

**BEFORE THE NATIONAL GREEN TRIBUNAL
EASTERN ZONAL BENCH AT KOLKATA
ORIGINAL APPLICATION NO. 64 OF 2020 (EZ)**

IN THE MATTER OF:

Dakshinbanga Matsyajibi Forum

...Applicant

Versus

Inland Waterways Authority of India & Ors

...Respondents

INDEX

NDoH: 11.05.2022

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Date: 10.05.2022

Place: Kolkata

DRAWN AND FILED BY:

S. A. U. K.
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**BEFORE THE NATIONAL GREEN TRIBUNAL
EASTERN ZONAL BENCH AT KOLKATA
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IN THE MATTER OF:

Dakshinbanga Matsyajibi Forum ...Applicant

Versus

Inland Waterways Authority of India & Ors ...Respondents

**OBJECTIONS TO COMMITTEE REPORT WITH REGARD TO MV
BANGLAR SHANTI-1 VESSEL ACCIDENT IN COMPLIANCE OF
ORDER DATED 24.11.2021 OF THIS HON'BLE TRIBUNAL IN THE
MATTER OF IA NO 99/2021/EZ IN OA NO. 64/2020/EZ (IA NO.
90/2020/EZ) ON BEHALF OF RESPONDENT NO. 1, INLAND
WATERWAYS AUTHORITY OF INDIA**

MOST RESPECTFULLY SHEWETH:

I, L.K. Rajak S/o Late Sh Yugeshwar aged about 52 years, presently posted as Director, Inland Waterways Authority of India, Kolkata having Office Address – Inland Waterways Authority of India, P-78, Garden Reach Road, Kolkata – 700043, West Bengal do hereby solemnly affirm and state as under:-

- I. That I am well conversant with the facts and circumstances of the case based upon the knowledge derived from the records as maintained by Respondent No. 1, Inland Waterways Authority of India and have been authorized to swear the present affidavit on behalf of the Respondent No. 1 and therefore I am competent to swear this affidavit on behalf of Respondent No. 1.
- II. That I say that I have read the contents of the Report of the Committee filed in the abovementioned incident and have understood the same and am therefore submitting Objections thereto.

III. That I crave leave of this Hon'ble Tribunal to file a further Affidavit/Objections in the present matter, if necessary, and I say that I have



objected to the averments specifically alleged against Respondent No. 1

SPECIFIC OBJECTIONS TO THE COMMITTEE REPORT IN COMPLIANCE OF ORDER DATED 24.11.2021 AND ACTIONS TAKEN BY RESPONDENT NO. 1

1. That the present Objections are being filed by the Respondent No. 1, Inland Waterways Authority of India (hereinafter "IWAI") to the Report of the Committee constituted by this Hon'ble Tribunal for examining the barge capsizing incident which took place on 03.11.2021 of the vessel named MV Banglar Shanti-1. It is humbly submitted that by way of the present Objections, IWAI is placing on record all the requisite measures taken by it with respect to the said incident.
2. That this Hon'ble Tribunal vide Order dated 24.11.2021 had directed the Committee constituted in the matter to examine the incident of a barge carrying fly ash which had capsized in the waters near Khashimara village in Ghoramara Island, Sagar Block on 03.11.2021. The Committee had been directed to submit its report with regard to the damage caused, if any, to the environment as a result of the capsizing of the barge.
3. That the abovementioned Committee constituted by this Hon'ble Tribunal after conducting a physical verification of the accident site on 14.12.2021 submitted its report with regard to the vessel which had met with an accident i.e., M.V. Banglar Shanti-1.
4. That the preliminary analysis report after carrying out the bottom sediment and water sampling showed that there were no detectable anomalies in the sediment samples collected from close range around the accident site compared to the neutral control site. All values of probable pollutants were observed to be within the permissible limits. No traces of oil spillage had been observed. It is important to note that the Committee had ascertained



that the cause of the accident was entirely human negligence of the pilot and crew members of the vessel.

