

Annexure -B

## Tentative Movement Schedule

### Movement Schedule for ODC

1. Name and address of logistic Operator
2. Name of National Waterway:
3. Route: Indicate origin and destination
4. Name of the ODC
5. Name of Vessel:
  - (a) Type of vessel : self propelled/ dumb barge etc
  - (b) DWT of vessel :
  - (c) Carrying capacity of vessel
  - (d) Empty & Loaded draft of vessel
  - (e) Length, beam, moulded depth, air draft of vessel
  - (f) Name of Manufacturer of vessel
  - (g) Validity of Certificate of fitness
  - (h) Validity of Insurance

6. Details of proposed ODC movement:

(Details to be given for each day)

Date	Time of Start of voyage	Place of start	Expected Time of reaching	Name of destination	Total hours of operation	Remarks

Add cushion towards exigencies (number of days):

7. Requirement of Bunker (If to be obtained through IWAI Terminal Operator):

Item	Quantity (in litres)	Proposed Place of bunkering	Expected Date & time for delivery of bunkering	Amount deposited

Signature & seal of Operator

Place -

Date:

**Agreed Movement Schedule for ODC**

1. Name and address of logistic Operator
2. Name of National Waterway:
3. Route: Indicate origin and destination
4. Name of the ODC
5. Name of Vessel:
  - (a) Type of vessel : self propelled/ dumb barge etc
  - (b) DWT of vessel :
  - (c) Carrying capacity of vessel
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6. Details of proposed ODC movement :

(Details to be given for each day)

Date	Time of Start of voyage	Place of start	Expected Time of reaching	Name of destination	Total hours of operation	Remarks

Add cushion towards exigencies (number of days):

7. Requirement of Bunker (If to be obtained through IWAI Terminal Operator) :

Item	Quantity (in litres)	Proposed Place of bunkering	Expected Date & time for delivery of bunkering	Amount deposited

Signature &amp; seal of Operator

Place -

Date:

Signature &amp; seal of Director

Place

Date:

Annexure- D**DRAFT MEMORANDUM OF UNDERSTANDING**

This Memorandum of Understanding made this \_\_\_ day of \_\_\_, 2010 between

1. Inland Waterways Authority of India, a statutory body under Ministry of Shipping, Govt. of India, with its head office at A-13, Sector-1, Noida - 201301 (U.P.) through its (name & designation of authorized officer of IWAI to sign MoU) hereinafter referred to as IWAI, which expression shall wherever the context permits, include their representatives and permitted assigns. And
2. (Name of Firm, its constitution) with its registered office at \_\_\_\_\_, through its (name & designation of authorized officer of Firm to sign MoU) herein after referred to as (short name of firm), which expression shall, wherever the context permits, include its representatives and successors, and permitted assigns.

**WHEREAS :**

- i) IWAI is the apex body for development and regulation of inland waterways under the Ministry of Shipping, Government of India, with the role of a provider, facilitator and regulator of the Inland Water Transport sector in the country.
- ii) (short name of firm) has been engaged by (Name of organisation who's cargo is to be transported ) with the objective of transportation of cargo and more particularly Over Dimensional Cargo (ODC) as per list of cargo given in Annexure-1 required for their project namely (Name of Project and location ) using the National Waterways by deploying suitable cargo vessels to be provided by (short name of firm).
- iii) (short name of firm) has identified the (route to be mentioned) on National Waterway No.1, 2, 3 and/or Indo Bangladesh Protocol route for movement of project cargo / ODC required for the (Name of Project and location).
- iv) In view of the technical expertise and the local knowledge of waterways in India possessed by IWAI and the expertise of transportation of ODC possessed by (short name of firm), two parties have decided to cooperate to jointly work towards realizing the objective of transportation of ODC through inland water transport mode and this MoU is made to record the terms of such cooperation.

NOW THEREFORE IN CONSIDERATION OF THE COVNANTS HEREIN THIS UNDERSTANDING WITNESSETHAS UNDER:

## **Definitions :**

1. In this MOU, unless the context otherwise requires, the following expressions shall have the following meaning and any definition introduced elsewhere in this MOU shall also apply throughout the MOU.

The MOU and or 'Understanding' means this MOU including any exhibit or other document attached to or referred to herein.

'NW' means an Inland Waterway of India designated as a National Waterway

'Party' means one of the parties to this MOU individually and 'Parties' means both the parties collectively.

## **Co-operation and support from the Parties**

2. Iwai and (short name of firm) will work in close association in coordinated manner for promoting cargo movement and transportation of ODC through inland water transport using Inland Waterways between \_\_\_\_\_ & \_\_\_\_\_ and for safe and timely delivery of ODC at destination.
3. Iwai will support the endeavor by providing the following:
  - a) Assurance of minimum LAD in various stretches of National Waterways and Indo-Bangladesh Protocol Route within India.
  - b) Smooth passage through Farakka Lock Gate within six hours (if on the way)
  - c) Electronic Navigational Charts for the entire river stretch (except Protocol route) being traversed
  - d) DGPS facility from Farakka to Barh on NW-1 and Bangladesh border to Pandu on NW-2
  - e) Night navigation facilities right upto Varanasi on NW-1 and from Bangladesh border to Dibrugarh on NW-2 and entire stretch of NW-3.
  - f) River pilotage
  - g) Anchoring facility on various fixed and floating terminals of Iwai
  - h) Bunkering facility at Patna /Pandu River Ports & other terminals mentioned in the Guidelines on payment basis
  - i) Iwai will also provide, on actual charge basis, assistance through its vessels (tugs /workboats/ survey launches/ other vessels) in case of any 'emergency' when informed by the (short name of firm).