



# भारतीय अन्तर्देशीय जलमार्ग प्राधिकरण

(पोत परिवहन मंत्रालय, भारत सरकार)

INLAND WATERWAYS AUTHORITY OF INDIA

(Ministry of Shipping, Govt. of India)

क्षेत्रीय कार्यालय : पी-७८, गार्डेनरीच रोड, कोलकाता-७०० ०४३ (प० बं०)

REGIONAL OFFICE : P-78, Garden Reach Road, Kolkata - 700 043 (W.B.)

दूरभाष : 2439 0393 / 5577 / 6055, फैक्स : 2439 5570



SAGARMALA  
PORT-LED PROSPERITY

Email : iwaical@yahoo.com  
dirkol.iwai@nic.in

IWAI/KOL/PROT (1)/2018-19/

April 21<sup>st</sup>, 2020

## NOTICE

It has been observed that several Bangladesh flag vessels plying in Protocol on Inland Water Transit and Trade (PIWTT) Routes has been **anchoring** in and around Ghoramara Island of Hugli and Baratola Rivers. **Anchorage of vessels in and around Ghoramara Island is not safe as the location is proxy to the open sea, the influence of Nor'westers** (copy of warning to Masters of vessels for Northwesters, mentioned in Tide Tables for the Hugli River 2020 at *Annexure-1*) **and high swell/waves causing drifting of anchor of vessels leading to accidents and capsizing of vessels in the area.**

The period of **foul weather** for inland waters of River Hugli is from **1<sup>st</sup> April to 30<sup>th</sup> October** as per the DG Shipping order No. 33-SH(2)68, dated 18/01/1973 (Copy at *Annexure-2*)


In this regard, please refer this office Notice No. IWAI/KOL/PROT (1)/2018-19/626, dated 08/08/2019, wherein all the IWT operators/Agents/Exporters have been directed to advise their respective vessel masters to strictly follow the "Rules for Inland Vessels, notified and published under Chapter-III of Calcutta Port Rules, 1994 (*copy at Annexure-3*).

It is once again directed to advise all the Masters of Bangladesh Flag vessels to anchor their vessels only in designated areas and **strictly follow the "Rules for Inland Vessels"** notified and published under Chapter-III of Calcutta Port Rules, 1994.

IWT operators/Agents/Exporters are also directed to ensure that the **Indian Pilot should be onboard of BD Flag vessels** during entire passage from Hemanagar LCS to Kolkata/Haldia and back Kolkata/Haldia to Hemanagar LCS.

The **meteorological data** such as Temperature, Humidity, Wind Direction, Wind Speed and Pressure are disseminated from the **IWAI River Information Stations** in the stretch of Sagar - Farakka. Therefore all the Masters of the IWT vessels are advised to switch on **AIS** for regular updates.

Violation of above will be viewed seriously

  
(L.K. Rajak) 21/4/20

Director

Encl: As above

To,

All the Shipping Agents/Vessel Operators/Exporters (by email)

Contd.....2

Head Office : A-13, Sector-I, NOIDA, U.P. Pin - 201301

Phone : 0120-2543972 / 4004 / 2521764, Fax : 0120-02543973 / 4009 / 4041 / 2521664

E-mail : iwainoi@hub.nic.in Website : www.iwai.nic.in / www.iwai.gov.in

Copy to: (by email)

1. Director, Marine Department, Kolkata Port Trust for information.
2. Commander, Indian Coast Guard District Headquarters No-8, Anchorage Camp, Haldia Port, Haldia – 721605
3. Assistant Secretary, IWAI, Kolkata RO.
4. Asst. Director (Mech.) & Asst. Director (Civil) of IWAI, Kolkata RO. JHS (Shri G. Kundu) of IWAI, Kolkata RO.
5. Sri J. Paul, IWAI, Kolkata – with a direction to direct vessel Masters not to anchor vessels at Ghoramora Island and direct them to park their vessels only at designated areas in PIWT&T Routes.
6. M/s Milan Marine Services Pvt. Ltd, Kolkata – To inform their River Pilots.
7. PCSA, IT Cell, IWAI, Noida – to upload in IWAI Website

Copy for information to: (by email)

1. Chief Engineer-Tec, IWAI, Noida.
2. Hydrographic Chief, IWAI, Noida.
3. Director (NER), IWAI, Noida.
4. P.A. to Member (Traffic & Logistics), IWAI, Noida – for kind information to Member (Traffic & Logistics) please.

