that unless immediate action is taken by respondents 1 to 3, there exist substantial risks of further environmental damage, threat to marine biodiversity, contamination of the coastline, and serious harm to the livelihood and safety of coastal communities.

3. The learned Additional Solicitor General has sought an adjournment to make submissions. It was, however, pointed out that a counter affidavit has been filed by the 3rd respondent, as directed by this Court in its order dated 05.03.2026.

4. We find from the counter affidavit filed by the 3rd respondent that the Director General of Shipping is not the nodal agency for undertaking or certifying feasibility studies relating to environmental assessment or ecological impact determination, and that such evaluations fall within the domain of the Ministry of Environment, Forest and Climate Change (MoEFCC). We note that MoEFCC is not made a party to these proceedings.

5. In that view of the matter, we suo motu implead the Union of India, through the Secretary, Ministry of Environment, Forest and Climate Change, Indira Paryavaran Bhawan, Jorbagh, New Delhi — 110003, as an additional respondent. The learned Additional Solicitor General shall take notice.

6. We have carefully gone through the records placed before us.

7. After perusing the records placed before us, we find that the total number of containers onboard MSC ELSA-3 at the time of its capsizing was 643, of which 296 were stowed on deck, and 347 were located below deck. We find that approximately 72 containers were washed ashore along the coastlines of the States of Kerala and Tamil Nadu, and that all 72 have been retrieved by MERC by 11.12.2025. It is pertinent to note that none of these containers carried any International Maritime Dangerous Goods (IMDG) or dangerous cargo. From the Brand Marine Consultants (SG) Pte. Ltd. (bMC) Container Debris Survey Report dated 10.10.2025, we find that the debris field surrounding the wreck lies within an area of approximately 1.5 kilometres from the wreck site. The survey report indicates that approximately 96 containers are lying on the seabed, all at a depth of approximately 50 metres. The debris have been catalogued with GPS coordinates.

8. From the report, we further find that approximately 475 containers are still inside the vessel hull as well as the cargo holds. The IMDG cargo, that is, the 12 containers of Calcium Carbide (Class 4.3) and 1 container of Rubber Chemical

Antioxidant (6PPD, Class 9), were all under-deck at the time of sinking. One Calcium Carbide container, bearing Container No. SEGU 1488630, is lying at a depth of 52.77 metres. The doors of this container were secured with cargo straps on 26.09.2025. We note from the manifest and the report that the calcium carbide is secured in 12 kilogram iron drums. As regards the plastic nurdle containers, the cargo manifest shows the total quantity of nurdles onboard as approximately 1,836.1 MT loaded in approximately 70 containers.

9. We have carefully gone through the bMC CDS Report and note that the under-deck containers were not individually surveyed. Only the debris field was catalogued. The learned counsel appearing for the 12th respondent submitted that individual inspection of the under-deck containers was not possible, as they are located within the cargo holds.

10. From the cargo manifest produced as Ext.R3(a), we find that certain goods fall under IMDG classifications and pose substantial environmental risks. They are:

- (a) Calcium Carbide ( $\text{CaC}_2$ ) — Quick Lime, UN 1402 (12 containers, Class 4.3)
- (b) Rubber Chemical Antioxidant (6PPD/IPPD) — 1 container (Class 9)

11. The cargo also included:

- a) VLSFO (bunker oil) — approximately 371 Metric Tonnes
- b) Marine Diesel/HSD — approximately 84 Metric Tonnes

- c) Lubricating Oil — approximately 55 Metric Tonnes

12. There are also Plastic Nurdles loaded in approximately 70 containers. This is a long-term, highly persistent environmental hazard. In addition, there are substantial amounts of Base paper bales, teak timber bundles, bamboo sticks, spinning machinery, and mixed cargo. Insofar as the bunker oil, marine diesel, and lubricating oil are concerned, the 12th respondent contends that those issues have been resolved, as these substances have been retrieved.

