

**Government of Odisha**  
**Department of Tourism & Culture**  
**(Tourism)**

**Notification**

No. 6725 / TSM, Bhubaneswar, Dt. 01.07.2017  
T.TSP-II-M-10/2017

The recreational Water Sports activities in the state has long lasting impact on tourism. It generally relates to the coast of Odisha upto 12 nautical miles from the coastal line & water bodies within the State for undertaking Water Sports activities on above & below the surface of water.

Keeping this in view, the State Tourism Deptt. has formulated "Odisha Water Sports Guidelines, 2017" to regulate Water Sports activities in the state of Odisha.

By Orders of Governor

*N.B. Jawale*  
(N.B. Jawale)

Director & Addl. Secy.

Memo No. 6726 /TSM, Bhubaneswar Dt. 01-07-17

Copy forwarded to Gazette Cell of Commerce & Transport (Commerce) Department, Odisha Secretariat, Bhubaneswar with a request to publish the Notification in the next issue of extraordinary Gazette and supply 200 copies of the same to this Deptt.

*N.B. Jawale*  
Director & Addl. Secy.

Memo No. 6727 /TSM, Bhubaneswar Dt. 01-07-17

Copy forwarded to the Heads of Portal Group, IT Centre, Odisha Secretariat / Computer Cell of Tourism Department for information & necessary action.


It is requested to launch this Notification in the Website of Tourism Department for General information.

*N.B. Jawale*  
Director & Addl. Secy.

Memo No. 6728 /TSM, Bhubaneswar

Dt. 01-07-17

Copy forwarded to the Facilitation Cell / All Departments / All Heads of Depts./ All RDCs / All Collectors / All DICs / All PSUs / Accountant General, Odisha, BBSR for information.

  
Director & Addl. Secy.

Memo No. 6729 /TSM, Bhubaneswar

Dt. 01-07-17

Copy forwarded to PS to Pr.Secretary to Hon'ble Chief Minister, Odisha / PS to Hon'ble Minister, Tourism & Culture / PS to Chief Secretary, Odisha / PS to Development Commissioner-cum-Addl. Chief Secy.,Odisha / PS to Pr. Secy. To Govt., Tourism / PS to Pr. Secy.,Industries Deptt./ PS to Director, Tourism Deptt. For kind information of the Hon'ble Chief Minister,Odisha/ Hon'ble Minister, Tourism / Chief Secretary, Odisha / Dev. Commissioner-cum-Addl.Chief Secy, Odisha / Principal Secy.,Tourism / Principal Secy.,Industries / Director, Tourism respectively.

  
Director & Addl. Secy.

Memo No. 6730 /TSM, Bhubaneswar

Dt. 01-07-17

Copy forwarded to All Officers of Tourism Deptt. / All Tourist Officers / Guard File (10 spare copies) for information.

  
Director & Addl. Secy.

Government of Odisha  
Department of Tourism & Culture  
(Tourism)

# ODISHA WATER SPORTS GUIDELINES

## 2017



Odisha Tourism



Scenic | Serene | Sublime  
The Soul of Incredible India

# ODISHA WATER SPORTS GUIDELINES 2017

## **1. Objectives**

These guidelines will be known as '**Odisha Water Sports guidelines 2017**' dealing with the regulation of recreational water sports activity in the state of Odisha. It will be applicable to the coast of Odisha up to 12 nautical miles from the coastline, and water bodies within the state; for undertaking water sports activities on, above and below the surface of water.

These will be the sole and exclusive set of guidelines for regulation of water sport activity in the state of Odisha and in case of any conflict or ambiguity in relation to regulations issue by other departments, then as far as purely recreational and non transport water sports activities are concerned, these guidelines will prevail.

This will come into effect from the date of its publication in official gazette.