  
Director



**WARNING TO MASTERS OF VESSELS FOR  
NORTHWESTERS**

During the summer season (end of February to May) Bengal and Orissa are visited by a type of severe thunderstorm known as Nor'westers. These storms usually approach stations from N.W. The first sign of these storms is a low bank of dark clouds in the N.W., the upper outline of which has the appearance of an arch. It approaches at first slowly and then more and more rapidly and commences with the strong gust or squall which on land raises clouds of dust. There is frequently heavy thunder and lightning followed by downpour of rain driven by the strong wind. The winds blow with almost hurricane force and blow down trees and inflict a lot of damage on houses and other properties. These storms are sometimes accompanied by hail. The greatest velocity recorded in these storms at Kolkata can be as much as 180 kms. per hour.

Nor'westers usually break out in the afternoon or evening and they rarely last more than  $\frac{2}{3}$  hours and are usually followed by cool weather during the remainder of the night. The Nor'westers may give rise to a high sea in the N.W. angle of the Bay.

Masters of ships in Port should ensure that they have sufficient number of officers and men on board during the Nor'wester season. They should also put out additional ropes, wires etc. to strengthen the moorings of their vessels in the docks.

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TIDAL STREAMS AT SANDHEADS

Rotary currents are experienced at Sandheads. The Stream sets as follows when not influenced by wind :-

FLOODEBB

1st Qr. 270°-320°    3rd Qr. 360°    1st Qr. 045° -112°    3rd Qr. 180°  
2nd Qr. 310°        4th Qr. 022°    2nd Qr. 160°    4th Qr. 200°-240°

The great body of the current runs in the direction of the channels at the rate of 2-3 knots in Springs and 1-1½ knots in Neaps.

During Cyclonic weather a strong Westerly set of 2-5 knots is experienced. During Westerly gales, an Easterly set of 1-2 knots develops.

Detailed navigational chart (1:37500) of Eastern Channel (No. IV Sagar Buoy to Talent Wreck Light Vessel) is available for sale with the Port Authorities.

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**DIRECTORATE GENERAL OF SHIPPING**  
**BOMBAY - 400001.**

No. 33-SH(2)68

18<sup>th</sup> January 1973

The Secretary to the Government of India,  
Ministry of Shipping & Transport,  
New Delhi

Subject : Notification under Section 3(41) of the Merchant Shipping Act, 1958, regarding smooth or partially smooth waters.

Sir,

I have the honour to refer to the correspondence resting with the Ministry's telex No. 57-MA(1)/70, dated 27<sup>th</sup> December 1972 on the above subject and to state that the Notification under section 3(41) of the Merchant Shipping Act declaring certain waters to be smooth or partially smooth waters during fair and foul seasons are in relation to Sea-going ships within the meaning of the Merchant Shipping Act, 1958 and does not repeal any notification which may have been issued under the Inland Steam Vessel Act 1917 as applicable to Inland Steam Vessels. The reference made by the Commissioners for the Port of Calcutta (vide Ministry's letter No. 57-MA(1)/70, dated 26<sup>th</sup> September 1972) appears to have been made under a misapprehension that the limits as laid down under the Inland Steam Vessels Act 1917 had been or were being modified. They may kindly be apprised of the correct position.

2.0 The India Meteorological Department, Poona, have since intimated that the following are the revised dates of duration of foul weather season with respect of Bay of Bengal and Arabian Sea :-

- (a) Bay of Bengal - Foul weather season from 1<sup>st</sup> April to 30<sup>th</sup> November.
- (b) Arabian Sea - Foul weather season from 1<sup>st</sup> May to 30<sup>th</sup> November.

In view of this the existing entries in the note as the end of the Ministry's Notification dated 1<sup>st</sup> July 1972 underneath heading "foul weather season" would need amendment as under:-

- (a) In the Arabian Sea the period from 1<sup>st</sup> May to 30<sup>th</sup> November.
- (b) In the Bay of Bengal the period from 1<sup>st</sup> April to 30<sup>th</sup> November.

3.0 The India Meteorological Department, Poona, have added that the period of foul weather for Inland waters of River Hugli may be taken as from 1<sup>st</sup> April to 30<sup>th</sup> October only. The Ministry will no doubt communicate this information to the West Bengal Government for appropriate further action.

The delay in reply is regretted.

Yours faithfully

Sd/-  
ASST. DIRECTOR GENERAL OF SHIPPING  
FOR DIRECTOR GENERAL OF SHIPPING





# भारतीय अन्तर्देशीय जलमार्ग प्राधिकरण

(पोत परिवहन मंत्रालय, भारत सरकार)

**INLAND WATERWAYS AUTHORITY OF INDIA**

(Ministry of Shipping, Govt. of India)

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**SAGARMALA**  
PORT-LED PROSPERITY

Email : iwaical@yahoo.com  
dirkol.iwai@nic.in

IWAI/KOL/PROT (1)/2018-19/626

August 8<sup>th</sup>, 2019

## NOTICE

It has been reported by the Director, Marine Department, Kolkata Port Trust, that several Bangladesh flag vessels plying in Protocol on Inland Water Transit and Trade (PIWT&T) Route are anchored in the shipping channel and thereby obstructing movement of seagoing vessels in Hugli River.