13. In the counter affidavit filed by the 3rd respondent, it is asserted that adrift containers pose not only a navigational hazard but also a grave environmental threat, particularly in light of the hazardous nature of the cargo onboard. It is further stated that on 28.05.2025, a physical meeting was convened under the Chairmanship of the Director General of Shipping, with the presence of State authorities, focused on streamlining the response to the MSC ELSA-3 incident. It appears that during this meeting, the DG Shipping called upon the owners, operators, and appointed salvors to submit a comprehensive and time-bound salvage and pollution response plan and to address oil recovery from the sunken vessel, recovery of containers adrift at sea, and complete removal of the wreck, all sunken containers, and associated residues.

14. It is stated in the counter affidavit that, pursuant to the directions issued by the Director General of Shipping and as part of the coordinated response

efforts undertaken following the sinking of MSC ELSA-3, the oil recovery operations from the vessel were successfully concluded on 24.09.2025. It is further stated that approximately 371.1 MT of oil and associated residues were recovered and that the subsequent processes of demobilisation, site clearance, and retrieval of equipment were completed on 26.09.2025. Reliance is also placed on the SMIT DPR 96 Report dated 29.09.2025 to contend that the oil recovery operations and the associated environmental mitigation measures were carried out in a safe, professional, and environmentally compliant manner under the supervision of the competent authorities.

15. However, having regard to the nature of the incident, the location of the wreck, and the potentially serious environmental consequences arising from any residual oil or pollutants remaining within the sunken vessel, we are of the view that further clarification is required. The mere assertion that the oil recovery operations have been "successfully concluded" does not, by itself, disclose the basis on which such a conclusion has been arrived at. It is not clear from the materials presently placed before this Court whether comprehensive verification exercises were undertaken to ascertain that no recoverable quantity of oil, oily residue, sludge, or other polluting substances remained within the wreck after the completion of the recovery operations. In that view of the matter, we direct the 3rd respondent to specifically place before this Court the methodology adopted, the technical assessments conducted, and the criteria applied for concluding that the oil recovery

operations stood successfully completed as on 24.09.2025. The 3rd respondent shall also clarify whether any post-recovery inspection, independent verification, underwater survey, or scientific assessment was undertaken to confirm that all recoverable oil and associated pollutants had been removed from the vessel and that no continuing threat to the marine environment remained. The materials relied upon for arriving at such conclusions shall also be placed on record.

16. As regards wreck removal, reference is made to a communication dated 25.05.2025 addressed to the Maritime Authority of Liberia, requesting the Flag Administration to direct the vessel owners to undertake pollution prevention measures, submit a retrieval plan for adrift containers including those carrying hazardous materials, and initiate appropriate arrangements for removal of the wreck. A further notice dated 05.08.2025 was issued reiterating the request for urgent action under Section 356-J of the Merchant Shipping Act, 1958 and Article 9 of the Nairobi International Convention on the Removal of Wrecks, 2007. In the said notice it was emphasised that the wreck lies within India's Exclusive Economic Zone and poses significant concerns relating to navigational safety, environmental hazards, and marine pollution.

17. We find from the counter that the stand taken by the 3rd respondent is that the owners and the vessel's P&I insurers are yet to respond in writing to the repeated notices issued by the DG Shipping regarding wreck removal. However, in the counter reference is also made to a communication dated 19.03.2026 received

from the owners. These letters are irreconcilable and contradict each other.

18. We have examined Ext.R3(o) produced by the 3rd respondent. A perusal of the said document shows that the 12th respondent has placed reliance on technical reports prepared by Brand Marine Consultants (BMC), SeaGround, IR Class, and C-Track Surveys Pvt. Ltd. The said agencies have opined that the wreck and the containers presently lying on the seabed do not constitute either a navigational hazard or an ongoing environmental threat and have furnished reasons in support of their conclusions. However, the 3rd respondent has taken the specific stand that the assessments and conclusions relied upon by the vessel owner cannot be accepted as conclusive, since the reports in question were prepared by private entities and consultants engaged by the vessel owner and its interests. The counter affidavit further indicates that the issues arising in the present case involve long-term environmental implications, marine ecological concerns, navigational safety, and potential future risks associated with the submerged wreck and cargo, all of which require independent scientific scrutiny.