## **2. Definitions:**

In these guidelines, unless the context otherwise requires-

i) "**State**" means the state of Odisha and "**department**" means department of Tourism

ii) "**Fair Weather and Foul weather**" means weather conditions specified defined by the Ministry of shipping in its guidelines as given below:

*The definition of fair weather season and foul weather season, from MS (LSA) Rules, 1991 as amended which are applicable in the case of Circular No. SS/Misc (37)/2003 dated 28.09.2004, is as follows:-*

*1. "Fair weather season" means:-*

*i. in the Arabian Sea, the season beginning on and from the 1st Jun and ending with the 31st May and*

*ii. in the Bay of Bengal the season beginning on and from the 1st December and ending with the 30th April.*

2. "Foul weather season" means:-

*i. in the Arabian Sea, the season beginning on and from the 1st June and ending with the 31st August, and*

*ii. in the Bay of Bengal, the season beginning on and from the 1st May and ending with the 30th November."*

iii) "**Water Sports Operator**" means a person or entity either owning or operating water sports in sea and / or inland waters in the state of Odisha and includes any individual, firm or company operating such activities.

iv) "**Safety Audit Team**" means the Safety Audit Team duly constituted by the Directorate of Tourism for auditing on the safety aspects of functioning of the Operators.

v) "**Tourist Safety Team**" constituted by the concerned District Magistrates drawing personnel from related departments for enforcing safe water Sports operations at selected waterbodies and beaches.

vi) "**Inland vessel limit**" (**I.V. limit**) is as declared by the Ministry of Shipping vide **DG SHIPPING ORDER NO 19 of 2013 in Annexure 5**

### **3. Permissible Water sports activities**

The following activities are covered under the scope of Water Sports. (The list may be amended from time to time by Govt)

#### **3.1 Motorised and Towed activities:**

##### **3.1.1 Motorised activities:**

a) A **motorboat, speedboat, or powerboat** is a boat which is powered by an engine, including those motorboats fitted with inboard engines, those having an outboard motor installed on the rear, containing the internal combustion engine, the gearbox and the propeller in one portable unit.

Boating using these types of boats such as power boats/Fibre reinforced plastic boats/ barges/hovercrafts/including Glass Bottom boats, and other boats of

similar type; from jetty or ramp or beaches where embarkation and disembarkation of passengers can be carried out safely.

b) **Jet ski:** is a small jet-propelled vehicle which skims across the surface of water and is rode in a similar way to a motorcycle.

### **3.1.2 Towed activities:**

a) **Banana Rides & similar rides:** A banana boat (or water sled), is an unpowered, inflatable recreational boat meant for towing. Different models usually accommodate three to ten riders sitting on a larger, main tube and resting their feet on two laterally flanking tubes which stabilize the boat. The main tube is banana-shaped. There are variants of such rides which involve a floating objects towed and pulled by a powered boats. For the purpose of these guidelines these will be treated as Banana rides.

b) **Parasailing:** also known as para-scending or para-kiting, is a recreational kiting activity where a person is towed behind a vehicle (usually a boat) while attached to a specially designed canopy wing like a parachute, known as a parasail wing

The activity shall be allowed subject to fulfilment of conditions stipulated in the guidelines for parasailing given in **Annexure 1**.

c) **Water skiing & fun rides** – using power boat and Jet-ski. After moving at least 100 m straight into the sea beyond bathing, swimming and snorkelling zones.

### **3.3 Non-motorized activities:**

a) **Snorkelling**

b) **Canoeing & Kayaking** - Kayaking shall be permitted after complying with the guidelines given in **Annexure 2**

c) Wind surfing on a flat water using wind for propulsion in combination with sails in areas beyond bathing/swimming zones and within the visual range of the rescue boats.

d) Sailing- in areas beyond bathing/swimming zones

**3.4 Individual activities:** such as Sun bathing, Bathing in sea waters, Sand art activity will be dealt separately in the 'Beach management plan' in **Annexure 3**.