In this regard, it is hereby, directed to advise the respective vessel masters to strictly follow the "Rules for Inland Vessels, notified and published under Chapter-III of Calcutta Port Rules, 1994 ("refer this office O/o IWAI/KOL/PROT (1)/2015-16/1995, dated 28/01/2017, Enclosure-1) and to advise the Masters of Bangladesh Flag and Indian barges to anchor their vessels in designated areas only ( refer Notice no. IWAI/KOL/PROT (1)/2018-19/46, dated 10/04/2019, Enclosure-2 & Enclosure-3).

Violation of above will be viewed seriously.

  
Director 8/8/19

To,

All Shipping Agents/Vessel Operators

Copy to:

1. Director, Marine Department, Kolkata Port Trust for information.
2. Sri J. Paul, IWAI, Kolkata & Sri S. Basu, IWAI, Hemnagar - with a direction to direct vessel Masters not to anchor vessels in the shipping channel and direct them to park their vessels only at designated area.

Head Office : A-13, Sector-I, NOIDA, U.P. Pin - 201301

Phone : 0120-2543972 / 4004 / 2521764, Fax : 0120-02543973 / 4009 / 4041 / 2521664

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भारतीय अन्तदेशीय जलमार्ग प्राधिकरण

(पोत परिवहन मंत्रालय, भारत सरकार)

**INLAND WATERWAYS AUTHORITY OF INDIA**

(MINISTRY OF SHIPPING, ROAD TRANSPORT &amp; HIGHWAY, GOVT. OF INDIA)

P-78, GARDEN REACH ROAD, KOLKATA - 700 043

पी०-७८, गार्डरीच रोड, कोलकाता-७०००४३

GRAM - JALMARG, Phone :- 2439 - 0393 / 1710 / 6055 / 5577 Telefax :- 2439 - 5570, E-mail:- iwaical@yahoo.com

IWAI/KOL/PROT(1)/2015-16/ 1995

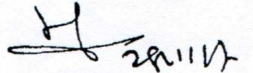
January 28, 2017

**OFFICE ORDER**

It has been reported by KoPT that Bangladesh Flag vessels plying in PIWT & T route are crossing the channel and coming in contact with inward /outward bound Merchant vessels.

In this regard all the shipping agents are hereby directed to advice to the respective vessel master to strictly follow the "Rules for Inland Vessels, notified and published under Chapter-III of Calcutta Port Rules, 1994" (copy enclosed).

Encl: As stated

  
(L. K. Rajak)  
Director (I/c)

To,

All Shipping Agents

Copy to :

1. Director, BIWTA, Dhaka
2. Member (Traffic), IWAI, NOIDA

Head Office :- A-13, Sector- I, NOIDA, U.P. Pin - 201301.

Ph:- 0120-2543972/4004/4036/2521764. Fax: - 0120-2543973/4009/4041/2521664,

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# **THE GAZETTE OF INDIA**



## **MINISTRY OF SURFACE TRANSPORT (Ports Wing) New Delhi**

### **NOTIFICATION**

New Delhi, the 27th June, 1995

**G.S.R. 523(E).** - Whereas certain draft rules of Calcutta Port Rules were published, as required by sub-section 2 of Section 6 of India Ports Act, 1908 in the Gazette of India Part II Section 3 Sub-section (i) under the notification of the Government of India in the Ministry of Surface Transport (Ports Wing), No.G.S.R. 306(E), dated 9-3-94 inviting objections and suggestions from all persons likely to be affected thereby before the expiry of 45 days from the date on which copies of the Gazette of India in which the notification was published are made available to the public.