19. The 3rd respondent has also stated in its counter affidavit that the wreck of MSC ELSA-3 continues to pose risks to navigational safety, the marine environment, and the livelihoods of coastal communities, and that the vessel owners are liable to take immediate and effective steps for the removal of the wreck. We also notice that, the 3rd respondent has stated that the submissions and reports relied upon by the vessel owners would require independent technical evaluation

and regulatory scrutiny before the question of permanent retention of the wreck or its non-removal can be considered. If that be the stand adopted by the 3rd Respondent, it necessarily follows that an independent verification of the reports relied upon by the vessel owner is imperative. In matters involving environmental concerns of this magnitude and potential long-term consequences for the marine ecosystem, navigational safety, and coastal communities, the conclusions of consultants engaged by interested parties cannot, at least at this stage, be treated as determinative in the absence of independent scientific assessment and regulatory scrutiny.

20. The 3rd respondent shall, therefore, state before this Court whether any steps have been taken to engage an independent expert agency, scientific institution, or technical consultant to verify the findings contained in the reports relied upon by the 12th respondent. The 3rd Respondent shall also state whether any independent assessment has been conducted, or is proposed to be conducted, regarding the present status of the wreck and the submerged containers and, in particular, whether they pose any navigational hazard, environmental risk, or threat to marine ecology and coastal communities. The outcome of such assessment, if available, together with the materials relied upon in support thereof, shall also be placed on record.

21. We further find from the counter affidavit that the 3rd respondent itself has stated that the issues involved in the present matter concern long-term

environmental implications, damage to marine ecology, coastal sustainability, navigational safety, and potential future risks arising from the submerged wreck and its associated cargo. According to the 3rd respondent, the determination of these issues requires independent scientific scrutiny by competent Government agencies and statutory environmental authorities. It is further stated that a comprehensive and independent environmental impact assessment is necessary and that such an exercise ought to be undertaken under the guidance and supervision of the Ministry of Environment, Forest and Climate Change, the respective State Pollution Control Boards, and other competent scientific institutions. We note with concern that, despite the passage of more than one year since the sinking of the vessel, no material has been placed before this Court to indicate that such an assessment has either been completed or, for that matter, meaningfully commenced. In the above circumstances, the 3rd Respondent shall specifically place before this Court the steps already taken, if any, towards undertaking such an environmental impact assessment. The 3rd Respondent shall further state the manner in which the proposed assessment is to be carried out, the institutions or agencies considered competent to undertake the exercise, the scope of the study proposed, and the time frame within which the assessment is expected to be completed. The Court shall also be informed whether any interim measures have been contemplated to address the environmental and navigational concerns pending completion of such assessment.

22. Sri. T. Naveen, the learned Standing Counsel appearing for the Kerala State Pollution Control Board, referred to the affidavit dated 30.03.2026 and pointed out that an agreement was entered into between the Council of Scientific and Industrial Research — National Institute of Oceanography (CSIR-NIO) and the Pollution Control Board on 16.07.2025, for conducting an environmental damage assessment and long-term study to assess the extent of environmental damage caused by the MSC ELSA-3 shipwreck. It is stated that the final report will be received only on 30.07.2026.

Post on 23.06.2026, as requested by the learned Additional Solicitor General. The learned ASG shall obtain specific instructions from the concerned respondents and address the queries posed by this Court above. A detailed status report shall also be placed on record, setting out the measures already undertaken, the steps proposed to be taken, the timelines contemplated for such action, and the present status of compliance with the issues highlighted in this order from the concerned respondents, including the additional 18th respondent, MoEFCC.

Sd/-  
**RAJA VIJAYARAGHAVAN V.,**  
**JUDGE**

Sd/-  
**K.V. JAYAKUMAR,**  
**JUDGE**

**APPENDIX OF WP(PIL) 50/2025**

- Exhibit P13** A TRUE COPY OF THE SAID COMMUNICATION D0/242/AM DATED 25.03.2026 ISSUED BY THE DEPUTY INSPECTOR GENERAL, COMMANDER OF INDIAN COAST GUARD DISTRICT NO. 4 TO THE 3RD RESPONDENT
- Exhibit R3(A)** The cargo manifest pertaining to the voyage dated 23.05.2025
- Exhibit R3(0)** True copy of the e-mail correspondence dated 19.03.2026