#### **4. Permission for operation**

##### **4.1. Designation of Areas for Water Sports Activities:**

a. Water Sports Activities will be allowed as per 'Beach Management Plan/ River front management plan / or Water body management plan' as per the case, prepared by the District Administration concerned in consultation with the Directorate of Tourism and other Stake holders.

"Beach Management Plan/ Water body front management plan" means a plan devised for safe operation of Water Sports activities. It will be location-specific and will clearly outline areas and different activities for Water Sports, carrying capacity of the beach and infrastructural and institutional requirement for implementation of such Beach Management Plan. An indicative Beach management plan is given separately in **Annexure 3**. (Water body or river front management plan can be worked out on similar lines)

b. For areas falling within Inland vessel (I.V) limits the operator shall obtain No Objection Certificate from Director of Ports and Inland Water Transport, Odisha for operation and for introduction of new activity in any location in Inland Waters.

c. For areas beyond the IV limits, the feasibility of allowing sports activities will be decided by the Department of Tourism in consultation representatives of different Departments as may be necessary.

#### **4.2. Terms and conditions For Grant of Permission for Operation of an Activity:**

a. Every Operator desiring to operate a **mechanized vessel/mechanized or motorized water sports** activity for the purpose shall obtain required **registration under the provisions of I.V. Act 1917, & I.V. Rules from the Registering officers under Director, Ports and Inland water transport**. The registration/ licensing of all water sports equipments such as Jet Skis, Speed boats and other motorised water sports equipments, the registration will be done by the Registering Officers of the Directorate of Port and Inland Water Transport, Odisha under the Commerce & Transports (Com) Department as per Odisha Boat Rules , 2004.

b. For **non-motorised Water Sports** activities the **Registering Officers of the Directorate of Ports & IWT will issue an identification number** and registration certificate to the equipment as the case may be.

The Directorate of Ports & IWT shall levy the Annual fee for Water Sports equipments for which the Directorate is the issuing the Identification Number. The Annual fee/renewal fee for Water Sports will be Rs. 2000/- per unit set/ equipment for non-motorised equipment and it is non-refundable.

c. The Operator shall engage trained crew possessing valid certificate in handling the respective Water Sports craft type from authorized organisations/ institutions.

d. The Operator shall make available all life saving equipments, fire-fighting appliances, communication, rescue tubes and other equipments on the vessels duly certified by the Competent Authority viz. Indian Registrar of Shipping/National Institute of Water Sports/Registering Authority, etc as provided for in the I.V rules and Guidelines of Ministry of Shipping mentioned above and the Odisha Boat rules 2004 as per the passenger capacity. These equipments/appliances should be in serviceable condition/type approved.

f. The Operator shall insure the passengers and crew, not below Rs.5.00 Lakh per passenger.

g. Each Water Sport Operator shall furnish a refundable Security Deposit of Rs.10000/- (Rupees ten thousand) per equipment (motorised) and Rs. 5000/- (five thousand only) for non-motorised equipment to the Directorate of Tourism.



h. The deposit made by the Operator shall be refunded after the Operator opts out from the Water Sport activity for any reasons, provided he has not violated any conditions of these guidelines for which the deposit will be forfeited.

i. The Operator shall operate Water Sports activities in the specified/earmarked area only as per the Beach management plan on the coast and river front/ water body management plan in other areas and within visual range so as to be clearly visible from shore. However, these distances are further subject to local weather conditions and as per the advisory of Meteorological dept regarding rough weather in sea, in this respect. Water Sports activities should be carried out only in settled weather condition and in day light only.

j. The Operator shall make provision for rescue boats as per the SOP for the area of operation.