5. That the Committee observed that, as reported by the Respondent No. 1, IWAI, sufficient quantity of fly ash and High Speed Diesel (HSD) had been recovered from the sunken boat. In view of the same, the Committee had submitted that this Hon'ble Tribunal may consider imposing suitable penal measures upon the boat owner/agent. Further, the Committee submitted that a quick response team may be formed under the ambit of the State/Central Disaster Management Authority to address any such eventualities in the future and to conduct rescue and salvage operations as well as to conduct water and sediment sampling immediately after the accidents to assess the short term damage to the environment, if any. The Committee had also requested for a direction to the Respondent No. 3, Central Pollution Control Board along with other expert organizations/institutions to evolve a methodology for assessment of environmental damage due to fly ash deposition in saline and brackish waters such as the rivers of Sunderbans.
6. That it is humbly submitted that IWAI has put in place an elaborate mechanism whenever any accident occurs on the IBP Route. Immediately after getting information of the accident/incident, a committee of IWAI officials comprising of Marine Technical Assistant, Survey and Technical Officers are deputed at the site to assess the cause and take all possible and immediate remedial/mitigation measures. Whenever any incident occurs with respect to a Bangladeshi vessel, IWAI takes up the matter immediately with BIWTA in Bangladesh as well as the local agents of the vessels to ensure that the vessel and cargo is salvaged and there is no pollution of the environment. An IWAI team carries out the investigation and sets forth the possible remedial measures. IWAI regularly issues circulars and notices



providing precautionary steps needed for avoiding the accidents on National Waterways and IBP Routes. Circulars have been issued by IWAI on 07.12.2011, 19.05.2020, 25.05.2020, and 03.06.2020. Notices have also been issued by IWAI on 21.04.2020 and 12.05.2020. Even during extraordinarily difficult situations such as the COVID-19 pandemic, IWAI remained and continues to remain proactive in its actions which is demonstrated by its letter dated 30.03.2020 sent to the Ministry of Shipping regarding suspension of inward permission for the vessels plying on the IBP Route till 31.03.2020. IWAI proposed that inward permission for plying vessel on IBP Routes further remain suspended till 07.04.2020. Further, vide Office Memorandum dated 07.04.2020, IWAI informed that inward permission for the vessels entering India on the IBP Route was further suspended till 14.04.2020 or till further order. To avoid, as far as possible, any mishaps due to natural disasters and inclement weather conditions on the Protocol Route that can be predicted through meteorological data and weather forecasts, IWAI warns BIWTA as well as issues circulars about the likelihood of the occurrence of such natural disaster which is bound to cause weather conditions that are bad for sailing of vessels as it did for the cyclonic storm “Amphan” on 19.05.2020 and for cyclonic storm “Yash” on 22.05.2021. It is humbly submitted that the responsibility of prevention of pollution by inland vessels (Chapter IX) is divided between the State Government and the owner or master of the mechanically propelled inland vessel under the Inland Vessels Act, 2021. This is further supplemented by Section 62 of the said Act which states that where pollution is caused by any person on any mechanically propelled inland vessel or any other vessel, owing to the fault of that vessel and of any other vessel or vessels, the liability of the owners of such vessels concerned shall be joint and several. However, it may be noted



that salvage operations and measures for safely removing the cargo from the vessel are set into motion by IWAI on a war footing basis in case any vessel meets with an accident.

7. That it is humbly submitted that the Indo-Bangladesh Protocol route from Hemnagar to Kolkata is clearly defined and overlaps with both the NW-1 and NW-97. As such part of NW-1 and NW-97 are part of the Protocol Route. IWAI is mandated to maintain the waterway for shipping and navigation from Hemnagar to Silvertree point. After Silvertree point till Kolkata the waterway is under the jurisdiction of the Respondent No. 9, Kolkata Port Trust for shipping and navigation. To be more precise, IWAI has functional jurisdiction on the NW-1 and IBP Routes 1, 2, 3 & 4 from North of Konnagar and from South of Diamond Harbour near Kulpi as demarcated in the authenticated map. Such nuanced jurisdictional understanding is necessary for affixing the responsibility of taking remedial measures after the accident because the accident of M.V. Banglar Shanti-1 on 03.11.2021 near Khashimara village in Ghoramara Island, Sagar Block occurred within the jurisdiction of the Respondent No. 9, Kolkata Port Trust (ANNEXURE R/2 of Reply Affidavit dated 03.07.2021 of Respondent No. 1, IWAI).
8. That even though the accident that took place between M.V. Banglar Shanti and MV Silverfin-1 on 03.11.2021 near Khashimara village in Ghoramara Island, Sagar Block does not fall under the jurisdiction of IWAI and instead falls under the jurisdiction of the Respondent No. 9, Kolkata Port Trust, specific actions have been taken expeditiously qua the Respondent No. 1. IWAI for the said accident as is done for all such vessel accidents, the details of which have been elucidated below.
9. That voyage permission was issued by Bangladesh Inland Water Transport