2. And whereas the said Gazette were made available to the public on 28th July, 1994.
3. And the suggestions/amendments received from the public etc. before the expiry of the aforesaid period have been duly considered.
4. Now, therefore, in exercise of the powers conferred by sub-section (i) of section (6) of the said Act, the Central Government hereby makes the following rules namely :-

### **RULES**



Collisions at Sea ;

- b) When towing alongside exhibit side lights only on the side away from the tow.
42. **Towing lights for tugs.** - The additional white light mentioned in clause (b) of rule 41 shall not be carried by a sea-going vessel going in tow in the port with tug/tugs alongside.
43. **Lights for vessel aground and vessels at anchor.** -
- 1) Every sea-going vessel aground in the Port or the navigable channel of the river shall exhibit lights/shapes in accordance with the International Rules for Preventing Collision at Sea as may be in force/amended from time to time.
  - 2) The black ball required to be exhibited by vessels at anchor as prescribed in the International Rules for Preventing Collision at Sea shall not be carried by any vessel between Saugar Roads and Rabindra Setu.
  - 3) A black ball at the foremast or at the Signal Yardman on the foremast shall be shown by every vessel under weigh when going full speed. The ball is to be lowered down half-way when the engine of the vessel are running at reduced speed or when the vessel is manouvering. The use of the ball is compulsory for the vessels under weigh between Saugar Roads and Rabindra Setu and optional below Saugar Roads.
44. **Precaution against accidents.** - The master of every sea-going vessel shall take all necessary precautions by placing guards or otherwise to prevent injury to persons or damage to property through the discharge of steam, oil or water from any part of his vessel.
45. **Securing beams and hatchway.** - When cargo is being loaded into or unloaded from a sea-going vessel through any of her hatchways, whether on deck or below, the longitudinal (fore and after) and athwartship beams and hatchway covers of such hatchways shall be secured in such a manner as will effectually prevent them from falling into the hold or overboard.
46. **Safety of workmen.** - The Master of any sea-going vessel requiring work to be done in bilges, boilers or double bottoms shall take all precautions to ensure that working conditions in such places are made safe before any person is sent into them.

**CHAPTER III**

**RULES FOR INLAND VESSELS**

47. **Comprehensive Rules.** - The provisions of rules 9, 10, 11, 24, 25, 26, 27, 28, 31, 32, 33, 41 and 43 shall apply in relation to inland vessels as they apply relation to sea-going vessels.
48. **Navigable Channel.** - Every inland vessel shall be so navigated as to keep free the navigable channel required by sea-going vessels.



49. **Regulation of Berths and Moorings.** - Every inland vessel shall take up, or move to or from any berth, mooring or place when directed to do so by a duly authorised officer of the Port.

50. **Anchoring.** - No inland vessel shall anchor in such a position or in such a manner as to offer obstruction to any sea-going vessel in the navigable channel.

51. **Restriction on movement.** - No inland vessel shall proceed alongside any sea-going vessel for any purpose while International Code "Flag "A" is flying on the triatic stay of the latter.

52. **Regulation of Rules.** - Every inland vessel passing under the Vivekananda Bridge at Bally shall, when proceeding from North to South, pass between piers Nos.2 and 3 and when proceeding from South to North between piers Nos.2, 3 and 4.

53. **Prohibited Anchorage.** - No inland vessel shall anchor :-

(a) in Garden Reach between the Lower College Sand buoy and the Upper Panchpara Flat buoy; or

(b) in Baj Baj Reach between the Fort Gloster buoy and the southern boundary pillars of the Port of Calcutta ;

(c) in Haldia Reach between Haldia River and Balari Tower.

(d) in the area Cossipore to Bally between a line drawn north of Pran Nath Roy Chowdhuri's Ghat to a point 250 feet North of Chuni Mull Khettri's Ghat on the right bank and a line drawn from the north end of the Cossipore Gun and Shell Factory on the left bank to a point 700 feet south of Gardener's House on the right bank ;

(e) in the area Khardah to Barrackpore - between a line drawn 950 feet north of Jagannath Ghat to a point 125 feet north of a ghat at Titaghar Jute Mill on the left bank and a line drawn 700 feet south of Jagannath Ghat on the right bank to a point 300 feet north of the northern jetty of the Khardah Jute Mill on the left bank ;

(f) in the area Ichapur to Shamnagar between a line drawn 350 feet south of Durgamoni Ghat on the right bank to a point 1,200 feet north of Shastitola Ghat on the left bank a line drawn 350 feet north of Cherbindi Ghat on the right bank to point 850 feet north of Harish Basu's Ghat Shamnagar, on the left bank.

54. **Free Passage.** - Every inland vessels at anchor under way, shall at all times afford free passages sufficient width to piers, jetties, landing places, wharves, quays, docks and moorings.

