

Standard Operating Procedure (SOP) for movement of vessels registered under Inland Vessel Act on National Waterways

1. **Objective:** This **Standard Operating Procedure** is designed to facilitate the safe movement and operations of Inland vessels on various designated National Waterways so as to avoid any incidents or accidents or problems that may be encountered during the navigation of vessels on the National Waterways. Also, this SOP will enhance efficiency of information sharing so as to achieve seamless operations and data sharing on the National Waterways.

2. All vessels/barges operating on the National Waterways will fully comply with all the relevant rules and regulations not limited to the following: -
 - a. Prevention of Collision on National Waterways Regulations, 2002
 - b. National Waterway, Safety of Navigation and Shipping Regulations, 2002 including annexures I, II, III and IV
 - c. Inland Waterways Authority of India (Classification of Inland Waterways in India) Regulations 2006
 - d. The Inland Vessel Act, 1917(as amended)
 - e. All the rules and regulations framed by respective State Governments for operations of Inland vessels within their jurisdiction

3. IWAI website is duly updated with all information for safe navigation including river notices which are published fortnightly or monthly as the case may be. All vessels shall regularly consult the IWAI website for latest information on the National Waterways for safe navigation not limited to the following.
 - a. Least available depth (LAD) of the channel. Link to LAD is available on IWAI website (http://iwaiportal.nic.in/lad_pub.php) - LAD data on certain stretches of NW-1 is available on Weekly basis which is to be noted by all users on LAD & River Notice Link.
 - b. Air draft clearance of bridges and power lines on the waterways - Provided basis High flood level.-Critical bridge clearance w.r.t to water level based on survey are being disseminated in Navigational warning and the same is to be noted by all users on LAD & River Notice Link.
 - c. Any other navigational hazard or other restrictions existing on the National Waterways. Navigational warnings issued by IWAI are to be referred to by all users.
 - d. Information relating to the Indo Bangladesh Protocol (IBP) routes
 - e. Navigational aids including Night navigation facilities
 - f. All vessels shall mandatorily carry updated Charts, ENC & river Atlas for the stretch in which they are operating.
 - g. VHF Ch 16(dual) shall be kept on and compulsory monitored by vessel so as to have communication link and connection with RIS to receive important Navigational Warnings
 - h. Carriage of AIS and DGPS receiver is recommended to obtain full benefit of RIS system
 - i. All vessels crossing Farakka lock will fill up a prescribed form indicating the Navigational aids available onboard their vessel and confirmation of their awareness of all navigational information disseminated by IWAI through various forum.

- j. On certain stretches of National Waterways presence of pilots on board is made mandatory. Operators are suggested to place request for pilot to the concerned Directors well in advance along with their voyage plan.
4. **Co-ordination with external bodies/ agencies for in-transit support:** Director Kolkata/ Guwahati, IWAI will ensure in-transit clearances such as Permissions and Coordination with Customs and immigration for clearance of vessels sailing on the Indo Bangladesh Protocol route in their jurisdiction. All vessels shall contact the Director IWAI, Kolkata/Guwahati 72 hours before departure with the details in the prescribed format for assistance in obtaining clearances for IBP routes.
 5. All vessel Operators/ Masters on arrival at a port/ terminal/ anchorage should submit vessel's Arrival report including vessel's name, arrival date & time, vessel's draft, details of cargo/ passenger onboard (specifically highlighting any dangerous cargo onboard) intended berthing/ anchoring duration and objective (loading/ unloading/ bunkering/ repairs etc.) to IWAI's Regional Director (Head) at the arrival port. The vessel's Mobile phone number if available or the vessel's Masters mobile number is to be shared with the local IWAI authorities which shall also be shared with RIS operators.
 6. All vessel Operators/ Masters before departure from ports/terminals/locks/anchorages should submit the vessel's sailing plan including vessel's name, cargo/ passengers onboard (specifically highlighting any dangerous cargo onboard), loaded draft, intended sailing route, day-wise itinerary including ETD (Estimated Time of Departure) from Origin port/ terminal/ anchorage and ETA (Estimated Time of Arrival) at the Destination port/ terminal/ anchorage. Such sailing plan should be submitted to IWAI's Regional Director (Head) of the Origin and Destination port/ terminal/ anchorage.
 7. All vessel Operators/ Masters should submit daily Noon report including vessel's name, cargo/ passengers onboard (specifically highlighting any dangerous cargo onboard), vessel's draft, planned anchoring location and time for the day, any unscheduled halt/ breakdown/ incident/ accident faced during the voyage. Such noon report should be submitted to IWAI's Regional Director (Head) at the respective chainage point and Destination port/ terminal/ anchorage.
 8. IWAI facilities on National Waterways are available to all for use subject to payment as per the prevailing rules and regulations. The rules and regulations are available on IWAI website regarding Payment of tariff as per Inland Waterway Authority of India (Levy and collection of fees and charges) regulation 2011 (as amended).
 9. Berthing facilities and berthing permission at IWAI operated terminals are granted by the respective Regional Director (Head) subject to the prevailing rules and regulations as given on IWAI website. All vessels must obtain requisite permissions.
 10. All vessels may make use of registered pilots for safe navigation in stretches not familiar to the vessel's Master after paying the prescribed fees. A written request must be made to the

concerned Regional Director (Head) at least 48 hours in advance. List of pilots with locations are available on IWAI Website.

11. Regional Director may notify critical stretches of NW in their jurisdiction mandatory for pilot on board based on their assessment at the local levels.
12. **Emergency situations:** In case of any emergency, assistance to the extent possible shall be provided by the Regional Director's at the respective chainage point. A contact list of IWAI offices for emergency services for various stretches on the waterway is available in River Notices on IWAI's website for easy access of all concerned.
13. A vessel before sailing shall ensure that the vessel has all the required permissions, cargo is properly stowed & secured, is properly manned, equipped, has done the route plan to the destination taking into accounts the current/tides with sufficient LAD and air draft on the route for the intended voyage. Equipment aboard are fully functional.
14. **Sailing Order for movements conducted by vessels under IWAI's operational control:** Regional Director (Head) will issue sailing order as per prescribed format for movements conducted by vessels under IWAI's operational control. The sailing order will be issued while ensuring that the vessel during its voyage complies strictly with applicable waterways related information for chainage till destination point as available on official IWAI website.
15. **Deviation:** In case there is any deviation from this SOP due to operational exigencies or unforeseen circumstances, the same shall be recorded by the concerned Regional Director (Head) and should be brought to the notice of the office of Member (Traffic), IWAI, Noida for necessary action if any.
16. **Amendment to the SOP:** The SOP may be amended and updated from time to time by the office of Member (Traffic & Logistics) for accommodation of additional aspects for safe and seamless vessel movement on National Waterways.

Signed

(Director Traffic & Logistics)