Authority (hereinafter "BIWTA") on 07.10.2021 to MV Silverfin-1 valid from 10.10.2021 to 08.11.2021 for proceeding to Kolkata from Khulna and return loaded with wheat through Protocol Routes No. 1 & 2. Subsequently, inward permission was granted by IWAI on 11.10.2021 to MV Silverfin-1 for her voyage from Khulna to Kolkata through Protocol Routes No. 1 & 2 to enter Indian waters from 12.10.2021 to 21.10.2021 for loading wheat and thereafter leaving Indian waters on or before 07.11.2021. Berthing location was at Khidripur Dock. It was requested that necessary custom formalities be completed for allowing the vessel to proceed further.

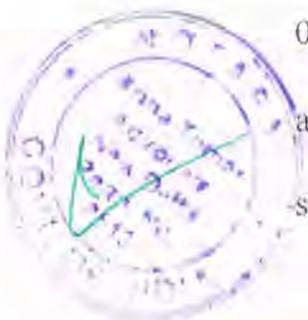
10. That voyage permission was granted by BIWTA on 17.10.2021 to M.V. Banglar Shanti-1 for proceeding to Kolkata from Khulna empty and returning loaded through Protocol Route Nos. 1 & 2. (Port of sailing – Khulna, Next Port of Call – Kolkata, and Ultimate port of destination – Narayanganj Khanpur RCC Jetty). The permission granted was valid from 19.10.2021 to 17.11.2021. Subsequently, inward permission was granted by IWAI Kolkata on 20.10.2021 to M.V. Banglar Shanti-1 for her voyage from Khulna to Kolkata through Protocol Route Nos. 1 & 2 to enter Indian waters from 20.10.2021 to 29.10.2021 for loading of dry fly ash in bulk and leaving Indian waters on or before 16.11.2021. Berthing location was at Budge-Budge Jetty 4. It was requested that necessary custom formalities be completed for allowing the vessel to proceed further. IWAI amended the inward permission of M.V. Banglar Shanti on 29.10.2021 for changing the loading point from Budge Budge Jetty-4 to G.R. Jetty-2. Outward permission was not taken by the Indian shipping agent for M.V. Banglar Shanti-1.

That outward permission was granted by IWAI to MV-Silverfin (loaded with wheat) on 03.11.2021 for her voyage from Kolkata to Mongla through



Protocol Routes No. 1 & 3 and the period of permission of sailing through Indian waters was from 04.11.2021 to 08.11.2021.

12. That the Bangladesh Flag vessel M.V. Banglar Shanti-1 loaded with dry fly ash met with an accident on 03.11.2021 on Muri Ganga River near Khashimara Ghat, Ghoramara under Sagar PS, Sunderbans Police District, South 24 Parganas, West Bengal. A mail was sent by the Indian shipping agent of M.V. Banglar Shanti-1 i.e., M/s Inflow Waterways on 03.11.2021 informing that the vessel was grounded at Ghoramara island near lot no. 2. The said vessel loaded with 1129 MT of fly ash from G.R. Jetty-2 had partly sunk at Ghoramara island. The said shipping agent informed that all the crew members were rescued and a diver team was being sent to rescue the vessel immediately.
13. That a team was subsequently deputed by IWAI which conducted site inspection on 04.11.2021 of M.V. Banglar Shanti-1 after the accident. The team from IWAI comprised of the Assistant Director (Civil), Junior Hydrographic Surveyor, Marine Technical Assistant, and Draughtsman Gr.-II of Kolkata RO.
14. That furthermore a safety measures team was deputed by IWAI which visited Hemnagar LCS on 06.11.2021 for conducting a site inspection of MV Silverfin-1 after the accident and also for obtaining the statement of the vessel's master.
15. That a letter was also sent by the Indian shipping agent of MV Silverfin-1, Ajbela Navigation to IWAI Kolkata on 08.11.2021 informing that the Master of MV Silverfin-1 submitted a self-explanatory report on the incident dated 03.11.2021. It was requested to kindly allow the vessel to sail to Bangladesh at the earliest. The shipping agent undertook the responsibility of safely sailing MV Silverfin-1 from Hemnagar LCS to Bangladesh and would



cooperate and compensate for any enquiry or cost in the future for the same.