#### 4.3. The Standard Operating Procedures for operating Water Sports Activity:

a) The Operator shall observe all safety norms specified by the Licensing/Registering Authority and norms issued by the Department of Tourism from time to time.

b) The Operator should undertake Water Sports activity at no place other than those earmarked for such operations in the Beach management plan/ Water body Management Plan prepared by District administration in consultation with the Directorate of Tourism and/ or other Department or organisation as the case may be. In case of violation of this provision, the necessary penalty clause will be attracted.

d) The Operators, operating small vessels of less than 15 tones net carrying up to 12 passengers, operating at beaches/locations falling outside the inland water limits, shall comply with the requirements specified in the Circular No. SS/MISC (37)/2003 dated 28-9-2004 issued by the Directorate of General of Shipping, Ministry of Shipping, Government of India which is given in Annexure – 5.

e) The Operator shall display the carrying capacity of the boat (as in the Registration Certificate), emergency contact details, validity of Registration and the display will be of appropriate size at a prominent place inside the boat and easily visible to the passengers.

f) The Operator shall have the Registration Certificate or its copy on board at all times and shall produce it, on demand to the officials of the Directorate of Tourism/ District administration, any law enforcement authority and also to the passengers if they so demand.

g) The Operator shall observe the period and hours of operation as specified in the permit granted by the competent authority.

h) The Operator shall mandatorily display the rates prominently at the place of activity and on the equipments.

i) The Operator shall ensure:

i. **Safe storage of Inflammable** items (like in jerry canes, stoves, gas cylinders, etc) to be carried or kept in the vessel.

ii. Sufficient number of **buoyancy aids** for all age groups.

iii. All passengers shall mandatorily be made to wear life jackets during the rides.

iv. Even distribution of weight should be ensured on the vessels used for the purpose. In no case the number of passengers should be more than the carrying capacity.

j) The Operators will have to provide one rescue boat in full readiness when six or less boats are in operation; two rescue boats when more than six boats are in operation. Rescue boats must be powered by OBM of minimum 40 HP.

k) A lookout-cum-driver must be standby near the boat. The boat as well as lookout should not be involved with any other activity while on rescue duty. The rescue boat should be equipped with rescue tube, life buoys, life jackets, first-aid box, stretcher etc. It shall be the responsibility of the Boat owners/ Operators to arrange for rescue boats and the contact no. of rescue boat crew should be

available on the boat, should be shared with Tourist Safety Teams and also displayed permanently at the area where they cast off for operation.

l) Jet skis and other water crafts provided with outboard motors shall have automatic engine cut out arrangement in case of craft capsizing. In this case, it is mandatory for all Operators to put on the keel cord at all times when on board their craft. If the engine is running without proper attachment of the keel cord or if the mechanism is bypassed it will be viewed as a violation of safety norms.

The water sports operators will have to ensure proper Communication systems-like Wi-Fi, walkie talkie sets and phone numbers of police control room, ambulance etc displayed prominently on the vessel used for water sports

m) All Operators shall, before leaving the shore/ jetty ,

deliver a “**safety brief**” about:

- i) Correct wearing of buoyancy aids.
- ii) Dos’ and Don’ts in case of a fire on board
- iii) Dos’ and Don’ts in case of capsize.
- iv) Dos’ and Don’ts in case of any health emergency.
- v) Weather condition of the day.
- vi) Following best practices for cleanliness
- vii) The dangers to and from the organisms in the water.

n) For Jet Ski operation following conditions need to be satisfied by the Operators:

- i) Jet Ski should be operated in a well defined area (as per the beach or water body management plan beyond normal swimming and water sports area.
- ii) Riding too close to other boats, jumping wake of boat or other waves and fast approaching to jetty is forbidden.

iii) The Jet Ski ride should be manned by qualified driver, who has to ensure that passengers wear snugly fitting buoyancy aids throughout the rides.

iv) A water sports centre may allow customers to drive a Jet Ski provided a qualified boat driver seats behind during the ride and customer is thoroughly briefed on controls of Jet Ski, rules of the riding and basic seamanship during Jet Ski handling.

v) The Jet Ski driver sitting behind shall ensure that the speed limit and safety instructions are followed by the rider. Water sports center can allow independent riding of Jet Ski by its customers after an experience instructor holding Jet Ski certification from NIWS or any other authority designated by the state govt for this purpose conducts a short familiarisation lesson as per Jet Ski familiarisation check list issued by the Department of Tourism. The successful completion of familiarisation should be recorded on the indemnity bond.

vi) . Children below 16 years are not allowed for independent Jet Ski ride.

o) The Operator shall maintain a register on annual maintenance/repair record of all the equipments meant for the operations, and produce before concerned authorities, if so desired.

p) Operators/crew members will be responsible for any pollution due to plastic wastes, oil spills etc. is not caused to marine environment. He shall also ensure that no damage is caused to underwater marine life.

