

ANNEX I

A. Preamble

To the DGS Order No..... of 2008 notifying Construction, Survey, Certification & Operation of River-Sea Vessels

- 1 The objectives of the DGS Order No... of 2008 is to define a distinct Indian River-Sea Vessel and thereby to:
 - seamlessly integrate seaborne trade from inland waters to coastal waters and vice-versa;
 - provide a standard for construction, safe operation and certification of river-sea vessels exclusively engaged on trade between Indian ports;
 - achieve and maintain levels of safety commensurate with the expectations of Government of India and the public.

- 2 To achieve the above objectives, this DGS Order for Indian River-Sea Vessels prescribes upgraded requirements for inland vessels and downgraded requirements for coastal sea-going vessels.

- 3 As per recommendations of the Maritime States Development Council (**MSDC**), the DGS has already framed technical rules for 2 types of vessels:
 - Type I:** vessels engaged in river-sea vessel to shore operations upto a maximum distance of 12 NM beyond IV limits in fair weather only.
 - Type II:** vessels engaged in operations between nearby ports during daylight hours in fair weather only.

- 4 In addition to the above 2 types, this DGS Order envisages further 2 types of vessels with increased voyage duration:
 - Type III:** vessels engaged in operations between Indian ports in fair weather conditions where voyage duration does not exceed 24 hours;
 - Type IV:** vessels engaged in operations between Indian ports in all-weather conditions

- 5 The scantling strength and machinery of Type III & IV river-sea vessels are in line with the “Indian Coastal Service” requirements of the IRS. The safety and other operational equipment of river-sea vessel under this Order are based on functional requirements and take into account the gross tonnage and main propulsion power of the river-sea vessel. As such, in addition to the maximum limit of 3000 GT and 3000 kW by which river-sea vessel under this Order are bound, thresholds of 1600 GT and 1500 kW are referenced in several parts of the Order, thus reflecting the increasing operational and safety requirements of river-sea vessels with increasing size and main propulsion power.
- 6 Adoption by the owners of the exemptions provided under this Order is voluntary. Owners opting to avail the exemptions under the said Order shall do so in its entirety, i.e. there is no provision for further exemptions. Owners opting not to adopt the exemptions under this Order but intending to carry out the operations envisaged within the said Order shall do so by adhering to the relevant rules under the M.S. Act (*M.S. Rules*) and international conventions in force at the time and applicable for the intended operation.
- 7 This DGS Order and its accompanying annexes provide the standards for construction, equipment, operation and certification of Type III and IV vessels. Adoption of the provisions contained in the annexes of the said DGS Order shall obviate the need to adhere to the M.S. Rules or any international conventions (e.g. SOLAS, ISM Code, ISPS Code, MARPOL, STCW, etc.) for the intended operation.

B. General Provisions

1.1 Application

- 1.1.1 This DGS Order for Indian River-Sea Vessels (***DGS Order***) shall apply to vessels registered under the Merchant Shipping Act, 1958 (***M.S. Act***). The DGS Order has been developed to provide a regional safety standard for river-sea vessels plying exclusively on the Indian coast.
- 1.1.2 Unless expressly provided otherwise, the DGS Order applies only to river-sea vessels that are:
 - engaged exclusively on Indian coastal voyages;
 - less than 3000 GT;
 - less than 3000 kW main propulsion power;
 - not passenger river-sea vessels;
 - not tankers;
 - not carrying bulk chemicals in any form (packaged or otherwise);

- not fishing vessels;
- not military and government river-sea vessels not used for commercial purposes;
- not offshore support vessels.

1.1.3 The gross tonnage and/or main propulsion power limitations for compliance with the DGS Order prescribed in para 1.1.2 may be relaxed by the Administration in the case of novel / innovative designs.

