

- (xiii) **MoU:** Memorandum of Understanding to be executed between IWAI and Operator for movement of ODC in NWs and Indo-Bangladesh Protocol route
- (xiv) **Consignment:** means ODC parcel (s), its accessories etc.
- (xv) **Handling equipment:** Special equipment required for safe handling (loading / unloading) of ODC.

4. Movement of ODC

- 4.1 ODC movement is a specialized activity which entails months of preparation. Keeping in view the weight, size and load of ODC, the Operator has to, inter alia, design the vessels, make arrangements for loading and unloading of cargo and determine the timing of its movement on the waterway.
- 4.2 Since the discharge of water in both the Ganga and the Brahmaputra fluctuates greatly between the lean and the flood seasons, the LAD available for movement of inland vessels also differs greatly from month to month. During the flood season, for about four months, the entire stretch of NW-1 and NW-2 can be safely navigated. Depending on the draft requirement, Operators can plan ODC movement upto Allahabad on NW-1 and Sadiya on NW-2 in certain months of the year. Since IWAI has been undertaking detailed survey of the National Waterways for more than a decade now and also has access to water flow data compiled by Central Water Commission and Brahmaputra Board, IWAI is the best agency to suitably advise Operators in this regard.
- 4.3 Least Available Depth (LAD) in various stretches of the river is the most critical parameter for safe, smooth and timely movement of ODC. At present, the LAD available on various stretches of NW-1, NW- 2 and NW-3 are as under :
 - ♦ NW-1 : upto Farakka 2.5 m; From Farakka to Varanasi 2 m and 1.5 m between Varanasi to Allahabad
 - ♦ NW-2 : 2.5 m upto Pandu; 2 m between Pandu and Dibrugarh and 1.5 m between Dibrugarh and Sadiya
 - ♦ NW-3 : 2 m in the stretch between Kochi and Thakazhi and Udyogmandal and Champakara Canals and 1.5 m in the remaining stretch
- 4.4 With the induction of two new Cutter Suction Dredgers (CSDs) in NW-3, two CSDs and one Hydraulic Surface Dredger (HSD) in NW-2 and four CSDs in NW-1 in the next six months, IWAI aims to provide 3 m LAD upto Farakka, 2.5 m LAD upto Patna and 2 m LAD upto Varanasi by December 2010 on NW-1; 2.5 m LAD upto Neamati, 2 m LAD upto Dibrugarh and possibly Sadiya by March 2011 on NW-2. Likewise, once capital dredging work is completed in NW-3 by December 2012, LAD of 2 m will become available in the full stretch of NW-3.

- 4.5 However, it must be realized that there may be certain times in a year when due to factors beyond control of IWAI, the LAD may be lower than what has been mentioned above. This could be due to sharp drop in water flow into the river on account of prolonged drought, slow melting of snow, etc. Hence, IWAI is guaranteeing LAD for a period ranging between 300 to 330 days only and ODC movement schedule will need to be planned accordingly.

5. Consolidated Fee

- 5.1 IWAI has provisionally fixed a consolidated fee of **Rs.1.50 (Rupees One and fifty paise only) per metric tonne per km** for movement of ODC through inland water transport on National Waterway(s) and/or Indo-Bangladesh Protocol route with effect from **1st January, 2010**.
- 5.2 This fee would be levied on all ODC movement commencing from the point of origin on or after January 1, 2010. This will not be levied on those consignments which were already in transit before January 1, 2010. The matters where an agreement between the cargo owner and the cargo mover has been drawn before 1st October, 2009 and does not provide for such fee, will be decided by IWAI on case to case basis.

6. Service provided by IWAI

- 6.1 Successful and timely completion of movement of ODC requires coordinated action by the Operators and IWAI officials. Upon payment of consolidated 'fee' by the Operator, IWAI will provide the following services which would facilitate quick turn around of vessels/barges carrying ODC:
- ♦ Assurance of minimum LAD in various stretches of National Waterways and Indo-Bangladesh Protocol Route
 - 2.5 m LAD upto Farakka & 2 m LAD upto Varanasi & 1.5 m LAD upto Allahabad
 - 2.5 m LAD upto Pandu; 2 m LAD upto Dibrugarh & 1.5 m LAD upto Sadiya
 - 2 m LAD in the stretch between Kochi and Thakazhi and Udyogmandal and Champakara Canals and 1.5 m in the remaining stretch of NW-3
 - 2 m LAD in Indo-Bangladesh Protocol route
 - ♦ Smooth passage through Farakka Lock Gate within six hours of reporting of vessel in day time working hours after completion of all formalities, including deposit of 'Lock Gate charges' by IWAI officials. If the vessel reaches lock gate after office hours, then crossing will be arranged on next day and this delay will not be accounted for. Opening of lock gates in NW-3 will be responsibility of Director, IWAI, Kochi.
 - ♦ Free uploading of 'Nav Display' software