55. **Navigation Rules.** - Inland vessels navigating the River Hooghly shall navigate at all times as follows:-

a) between Kidderpore Docks and Netaji Subhash Dock, on the edge of College Sand :



- b) Provided that no inland vessel with a flat or flats in tow when coming up on the flood tide between sunset and sunrise shall proceed above Netaji Subhas Dock until the ebb tide has made ;
- c) between Netaji Subhas Dock and Rajabagan Ferry Station, either close to the right bank or to the outer line of moorings close to the left bank of the River; Provided that every inland vessel other than a stern wheeler, launch, tug or ferry steamer which has no other craft in tow shall when sea-going vessels are under way and about to turn either on the flood or ebb tide heave to on the College Sand if she is above the sea-going vessels and off the Union South Jute Mill if she is below them until such time as the sea-going vessels have completed the manoeuvre of turning round ;
- d) between Rajabagan Ferry Station and Akra Semaphore on the edge of Sankral Sand ;
- e) between Akra Semaphore and Pir Serang Shrine, on the edge of Munikhali Sand ;
- f) between Pir Serang and the north end of Budge Budge, on the edge of Koffri Sand ;
- g) between the north end of Baj Baj and the Premchand Jute Mill, near the right bank of the River and on the edge of Budge Budge Sand ; Provided that between Fort Gloster Flat Buoy and the Lothian Jute Mill no inland vessel other than a stern wheeler, launch, tug or ferry steamer which has no other craft in tow shall navigate the channel when sea-going vessels are turning or about the turn on either the flood or ebb tide ;
- h) between the Premchand Jute Mill and the upper end of Moyapur Bar, on the edge of Achipur Sand ;
- i) On Moyapur Bar, the shallow tracks ;
- j) in Royapur Reach, on the edge of Royapur Sand ;
- k) on Royapur Bar, the shallow tracks ;
- l) in Brul Reach, on the edge of Brul Sand ;
- m) in Fisherman's and Fulta Reaches on the edge of Fulta Sand ;
- n) in Ninan Reach, on the edge of Shipgunge Sand ;
- o) in Nurpur Reach, and in the vicinity of the James and Mary, the Western Gut; Provided that between the 15th August and 1st December they may navigate the Eastern Gut during the ebb tide;
- p) From Hooghly Point to Hospital Point, the left bank of the River over Hooghly sand ;



q) from Hospital Point to the Silver Tree Point, the left bank of the river.

56. **Guidelines for movement of inland vessels.** - From Rabindra Setu down to and including Duff Point inland vessels crossing or intending to cross from one side of the navigable channel to the other, shall not obstruct the passage of, or cause risk of collision with, any sea-going vessel which is using the crossing at the time, but shall slacken speed, stop or reverse and if necessary turn round.

57. **Restriction on speed.** - (1) Outward bound vessel shall when approaching Baj Baj and abreast of Madhu Chak Mark in Koffri Reach reduce their speed to six knots through the water and the speed shall not be increased until the vessel has passed the Lower Fising Marks at Baj Baj.

Inward bound vessels shall reduce their speed to six knots through the water when abreast of the Upper Baj Baj Sand Buoy in Baj Baj Reach and shall not increase their speed until they have passed the Port Gloster Column.

Provided, however, that if at six knots the vessels makes a wash which might cause other vessels in the Baj Baj mooring to range on their mooring cables, the speed shall be further reduced.

(2) No vessel shall over take any other vessel off the Baj Baj Oil Moorings.

(3) No vessel shall pass Haldia Oil Jetty at a speed in excess of six knots or at a speed which may cause the vessel alongside Haldia Oil Jetty to range.

58. **Unmooring during freshets.** - Inland vessels lying above Rabindra Setu shall not haul out of moorings from 15th June to 31st October during the last quarter of the ebb.

59. **Storm signals.** - When a storm signals is hoisted on the flag staff at the Trustees; 15, Strand Road the flag staff on the clock tower at the entrance to Kidderpore Docks and the flag staff on the Harbour Pilot's house at Baj Baj or other authorised position in the port the masters of all inland vessels shall immediately take every precaution in their power to make their vessels snug and secure.

60. **Inland vessels and bores.** - No inland vessel shall lie alongside a floating pontoon while a bore is making. Any inland vessel lying alongside a floating pontoon when a bore is due, shall cast off and lie in the stream till the bore has passed, when it may, if so required, proceed alongside again.

61. **Crews for vessels.** - Every inland vessel shall have on board a sufficient number of crew to perform any duties which may become necessary for her safety or movement in any emergency.

62. **Prescribed lights.** - Every inland vessel shall exhibit the lights prescribed in the Rules made under the Inland Steam Vessels Act, 1917 (1 of 1917).



63. **Search lights.** - Inland vessels are permitted to use search-lights for navigational purposes; provided that no search-light shall in any circumstances be directed so as to interfere with the navigation of any vessel under way.

64. **Fire appliances.** - Every inland vessel shall carry the fire appliances prescribed in the Rules made under the Inland Steam Vessels Act, 1917 (1 of 1917).