16. That the Marine Technical Assistant, IWAI submitted an Inspection Report on 08.11.2021 of Bangladesh Flag vessel, MV Silverfin-1 to Director, IWAI Kolkata in which it submitted that when M.V. Banglar Shanti-1 and MV Silverfin-1 came near each other, the master of M.V. Banglar Shanti-1 could not keep control due to the strong currents and banged into MV Silverfin-1 on the forward part of the starboard anchor. This resulted in a hole on the midpart of port side no 1 cargo hold of M.V. Banglar Shanti-1 due to which the water entered the no 1 cargo hold and the vessel submerged. MV Silverfin-1 also got damaged on the starboard shell plate.

17. That in the meanwhile, the Indian shipping agent of M.V. Banglar Shanti-1 i.e., M/s Inflow Waterways sent a letter to Director, IWAI Kolkata informing that it has no objection to the sailing of MV Silverfin-1 to Bangladesh. However, in case of any liability towards the damage of MV Silverfin-1, the same would be borne by M/s Inflow Waterways.

18. That on 23.11.2021, the detailed Inspection Report dated 04.11.2021 of M.V. Banglar Shanti-1 was sent by IWAI Kolkata to the IWAI Head Office at NOIDA and it was also informed that the salvage operations of the submerged vessel were under progress. That in the said Inspection Report, it was observed by IWAI that the accident of Bangladesh Flag vessel M.V. Banglar Shanti-1 took place on 03.11.2021. The said vessel was loaded with 1129 MT of dry fly ash in bulk. After conducting the site inspection on 04.11.2021, the IWAI team visited Sagar Police Station and obtained the incident report from the master & Indian pilot of the vessel. The team also met and discussed with the Officer-in-Charge about the incident and welfare of the crew members. The cause of the accident was that the forward part near the STBD anchor of another vessel M.V. Silverfin-1 which had also



entered the Ghoramara channel hit the side shell plate in the mid part of no. 1 cargo hold on port side of M.V. Banglar Shanti-1 resulting in a crack. Water seeped in and the vessel started sinking gradually after which the vessel submerged since it was in fully loaded condition. All twelve Bangladesh crew members and one Indian pilot had been rescued. The IWAI team had after conducting the inspection directed the Indian shipping agent of the submerged vessel i.e., M/s Inflow Waterways to (1) evacuate the loaded fly ash and to transfer the High-Speed Diesel (HSD) & Petroleum Oil Lubricants (POL) from the vessel to avoid spillage into the waters; (2) deploy a salvage and repair team to salvage the vessel on priority basis; and (3) submit a detailed report as well as the day-to-day progress of the works regarding the said vessel which had met with an accident to Director, IWAI Kolkata. The Indian shipping agent was also instructed to provide day and night cautionary marks to identify the submerged vessel. True copy of the letter dated 23.11.2021 from the IWAI Regional Office, Kolkata to IWAI Head Office, NOIDA along with the Inspection Report dated 04.11.2021 prepared by IWAI is marked and annexed as **ANNEXURE A/1**.

19. That pursuant to the abovementioned instructions issued by IWAI to the Indian shipping agent of the submerged vessel i.e., M/s Inflow Waterways, the said Indian shipping agent sent letters on 16.11.2021 and 22.11.2021 to the Director, IWAI Kolkata informing that the salvaging work of MV Banglar Shanti-1 was continuing. Furthermore, the said Indian shipping agent on 23.11.2021 also sent a letter to Director, IWAI Kolkata informing that they had removed the HSD and POL so that it did not spill in the river water. Fly ash had been removed through pumping from the vessel. No fly ash had spilled into the water and necessary precautions had been taken to minimize the pollution. The sand removing and salvaging works were



continuing. The above measures have resulted in the least impact which is corroborated by the Report of the Committee.

20. That the Respondent No. 1, IWAI reiterates the averments made in the Reply Affidavit filed on 03.07.2021 along with its prayers which are not being repeated herein for the sake of brevity, and this Hon'ble Tribunal may allow the present Objections in the interest of equity and justice.