## **5. Rates**

The State water sports Advisory Committee in consultation with the stake holders will notify the rates once in a year for each type of water sports activities at specified place along with specific details of services offered by the Operator. The approved rates for water sports activities may vary depending upon the

location of the beach and other factors which shall be prominently displayed along with relevant details.

The Directorate of Tourism through an appropriate mechanism shall have the final authority to decide on the rates to be charged for various activities.

## **6. Authorities/Bodies for Implementation of the Guidelines**

### **6.1) State Water Sports Advisory Committee**

The Department of Tourism, Odisha shall set up State Water Sport Advisory Committee, chaired by the Development Commissioner and comprising of officials relevant departments like Home, Dept of Fisheries, Commerce & Transport dept, Sports and Youth affairs, Water resources, Forest which will guide and advise the promotion, development and regulation of water sports activities including capacity building of personnel engaged in water sports operation. It will provide assistance in seeking inter departmental coordination as also leveraging expertise available in different Departments in the field of water sports activity.

6.2) Functions of **Directorate of Tourism** for regulation and facilitation of water sports activities.

The Directorate of Tourism shall function as Nodal Department for regulating Water Sports activities through the district administration. All other related Departments like Home, Dept of Fisheries, Commerce & Transport dept, Sports and Youth affairs, Water resources department, Environment& Forest Dept. shall cooperate and assist the Directorate of Tourism in smooth discharge of its function for regulation of Water Sports activities.

It will be incumbent on the Departments to extend all such assistance to the Directorate of Tourism for the purpose of stream lining/ regulating the activity may request resources from these departments in terms of men, materials, equipments, expertise on case to case basis as may be necessary .

### **6.3 Water Sports Cell:**

Water Sports Cell will be established within the Directorate of Tourism to regulate/promote Water Sports in Odisha. It shall have the mandate to:

a) Formulate guidelines for existing water sports as well as new ones to be introduced.

b) Facilitate the registration and renewal of licences of water sports operators through appropriate authorities.

d) Initiate process for introduction of new activities.

e) Seek Consultancy from Expert Agencies for Regulation of Water Sports and Beach management.

f) Propose closure of existing activities in case of safety or environmental concerns.

g) Conduct training for enhancement of skills related to water sports in Odisha.

h) Create database and inventory of Water Sports Operators and other related information.

i) To suggest creation and augmentation of infrastructure for development of safe and responsible water sports in Odisha.

J) Gather feedback/comments/suggestions/complaints from stakeholders and public and take necessary steps for course correction if required.

#### **6.4) Tourist Safety Team (TST):**

Tourist Safety Team (TST) consisting of Gazetted officers from Revenue, Police, Tourism, Forest and Commerce and Transport dept as constituted by the District Administration in consultation with Directorate of Tourism for monitoring the functioning of water sports activities as well as giving suggestions for improvement of enforcement rules and regulations.

### **6.5) Water sports Safety Audit Team:**

Directorate of Tourism, Odisha will constitute a WSAT (Water sports Safety Audit Team) for ensuring safe Water Sports operations.

The mandate of the WSAT is to:

- a) Audit the operation of the Operator already operating from safety point of view referring to the existing rules and regulations.
- b) To recommend safety corrections to the operator who will be bound by such recommendations to effect necessary safety corrections
- c) Give recommendation for discontinuance of license to the appropriate authority in case of repeated failure to adhere to safety standards on part of the operator.