#### CHAPTER-IV

#### RULES FOR FLATS AND BOATS

65. **Comprehensive Rules.** - The provisions of Rules 9, 10, 11, 27, 31, 32 and 43 shall apply in relation to flats and boats as they apply in relation to seagoing vessels; and the provisions of Rules 48, 49, 50, 51, Sub-rules (c), (d) and (e) of rule 53, rules 54, 59 and 60 shall apply in relation to flats and boats as they apply in relation to inland vessels.

66. **Boat Registration and licensing.** - No flat or boat shall ply whether regularly or occasionally within or partly within the Port, unless it has been registered and licensed on payment of prescribed fees. The Boat Surveyor shall at the time of registration brand on the flat or boat her registered number and tonnage: Provided that no flat or boat required to be registered under the Registration of Barges Rules, 1952. shall be registered and licensed by the Trustees, unless such flat or boat has been registered by the Registering Authority, Government of West Bengal and has had her registered number branded according to the provisions of the said Registration of Barges Rules, 1952. and no number shall be branded on such flat or boat by the Trustees' Boat Surveyor.

67. **Application for Registration.** - Every application for the registration of a flat/boat shall be made in writing to the Trustees' Boat Surveyor in Form. 'D' of the Schedule with an affidavit and photo certificate furnishing the following particulars ;

- a) Owner's name and address, or name and address of his duly authorised agent in Calcutta.
- b) description of the boat or flat, and
- c) nature of licence cargo or passenger, held or required.

68. **Method of Registration.** - Every flat or boat requiring registration. shall, if a flat, be placed at a convenient mooring or, if a boat be sent to the special licensing buoys at Outram Ghat for measurement under rule 70 by the Trustees' boat Surveyor who shall enter in a register, to be maintained by him, the particulars mentioned in rule 67, together with all relevant measurements taken under rule 70.

Every flat/boat requiring registration shall be placed at the licensing buoy or at a convenient place for stage inspection to be carried out by the Trustees Surveyor on payment of the prescribed fees, provided that any flat/boat may, on payment of prescribed fees, be surveyed at the owner's workshop.





# भारतीय अन्तर्देशीय जलमार्ग प्राधिकरण

(पोत परिवहन मंत्रालय, भारत सरकार)

## INLAND WATERWAYS AUTHORITY OF INDIA

(Ministry of Shipping, Govt. of India)

क्षेत्रीय कार्यालय : पी-७८, गार्डनरीच रोड, कोलकाता-७०० ०४३ (प० ब०)

REGIONAL OFFICE : P-78, Garden Reach Road, Kolkata - 700 043 (W.B.)

दूरभाष : 2439 0393 / 5577 / 6055, फैक्स : 2439 5570

ENCLOSURE-2



**SAGARMALA**  
PORT-LED PROSPERITY

Email : iwaical@yahoo.com  
dirkol.iwai@nic.in

IWAI/KOL/PROT (1)/2018-19/46

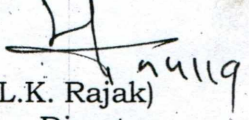
April 10<sup>th</sup>, 2019

### NOTICE

It has been reported that several Bangladesh flag vessels plying in Protocol on Inland Water Transit and Trade (PIWT&T) Route are anchored in the College Reach Area (Kolkata) thereby occurring several hindrance for navigation of vessels bound to Kolkata Port Docks.

In view of above, to ensure safety of vessels plying in the port area, all Shipping Agents are advised to direct the Masters of Bangladesh Flag and Indian barges plying in the PIWT&T Route shall be anchored in the demarcated area shown in enclosed map. Violation of this will be viewed seriously.

The above may be followed in strict compliance.

  
(L.K. Rajak)  
Director

To,

All Shipping Agents/vessel operators

Copy to:

1. Harbour Master (Port), KoPT, Kolkata: It is requested to limit the berthing permission at T.T. Shed to a maximum 2 / 3 per day to avert excess vessel parking in front of T.T. Shed and encroachment into the shipping channel.
2. Director, Marine Department, Kolkata Port Trust for information.
3. Sr. Asst. Traffic Manager/Permit, PWBB & IWT, Subash Bhawan, Kolkata Port Trust for information.
4. Sri J. Paul, IWAI, Kolkata & Sri S. Basu, IWAI, Hemnagar - with a direction to direct vessel Masters not to anchor vessels in the shipping channel and direct them to park their vessels only at designated area.
5. Director, BIWTA, Dhaka - for giving strict directives to ship owners to ensure that the vessels are anchored at designated anchorage points to keep away their vessels at safe distance from the shipping channel leading to Kolkata Port Docks to avoid accident.

