No.IWAI/IWAI/CARGO/29/2020 vol-II

Date: 21.01.2020

Sub: High value ODC stranded due to low draft availability near Barh -- reg.

A meeting was held between Inland Waterways Authority of India and representatives of Hindustan Lever & Rashayyan Limited (HURL) Gorakhpur, PDIL -- the Consultant to HURL, TOKYO -- the PMC to PDIL, All Cargo Logistics -- the Shippers and M/s Eastern Navigation -- the operator with regard to movement of ODC from Halda to Dorighat which is stuck up near Barh. The meeting was chaired by Member (Traffic) IWAI.

I am directed to enclose herewith the Minutes of Meeting for necessary action by all concerned for safe voyage of ODC upto Dorighat.

Yours faithfully,

(A K Bansal)
Director (Traffic)

Encl: as above

To,

1. Chief Engineer (Technical), IWAI, Noida
2. Chief Engineer (JMV), IWAI, Noida
3. Chief Engineer (Palna), IWAI, Noida
4. Chief Engineer (Traffic), IWAI, Noida
5. Director (Kolkata) IWAI
6. Director (Technical), IWAI, Noida
7. Dy. Director (Sahibganj) IWAI

Copy for information to:

1) PPs to Chariman, IWAI, Noida
2) PS to Vice-Chairman, IWAI, Noida
3) PA to Member (Technical)
4) PA to Member (Traffic)
Minutes of meeting between IWAI and All Cargo Logistics held on 17th Jan 2020
IWAI, Noida

A meeting was held at IWAI, Noida on 17th Jan 2020 to discuss the issues related to
stranding of barges since 3rd Dec 2019 with ODC cargo and for resolution of the said
matter.

All Cargo Logistics vide letter dated 15.01.2020 had requested a meeting with IWAI to
apprise it of the situation and request urgent intervention to avoid any further delays as it
was an important project cargo for a fertilizer plant.

The following attended the meeting chaired by Member (Traffic) at IWAI, Noida

<table>
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<tr>
<th>S.No</th>
<th>List of Attendees</th>
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<tr>
<td>1</td>
<td>Member Traffic – IWAI</td>
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<td>2</td>
<td>CE (Tech) – IWAI</td>
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<td>CE (Traffic) – IWAI</td>
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<td>4</td>
<td>Hydrography Chief - IWAI</td>
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<td>Director – Traffic - IWAI</td>
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<td>Director – Technical - IWAI</td>
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<td>7</td>
<td>Chief Consultant – Traffic</td>
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<td>8</td>
<td>Mr. Vishal Dashora – PwC</td>
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<td>9</td>
<td>Mr. Deepak Agarwal - IWAI</td>
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<td>10</td>
<td>Rahul Rai, All Cargo Logistics</td>
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<td>11</td>
<td>Anil Verma, GM, HURL</td>
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<td>12</td>
<td>Ashutosh Prasad, GM, PDIL</td>
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<td>13</td>
<td>Sandeep Kalantra, PM, Toyo</td>
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<td>14</td>
<td>Vudalaj V Katti, PM, Toyo</td>
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<td>15</td>
<td>Hemant Rudharkak, GM, Toyo</td>
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<td>16</td>
<td>Yashwant Singhvi, Easten Navigation</td>
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</tbody>
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1 All Cargo Logistics had submitted to IWAI, Kolkata a proposal to move ODC (3
consignments) destined to Hindustan Urvark & Rasayan Ltd. (HURL) Gorakhpur from Haldia
to Doriganj (chainage 1000Km) with a barge with a loaded draft 1.3M. The tug assisting
the barge had a draft of 1.8M. An MOU was signed on 15.11.2019 between IWAI
and All Cargo Logistics for the movement of the ODC in view of the guidelines for
movement of ODC on National Waterways.

2. The vessel sailed on 13th Nov 2019 and was expected to arrive its destination Doriganj
on 2nd Dec 2019.

3. As per signed MOU IWAI had assured minimum LAD, smooth passage through
Farakka in 6 Hrs, ENC charts, river pilots and various other facilities during the passage.

4. The vessel reached Mokama/More on 2nd Dec 2019 and could not move further ahead
as at chainage 867 km there was a shoal patch of 300 Metre with LAD of 1.7M to 1.8M
whereas the tug assisting had a draft of 1.8M. Further, it was observed the next day that
the LAD was reducing at the shoal and it had reduced to 1.6M. Also, later another shoal
of about 200 Metres length and 1.5 metres LAD had developed at Chainage 863.

