7. **Safe Navigation**

7.1 In order to ensure safe navigation, the Operator shall provide the following system on the vessel deployed by him for passage of ODC with effect from January 1, 2010:

i. A desktop (or laptop) computer with at least Pentium IV configuration.
ii. A digital echo-sounder, and
iii. DGPS receiver

7.2 IWAI will provide and upload the 'Nav display' software developed in-house by IWAI on the Desktop computer (or laptop) on the vessel and this would enable the Vessel Master to use the electronic river navigation charts provided by IWAI with course display and correction facility.

7.3 Officers of IWAI will also provide training to the Master of the Vessel in utilizing the aforesaid modern river navigation tool. At Farakka and Dhubri, IWAI officials will adjust the frequency of the DGPS receiver installed on the vessel so that it begins to receive the signals emanating from the DGPS station set up by IWAI at Bhagalpur and Jogighopa respectively. Once other DGPS stations of IWAI also become operational at Katwa, Patna and Varanasi on NW-1 and Tejpur and Dibrugarh on NW-2, the course correction accuracy would be as high as less than one metre on the river channel. This will also facilitate night navigation.

8. **Procedure**

8.1 The owner of the cargo (Project Promoter) normally selects an operator for undertaking movement of ODC relating to his project from the point of origin to destination well in advance as ODC transportation is a specialized activity. This may involve multi-modal transportation with parts of the distance being covered by different modes including inland water transport.

8.2 For undertaking the transportation of ODC through IWT on National waterways and/or Indo Bangladesh Protocol route, the Operator will need to follow the following procedure for ensuring safe, smooth and timely passage of ODC from point of origin to point of destination.

8.2.1 The Operator shall submit a request in the office of the Regional Director, IWAI for facilitating ODC movement through inland water transport. The request should contain the following information:

(a) List of ODC with its details indicating name of item, size, weight, number of packages, cost, type of packing, name of Manufacturer, name and address of Consignee in the approved format as per Annexure-A.

(b) Operator shall submit the route, including origin and destination as well as a tentative Movement Schedule on National Waterways and/or Indo-Bangladesh Protocol route on which he intends to transport ODC in the approved format as per Annexure-B.
(c) Type and configuration of the vessel proposed to be deployed by the Operator for proposed movement of ODC.

8.2.2 The request should be submitted by the Operator at least **thirty days** before the due date of departure indicated in the tentative Movement Schedule.

8.3 Upon receipt of the request, Director, IWAI or his nominee shall immediately (within two days) fix a meeting with the Operator and discuss various aspects of the proposed transportation of ODC especially the Movement Schedule so as to arrive at a mutually agreed Movement Schedule.

8.4 Timely delivery of ODC is very important for completion of any project without 'time and cost overruns'. Accordingly, the **Movement Schedule** is to be finalized by the Operator in consultation with respective Director / in-charge of National Waterway so as to select the most favourable time for safe, smooth and timely passage of ODC. They would take into account the latest **Thalweg Survey** data of various stretches of the river, the River Notices issued by IWAI and the likely availability of LAD in various stretches of the NW and/or Indo-Bangladesh Protocol route during the period of movement of ODC.

8.5 After detailed consultation, the Operator shall give 'final and agreed' Movement Schedule with details in approved format as per **Annexure- C**, duly providing reasonable 'time cushion' for dealing with any contingency or unforeseen circumstances. Climatic factors like fog on the waterway will also be taken into account as dense fog in certain parts of the river in certain months can drastically reduce real voyage time.

8.6 Once the **'Final and Agreed Movement Schedule'** has been signed by the Operator and Director, IWAI, the Operator shall proceed to make full payment of the consolidated fee fixed by IWAI.

9 **Procedure for Payment of Consolidated Fee**

9.1 The Operator will make payment of consolidated fee by way of a Demand Draft made in favour of **'IWAI Fund'** payable at IWAI-Kolkata in case of ODC movement taking place in NW-1, NW-2 & Indo-Bangladesh Protocol route and IWAI-Kochi in case of ODC movement taking place in NW-3.

9.2 The Demand Draft will be deposited in the office of Director by the Operator. It will be the duty of the Accountant to keep proper records of payments received and ensure timely deposit of the Demand Draft in the Bank Account of IWAI so that the amount is credited into IWAI Fund Account before commencement of ODC trip. This process will be supervised by the Director.

10 **Signing of Memorandum of Understanding (MoU)**

10.1 After all formalities, as per the procedure laid down above, have been completed, the Operator and