Laxshmi Kant Rajar

DEPONENT

[Handwritten signature]

Certify the deponent's statement was signed in my presence

VERIFICATION:

VERIFIED that the statements made above are true to my knowledge and belief.

No part of it is false and nothing material has been concealed therefrom.

VERIFIED at _____ on the ___ day of May 2022.

1.0 MAY 2022

Laxshmi Kant Rajar

DEPONENT



Certified that the foregoing statement was declared in his affirmation before me which has been read over to the deponent and he has affirmed it as correct

Notary, DELHI
1 0 MAY 2022



भारतीय अन्तर्देशीय जलमार्ग प्राधिकरण

(पत्तन, पोत परिवहन और जलमार्ग मंत्रालय, भारत सरकार)

INLAND WATERWAYS AUTHORITY OF INDIA

(Ministry of Ports, Shipping and Waterways, Govt. of India)

क्षेत्रीय कार्यालय : पी-७८, गार्डनरीच रोड, कोलकाता - ७०० ०४३ (प० बं०)

REGIONAL OFFICE : P-78, Garden Reach Road, Kolkata - 700 043 (W.B.)

दूरभाष : 2439 0393 / 5577 / 6055, फैक्स : 2439 5570



SAGARMALA
PORT-LED PROSPERITY

E-mail : iwaical@yahoo.com
dirkol.iwai@nic.in

IWAI/KOL/PROT (1)/2020-21

760

November 23, 2021

To,
The Director (Traffic & Logistics)
IWAI
NOIDA

Sub: Accident Report of Bangladesh Flag vessel M.V. Banglar Shanti-1 (M-6835) loaded with dry fly ash on Muri Ganga River near Kashimara Ghat, Ghoramara under Sagar PS, Sunderbans Police District, South 24 Parganas, West Bengal on 03.11.2021 - reg.

Ref: This office letter No. IWAI/KOL/Prot (1)/2020-21, dtd.05/11/2021

In-continuation to this office letter under reference above, please find enclosed herewith the inspection report on the submerged BD Flag vessel M.V. Banglar Shanti-1 (M-6835) loaded with dry fly ash on Muri Ganga River near Kashimara Ghat, Ghoramara under Sagar PS, Sunderbans Police District, South 24 Parganas, West Bengal on 03.11.2021 is for your information.

Further, it is to inform that, the salvage operations of the submerged vessel is under progress. The progress report submitted by the Indian Shipping of M.V. Banglar Shanti-1 is enclosed for your ready reference.

Yours sincerely

(L. K. Rajak)
Director

Copy to:

1. Chief Engineer (Technical), IWAI, Noida
2. Director (NER) IWAI, Noida
3. P.A. to Member (Traffic & Logistics), IWAI, Noida – for kind information to Member (Traffic & Logistics) please.

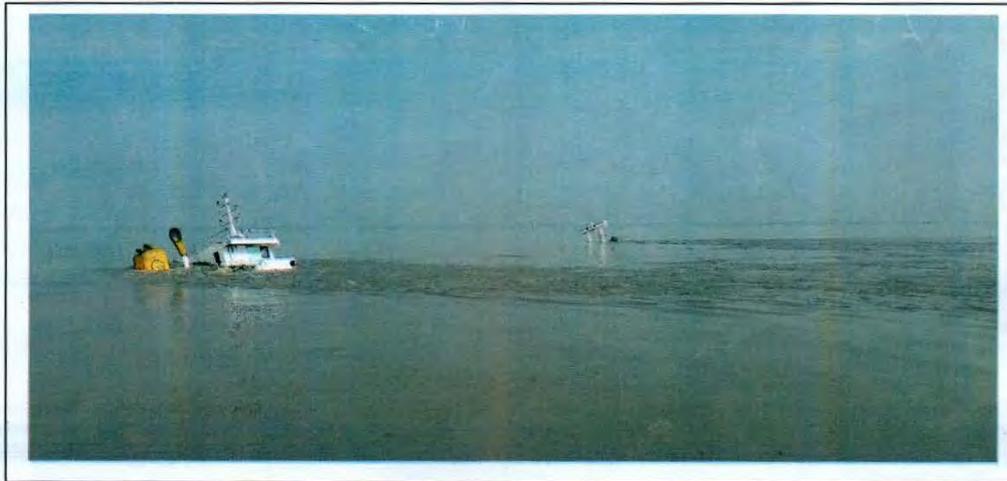
Inspection Report on the submerged Bangladesh flag vessel M.V. Banglar Shanti-1, M-6835 on Muri Ganga River near Kashmirara Ghat, Ghoramara under Sagar PS, Sunderbans Police District, South 24 Parganas, West Bengal