5. The matter was informed to CE, Patna. The point where ODC was not able to cross is
about 17 km south of Barh which falls under the jurisdiction of Adani Ports & SEZ Ltd.
(AP&SEZ) as per the contract for providing assured LAD of 2.5 / 3.0 meter. CE, Patna
then sent an email dated 12.04.2019 to CE, JVMP regarding the issue as the stretch was
awarded by JMVP to AP&SEZ for maintenance of channel and it was the terms of the
contract that AP&SEZ was supposed to provide necessary services for the smooth and
safe navigation of the vessel.

6. As per contract, Adani Ports and SEZ Ltd. is supposed to provide in the given
area
a. A channel with an assured LAD of 2.5 meters with 35 meters width at all times
for first two years till 2021 and assured LAD of 3.0M with 45M channel width for
next 3 years.
b. Proper channel navigational marking for safe passage of vessels,
c. Pilotage facilities if requested in writing by users.
d. Assistance with tugs if the vessels runs aground due to inadequacy of depth or
channel markings.

7. CE, JVMP has sent two letters on 14th Jan 2020 and 16th Jan 2020 to the Contractor
Adani Ports and SEZ Ltd expressing serious concern, along with reasons for failure to
maintain LAD and requesting them to take immediate measures to provide assistance to
the stranded barges for safe passage.

8. During the meeting representative of rep of HURL, PDIL-the Consultant, TOYO-the PMC,
All Cargo- the shipper and M/s Eastern Navigation the operator- the operator, apprised IWAI of
the situation and intervention required to complete the ODC transportation. There are two
shoal patches of about 300-350 meters at ch 865 km and 867 km which need dredging.

9. Mr. Rahul Rai, Head Projects, All Cargo Logistics and Hemanth Rudtharkak, GM Toyo,
gave an assessment of the situation encountered during the ODC movement up till date
and the assistance needed from IWAI to complete the said movement. The Contractor
(AP&SEZ) was unable to dredge the channel as it did not have tugs with low draft so as
to help maneuver the dredgers in the shoal area with shallow waters.

Mr Yashwant Singh- the cargo operator gave his perspective of the situation and efforts
being made by him to resolve the matter and the assistance required from IWAI.

Representatives of PDIL and HURL advised regarding the importance of the ODC in
relation to the Fertilizer plant and urgency required to complete the transportation at the
earliest.

10. Member (Traffic) mentioned that IWAI is committed to make inland waterways as
efficient and effective mode of transport and is undertaking activities to minimize the
challenges faced by the vessel operators in carrying out operations in the IWT sector. All
efforts will be made to get the stranded ODC barges moving upstream and all assistance
as necessary will be provided to ensure swift delivery of ODC to Doriganj. It was expected that the dredging operations to deepen the channel to allow all 3 ODC barges with tugs to proceed upstream would take about 4-6 days.

11. Based on the discussion, Member (Traffic) identified following actionable points which needs to be taken.

a. Chief Engineer, JVMP must take up the issue with the contractor of maintenance of assured LAD and all other requirements as per the contract so as to ensure unhindered operations. The contractor should be asked to resolve the LAD situation at the earliest. There are two shoals at chainage 863 km and 867 km. The shoal at 863 chainage is being dredged and later the shoal at 867 will be dredged to allow the barges with ODC and tugs to sail onwards to Doriganj.

b. The contractor must ensure that he has all the required equipments including dredgers of required sizes, tugs with variable draft and sufficient power to assist the dredgers and vessels in the area.

c. Chief Engineer, Patna should carry out a fresh survey of the stretch till Doriganj to ensure that there is sufficient LAD for the passage of the ODC. Any shallow patches or shoal areas enroute should be dredged if necessary, for safe passage of ODC.

d. Arrangement for crossing of pontoon bridges must be made well in advance by CE, Patna by giving advance information and coordination with local authorities so as to ensure minimum delay to the ODC Barges.

e. The operator was asked that if required he should contact CE, Patna to have IWAI tug after ascertaining its suitability.

f. All three ODC barges with tugs will proceed together in a convoy so as to ensure that there are no incidents and there is a safe and quick passage till the destination - Doriganj.

g. It was noted that the operators were aware of the situation at Doriganj and had accordingly made necessary arrangements for discharge of ODC by constructing temporary landing station at Doriganj.

The meeting concluded with a thanks to the Chair.