1.2 Definitions

For the purposes of this Notification, unless expressly provided otherwise:

- (a) **Notification** means the Notification for Construction, Survey, Certification and Operation of Indian River-Sea Vessels as issued vide DGS Order No Of 2008.
- (b) **River-sea vessel under this Notification** means river-sea vessels that, at the owners' option, have adopted the provisions of the Notification.
- (c) **River-sea vessel** shall have the same meaning as river-sea vessel under this Notification.
- (d) **Fair weather** means wind force and sea state not exceeding that corresponding to Beaufort Scale 4.
- (e) **Administration** means the Directorate General of Shipping or a recognised organisation acting on its behalf.
- (f) **Recognised Organisation** means any organisation recognised to perform statutory work on behalf of the Administration in terms of certification and survey functions connected with the issuance of the certificates envisaged under this Notification.
- (g) **Approved** means approved by the Administration or a recognised organisation acting on its behalf.
- (h) **Passenger ship** is a ship which carries more than 12 passengers.
- (i) **Cargo ship** is any ship which is not a passenger ship. This includes non-trading vessels such as tugs, dredgers, etc.
- (j) **Tanker** is a cargo ship constructed or adapted for the carriage in bulk of liquid cargoes.
- (k) **New river-sea vessel** means a river-sea vessel the keel of which is laid or which is at a similar stage of construction on or after the date of issue of this Order.
- (l) **Existing river-sea vessel** means a river-sea vessel which is not a new river-sea vessel.
- (m) **Length** in relation to a river-sea vessel under this Notification means the distance (in metres) between the forward and aft perpendiculars, however the length is to be not less than 96% and need not be greater than 97% of the extreme length on the summer load water line.

- (n) **Freeboard** means the distance measured vertically downwards amidship from the upper edge of the deck line to the position at which the upper edge of the appropriate load line mark lies.
- (o) **Freeboard Deck** means the deck from which the freeboard is assigned and generally the uppermost complete deck exposed to the weather and sea.
- (p) **Watertight** means capable of preventing the passage in any direction of water under pressure or otherwise as the case may be having regard to the functional requirement of that part of the vessel.
- (q) **Weather tight** means water cannot penetrate through that part into the vessel under any condition of sea and weather encountered at sea.
- (r) **Weather forecast** means the weather forecast applicable for the port(s) under consideration, given by the meteorological department of the Government of India or any other competent authority.
- (s) **Favourable weather forecast** means a weather forecast wherein fair weather is predicted for twenty four hours from the commencement of a voyage.

1.3 Types of river-sea vessels

For the purposes of this Notification, the following types of vessels operating along the Indian coast are considered:

Type III: Restricted Coastal Service

Vessels engaged in operations between Indian ports in which the maximum distance does not exceed that can be covered by a fully loaded vessel at the vessel's optimum speed in 24 hours, provided that such operation is carried out in fair weather and against a favourable weather forecast. Vessels falling under this Type shall at all times while operating between ports, keep a maximum parallel distance of 12 nautical miles from the nearest land, save in the Gulf of Cambay and Gulf of Kutch, where vessels may ply, while operating between ports located either end of the Gulf, a maximum distance of 30 nautical miles parallel from the nearest land.

Type IV: Unrestricted Coastal Service

Vessels engaged in operations between Indian ports during all-weather conditions. Vessels falling under this Type shall at all times while operating between ports, keep a maximum parallel distance of 12 nautical miles from the nearest land. Provided that such vessel shall not cease to be a Type IV river-sea vessel merely by reason of the fact that the vessel crosses during the voyage the Gulf of Kutch or Cambay.

1.4 Notification Review

- 1.4.1 The Notification shall come into effect by means of appropriate DGS Order

1.4.2 The Notification shall be periodically reviewed for its effectiveness and amendments that may be required from time to time.

1.5 Registration

1.5.1 Type III and Type IV vessels are to be registered under M.S. Act. Owners of river-sea vessels registered under I.V. Act, may at their option, register their river-sea vessels under M.S. Act expressly for the purpose of application of the Notification.