Date of accident & Time : 03/11/2021 & 1830 hrs

Date of inspection by IWAI Officials : 04/11/2021

Indian Shipping Agent : M/s Inflow Waterways, Kolkata

As per the movement order dated 03/11/2021, the team comprising of Sh. K.K. Sahoo, Assistant Director (Civil), Sh. Gautam Halder, JHS, Sh. J Paul, Marine Technical Assistant and G.J Reddy, Draughtsman Gr.-II of Kolkata RO visited the accident site on Muri Ganga River near Kashmirara Ghat, Ghoramara under Sagar PS, Sunderbans Police District, South 24 Parganas, West Bengal at 1530 hrs during low tide and found that the BD Flag vessel namely MV Banglar Shanti-1, M-6835, is in submerged condition about 350 m away from Ghoramora Island Bank (Kashimara Ghat) towards shallow waters. Some portion of the wheel house and forward mast are found visible. The vessel also found listed towards Port side.



Submerged Bangladesh flag vessel MV Banglar Shanti-1

Thereafter, IWAI team visited Sagar PS and obtained the incident report from the Master & India Pilot of the vessel of MV Banglar Shanti-1. The team met and discussed with the OIC about the incident and welfare of the crew members.

As reported by the Master, the MV Banglar Shanti-1 sailed with Indian Pilot from GR Jetty-2 at 0500 hrs on 03/11/2021, loaded with 1129.0 MT of Dry Fly Ash in bulk and anchored at Budge Budge at 0700 hrs. Again sailed from Budge Budge at 1100 hrs on same day for Hemnagar on her way to Bangladesh. While the vessel is entering the Ghoramara channel, Master found that one BD Flag vessel namely, MV Silverfin-1 (M 7781) about 125 m ahead of MV Banglar Shanti-1, awaiting in shallow waters and started proceeding towards Namkhana at High tide and slowly moving towards main channel. Immediately Master of MV Banglar Shanti-1 communicated over VHF to the Master of MV Silverfin-1 repeatedly to stop the vessel and allow MV Banglar Shanti -1 to pass through channel since the MV Banglar Shanti -1 already entered in Ghromara Channel. But as reported by the Master of MV Banglar Shanti-1, Master of MV Silverfin-1 did not stop the vessel and both the vessels came in close with each other. While attempting to apart from each other to avoid the accident, forward part near STBD anchor of MV Silverfin-1 hit the side shell plate in the mid part of No-1 Cargo Hold on Port side of MV Banglar Shanti-1 at about 1830 hrs on 03/11/2021 resulting a development of crack. Immediately, water started ingress in to the No-1 cargo hold through the crack and MV Banglar Shanti-1 started sinking gradually. Master and crew members tried to beach the vessel in shallow waters to save but could not do so, since the vessel was fully in loaded condition and vessel submerged around 2130 hrs on 03/11/2021 about 350 m away towards shallow waters from Kashimara Ghat of Ghoramora Island Bank.

All 12 nos Bangladesh crew members and one Indian Pilot were rescued by Sagar PS.

The position of submerged vessel is 21° 55' 41.5" N; 88° 07' 38.9" E and navigational channel is 150.0 m away from the submerged vessel.

Name of the Master of MV Banglar Shanti-1: Md. Jahangir Alam, IM2 3565.

Indian pilot name: Md. Rahidul Sekh

Outward permission has not taken by Indian shipping Agent.

The team directed, the representative of Indian IBP Shipping agent of submerged vessel, M/s Inflow Waterways to take the following action immediately:

1. To evacuate the loaded fly ash and to transfer HSD & POL from the vessel to avoid spillage into the waters.
2. To deploy salvage and repair team to salvage the vessel on priority basis.

3. To submit the detailed report and day to day progress of works of the accident vessel to the Director, IWAI, Kolkata.
4. Indian Shipping Agent has also been instructed to provide day and night cautionary marks to identification of the submerged vessel.

