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 \textbf{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 \textbf{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
Free latest electronic Navigational Charts for the entire river stretch (except Protocol route) being traversed by the vessel indicating LAD on navigational route, distances between any two points for the purpose of preparation of movement schedule and also for calculation of the consolidated fee, will be provided at least one week before commencement of voyage.

Free training of the Vessel Master in usage of electronic navigational charts at least three days before commencement of voyage will be organized by Director, IWAI, Kolkata at Kolkata/Haldia if traffic is originating from any point in his jurisdiction. For NW-3, such training will be organized at Kochi by Director, IWAI, Kochi. Other two Directors will be responsible for the same if ODC traffic is originating in their jurisdiction.

DGPS facility from Farakka to Barh on NW-1 & from Bangladesh border to Pandu on NW-2

Night navigation facilities upto Farakka on NW-1 (till Varanasi by March 2010) and from Bangladesh border to Dibrugarh on NW-2 (till Sadiya by April 2010) and entire stretch of NW-3.

Free River pilotage in the entire stretch of the Waterway (both upward and downward journey) on NW-1 and NW-2

Free Anchoring facility near various fixed and floating terminals of IWAI except those falling under Kolkata Port Trust area.

Bunkering facility at Patna/Pandu River Ports and at Farakka, Bhagalpur and Varanasi on NW-1 and Jogighopa, Neamati and Silghat on NW-2 on payment basis.

IWAI will also provide assistance through its vessels (tugs/workboats) in case of any 'emergency' on payment basis.

6.2 Bunkering (Fuel, lubricants and drinking water) facility will be provided by IWAI and/or terminal operator appointed by IWAI on payment basis. The operator/Vessel Master must communicate its requirement of fuel, lubricants, drinking water or any other bunkering facility at least 72 hours in advance to the designated 'Nodal Officer' of IWAI. Payment towards cost of bunkering should be deposited two days in advance with the respective Field Director/Nodal Officer to avoid any delay in receiving bunker.

6.3 Likewise, 'emergency assistance' will be provided by IWAI upon payment of POL charges of IWAI vessels deployed or actual costs of hired vessels/support staff and equipment. Efforts will be made to provide emergency assistance within the shortest possible time.