



सत्यमेव जयते

भारत सरकार / GOVERNMENT OF INDIA
पोत परिवहन मंत्रालय / MINISTRY OF SHIPPING

नौवहन महानिदेशालय / DIRECTORATE GENERAL OF SHIPPING

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Sub: General Guidance to all Stakeholders on the River Sea Vessel (RSV) - Notification (DGS Order No 6 of 2010)

1. Salient Features of the RSV Notification, vide DGS Order 6 of 2010

- A comprehensive notification addressing all aspects of operation of Indian River-Sea Vessels.
- Simplifies process for Registration, Survey, Certification of vessels falling under this Notification
- Facilitates seamless integration of seaborne trade from inland waters to coastal waters and vice versa;
- Aims substantial growth of Indian coastal and riverine fleet for the movement of coastal cargoes;
- Enables cost-effective upgradation of inland vessels for enhanced earning potential through expanding the area of employment ;
- Facilitates speedy turn-around of such RSVs in any minor or major Port.

2. Methodology

Until this Notification was implemented, there were two types of vessels:-

- Inland Vessels:** Registered under Inland Vessels Act, 1917 and operating in ‘Inland-Waters’, such as rivers, creeks, sheltered harbours or port areas, sea- ways or lakes etc.
- Sea-going Vessels:** Registered under Merchant Shipping Act and capable of operating beyond ‘Inland waters’.

River Sea Vessels, conceptualized under this Notification, can operate beyond inland waters upto the territorial waters of India, and is intended for seamless integration in cargo transportation from inland waterways to ports outside inland waters.

Technical details of construction and other safety parameters prescribed for RSVs are primarily based more on the "Principle of IV plus" and "less on MS minus". This has been achieved by creating four types of RSVs, namely, Type 1, Type 2, Type 3 and Type 4 RSVs.

3. Trading Limits of different types of River Sea Vessels

- a) Type 1: - Vessels engaged in ship to shore operations upto a maximum distance of 12 NM in fair weather only.
- b) Type 2: - Vessels engaged in operations between nearby ports during daylight hours in fair weather only.
- c) Type 3: - Vessels engaged in operations between Indian ports in fair weather conditions where voyage duration does not exceed 24 hours.
- d) Type 4: - Vessels engaged in operations between Indian ports in all-weather conditions.

All stakeholders are advised to undertake careful perusal of the Notification and its Annexes, especially with regard to RSVs plying in the Gulf of Cambay and Gulf of Kutch.

4. Application:

Vessels registered under IV Act or MS Act are designed, constructed, equipped and manned commensurate with the elements of nature to which they are exposed. IV vessels operate in smooth and partially smooth waters, since they are designed for inland water operations and they cannot operate in sea areas. Vessels registered under Merchant Shipping Act, being more complex in all such technical features and hence more capital intensive, do not generally operate in IV areas.

In prescribing technical requirements for RSVs under this Notification, a balance has been secured that bridges the IV technical requirements and the MS technical requirements. Hence, no exemption to any of the provisions of the River Sea Technical features will be granted by the DG Shipping and hence total compliance with the Notification is prerequisite.

5. General

- a) The RSV Notification promulgated by Directorate General of Shipping (DGS Order 6 of 2010) under the authority of Merchant Shipping Act can be downloaded from www.dgshipping.com (Under 'Shipping Notices→DGS Order→2010'). Owners, shipyards, equipment suppliers, ship operators and ship managers may make use of the same.

- b) Annexes to this Notification prescribe details of pollution prevention, security & safety management.
- c) Since RSVs do not operate beyond Indian Territorial Waters, enforcement of various IMO conventions in respect of international shipping have been kept to the minimum level in this Notification.
- d) MS vessels are certified under different IMO Conventions and hence, such MS vessels carry a set of about twelve different statutory certificates and documents. In the case of RSVs, the said Notification prescribes only one statutory safety certificate called 'Indian River-Sea Vessel Safety Certificate' and this certificate takes care of all safety/ security aspects prescribed under the river-sea notification.
- e) IRS is fully and solely authorized for the purposes of Inspection, Survey and Certification of RSVs. Where clarification is sought by owners, repairers, equipment suppliers or ship builders with respect to technical features of the RSV notification, reference may be made to the IRS.
- f) The Directorate has no objection to owners/operators seeking more favorable commercial opportunities and migrating back-and-forth between river-sea areas and coastal/foreign waters, provided, the ship complies with the applicable norms for undertaking such voyages and the vessels / owners / operators are duly certified for undertaking such operations. Such conversion from RSV to normal MS class vessel shall be permitted provided
- the vessel meets the structural, safety, pollution prevention, ISM and ISPS requirements of both M.S. as well as RSVs, and
 - the vessel always maintains validity of all the required statutory/class certificates applicable for a sea going vessel.
- g) Customs Authorities, Port Trust and Minor Ports authorities in India shall issue port clearance to RSVs holding valid River Sea Vessel Safety Certificate besides the Certificate of Registry and Trading License issued under the M.S. Act. Where any doubt exists about the validity of such River Sea Vessel Safety Certificate, reference may be made to the nearest Mercantile Marine Department or Indian Register of Shipping (IRS).

6. This issues with the approval of Director General of Shipping and ex-officio Addl. Secretary to the Govt. of India.

Yours faithfully,


(Aji Vasudevan)
Dy. Chief Ship Surveyor

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1. The Principal Officer, MMD, Mumbai / Kolkata / Chennai / Kandla / Kochi.