*o/c*

Head Office : A-13, Sector-I, NOIDA, U.P. Pin - 201301

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# HOWRAH



## COLLEGE REACH AREA

BOTANICAL GARDEN  
JETTY (IWAI)

To Haldia

++

To Farakka

LCS

Anchorage area for IWT Barges

LD

UCS

Hooghly River

GR JETTY-2  
(IWAI)

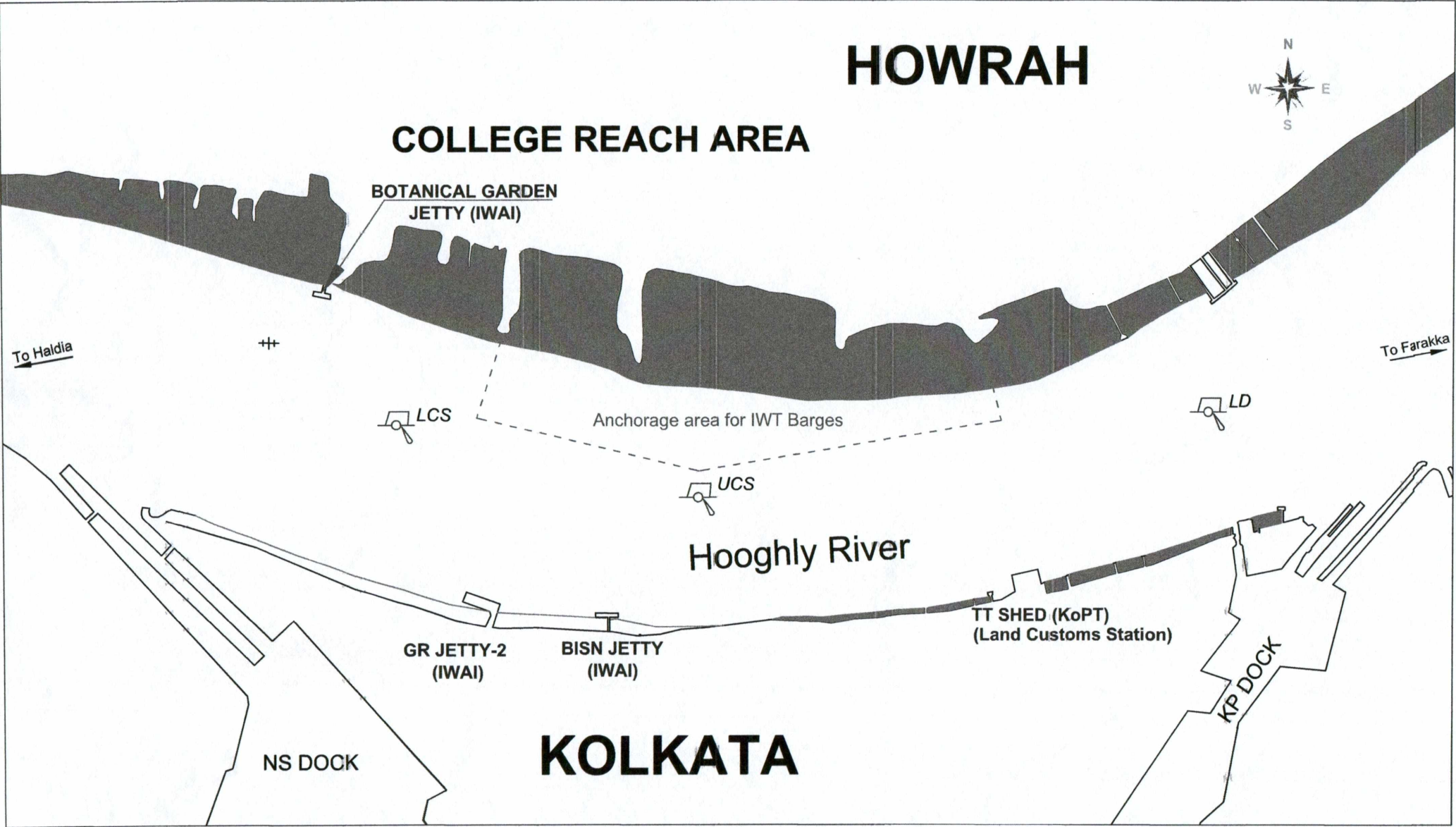
BISN JETTY  
(IWAI)

TT SHED (KoPT)  
(Land Customs Station)