Reference, letter no, IWAI/KOL/PROT(1)/2020-21/701, dated 05/11/2021, IWAI's safety measures official visited Hemnagar LCS on 06/11/2021 to obtain the incident report from the Master of MV Silverfin-1.

As reported by the Master of the MV Silverfin-1, M 7781 loaded with 1494.95 metric tones of Wheat in Bags and sailed from KP Dock Kolkata at about 1430 hrs on 02/11/2021 and anchored at Budge Budge. They again sailed from Budge Budge at about 1030 hrs on 03/11/2021 and reached Ghoramora Channel at about 1820 hrs and continued to sail for Hemnagar keeping safe distance from other vessels also proceeding towards Namkhana. The Master of MV Silverfin-1 also noticed one BD Flag vessel namely MV Banglar Shanti-1 proceeding towards Namkhana which is about 125 m behind MV Silverfin-1. Master of MV Silverfin-1 immediately contacted over VHF with MV Banglar Shanti-1 and informed her to slow down the engine and proceed slowly keeping a safe distance. But the Master of MV Banglar Shanti-1 did not listen and continued to proceed. When both the vessels came in close to each other, Master of MV Banglar Shanti-1 could not control his vessel due to strong current and banged MV Silverfin-1 on the forward part near STBD anchor. As a result a hole developed on mid part of No. 1 cargo Hold of MV Banglar Shanti-1 due to which water entered in to the cargo hold and vessel submerged. MV Silverfin-1 also got damaged about 2.0 ft x 2.0 ft on her STBD shell plate about 2.0 ft above the water level.

Name of the Master of MV Silverfin-1: Mir Monir Hossain, IM1 500301313.

Outward permission issued by IWAI, Kolkata on 03/11/2021.



Bangladesh flag vessel MV Silverfin-1 (Hemnagar Anchorage)

Sus

LA

[Signature]

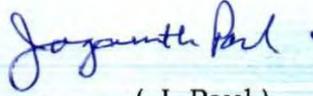
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Enclosures:

M.V. Banglar Shanti-1 (M-6835)		MV Silverfin-1 (M 7781)	
B-1	BIWTA voyage permission	S-1	BIWTA voyage permission
B-2	Vessel registration Certificate	S-2	Vessel registration Certificate
B-3	Vessel survey certificate	S-3	Vessel survey certificate
B-4	Master certificate	S-4	Master certificate
B-5	Crew list	S-5	Crew list
B-6	IWAI Inward Permission	S-6	IWAI Inward Permission
B-7	Report submitted by the Agent	S-7	Cargo certificate
B-8	Copy of General Dairy	S-8	IWAI Outward Permission
B-9	Statement given by Master to the Sagar PS	S-9	Report submitted by the Agent
		S-10	Statement obtained by IWAI safety Measures official from Master



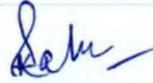
(G.J. Reddy)
Draughtsman Gr. II



(J. Paul)
Marine Tech. Asst



(G. Halder)
Jr. Hydrographic Surveyor



(K.K. Sahoo)
Asst. Director (Civil)



Service in Dakshinbanga Matsyajibi Forum vs Inland Waterways Authority of India & Ors (O.A. No. 64 of 2020 (EZ))

1 message

ELDF <eldflegal@gmail.com>

Tue, May 10, 2022 at 12:36 PM

To: rajib.ray23@gmail.com, amritapanja.23@gmail.com, surendra_kr15@rediffmail.com, litigation.life@gmail.com, prithwish1986@gmail.com, mookherjeesoumitra@gmail.com, bikaskargupta@yahoo.in, debasish ghosh <debasishghosh06@gmail.com>

Cc: salik shafique <salik@eldfindia.com>, Fizza Zaidi <fizza@eldfindia.com>

Respected Sir/Ma'am

We are hereby serving upon you a copy of the Objections on Affidavit filed on behalf of IWAI before the NGT in Dakshinbanga Matsyajibi Forum vs Inland Waterways Authority of India & Ors (OA 64/2020/EZ). Please find attached the said Objections on Affidavit filed by Mr. Sanjay Upadhyay, Advocate for the Respondent No. 1.

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Sameer Manher

Clerk

Enviro Legal Defence Firm

29, Presidential Estate LGF,

Nizamuddin East New Delhi – 110013

Ph. No. 011-40573181

2 attachments**Objections.pdf**

4679K

**Objections 2.pdf**

12784K