KP DOCK

NS DOCK

# KOLKATA







# POOJALI CROSSING

Surveyed: 6th & 7th November, 2018

By: J. Mukherjee

Directorate Marine Department

Scale: 1 cm = 80.00 Meters

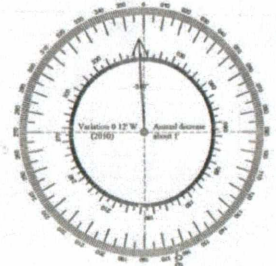
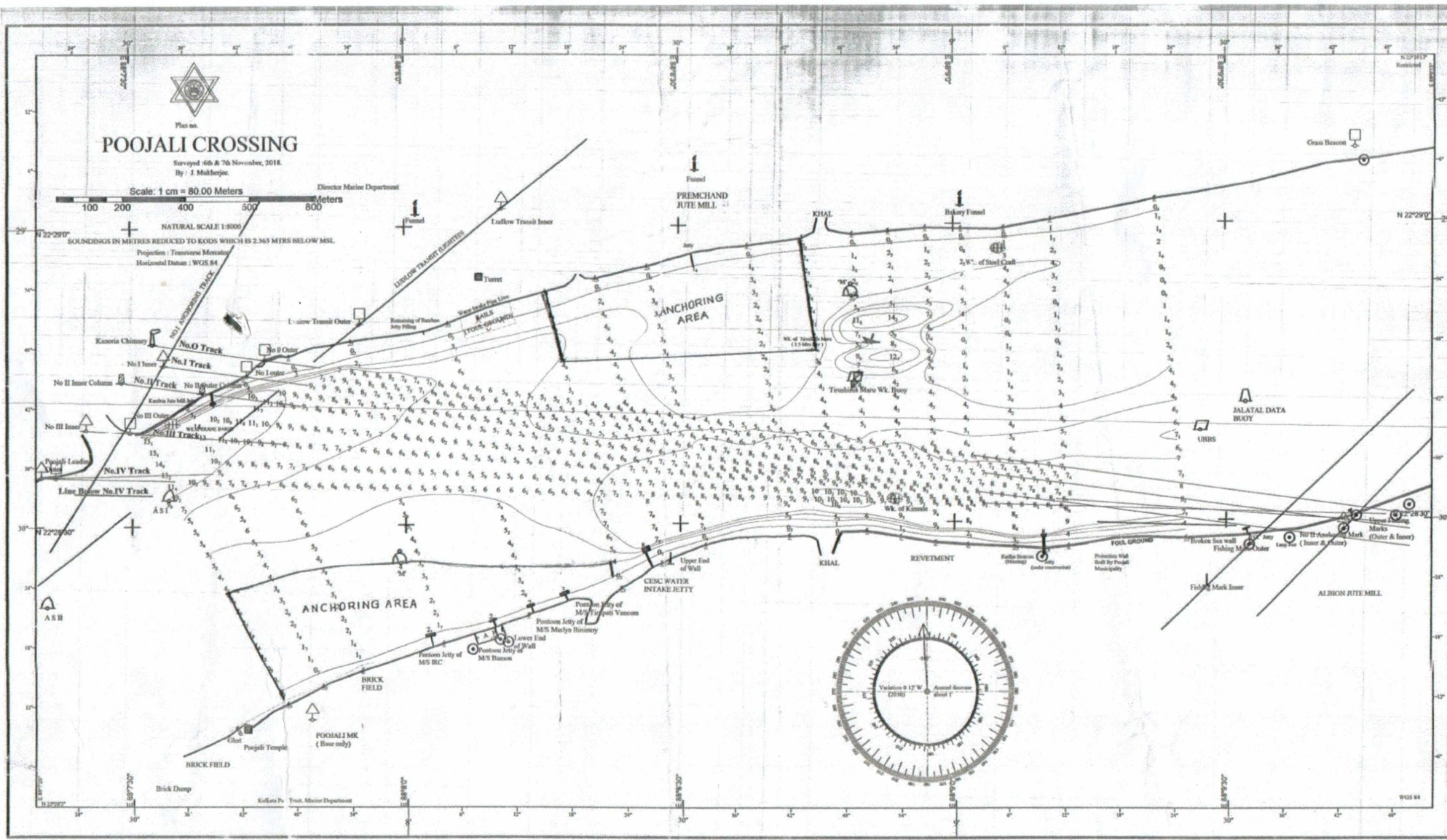
100 200 400 600 800 Meters

NATURAL SCALE 1:8000

SOUNDINGS IN METRES REDUCED TO KODS WHICH IS 2.365 METRES BELOW MSL.

Projection: Transverse Mercator

Horizontal Datum: WGS 84



ENCLOSURE-2