The WSAT shall have the right to inspect the premises of the operator, equipments, assess safety arrangements and capacity of the crew engaged by the Operator to act in emergencies, certification of the staff, to set Standard Operating for the Operators for smooth conduct of the activity.

The Committee shall have minimum four members drawn from required domain expertise and the quorum for the committee to function will be at least 50%. Director Tourism will be the Chairman of this committee.

The constitution of Water sports Safety Audit Team for water sports activities is as below:

- a) One Member having engineering degree in Ship-building/Mechanical/Automobile/Marine Engineering/ Instrumentation or like from Directorate of Ports & Inland waterways.
- b) One Member preferably from Tourism Department (other than the Director Tourism).
- c) One Member from the Port Managements/Administration having adequate knowledge of the hull, boat-engine (up to 400 HP), boat building etc
- d) one member to be nominated from outside who may be domain experts from Institutions like Yachting Association of India, National Institute of Water sports etc.

The committee will be constituted with defined time period, scope of inspection and area. Technical members shall be drawn preferably from state/Central Govt. Institutions/PSUs. Tourism department will be kept informed about the visits and inspections of the WSAT mandatorily.

#### **6.6) Beach management Committee:**

Every district which has a beach of tourist potential shall constitute a Beach management Committee under the chairmanship of an official not above the rank of ADM and not below the rank of sub collector.

The committee shall comprise other members from concerned departments. The Collector shall constitute the committee with members from different departments including the police. The tourist officer will act as the member convenor of the Beach management committee which will be responsible for overseeing the water sports activity in beaches of that district. At least one person from the water sports operators should be made the member of the beach management committee. The Beach management committee of that district will look into the matters of developing and maintaining the infrastructure required for the implementation of the guideline.

#### **6.7) Life Guards:**

In order to ensure that all water sports activities are conducted under the watchful eyes of certified lifeguards, the District Administration shall engage duly certified lifeguards in locations/beaches notified for the conduct of water sports activities. The operators should also have at least one life guard in their team, who should be available at all times during operation of water sports activities.

The Beach lifeguards to be engaged should be able to read and write and preferably of 8th pass and qualify the physical fitness test and swimming test as per parameters laid down in the Home dept circular for life guards.



## **7. Penalty and Procedures**

### **7.1. Grounds for penalty:**

Any Operator:

- i) Who by the virtue of operation of the water sports activity causes harm/injury/death to a tourist/general public/third party on account of their actions/ irresponsible behaviour/negligence or the craft being operated in unfit condition etc.
- ii) Not complying with the norms of operation or violating prescribed safety standards.
- iii) Following any malpractices/ dissemination of misleading information which tantamount to cheating
- iv) Being established as a 'nuisance'.

### **7.2. Penalty**

a) The errant Operator shall be, based on gravity of deviation, blacklisted and suspended for a period of 3 to 10 days for a first default.

For subsequent violation/ default his permit/ license/ Registration may be suspended for such period as deemed fit by the Registering/ Licensing authority on the recommendation Directorate of Tourism.

If the matter relating to any violation by the operator is sub-judice, then the license/permit of the Operator shall be suspended barring him from operating any water sport activities, unless otherwise there is an explicit court order against any coercive action against the operator in this matter.

AND/OR

b) In case of default or breach or non-compliance of any of the terms and conditions of the Water sport guidelines, standard operating procedures, or any other violations as per prevailing Laws, the Security Deposit of the Operator with interest accrued thereon shall be forfeited without notice.

The penalty in such cases will be imposed by the Directorate of Tourism suo moto on its findings or on the recommendation of the District Administration.

### **7.3. Appeal:**

Any person aggrieved by an order made by the Directorate of Tourism this chapter may, within fifteen days from the date on which the order was communicated to him, prefer an appeal to the State Water sports Advisory Committee.

The order issued by the Directorate will be in force till the appeal is decided.

**Sd/-  
(Arti Ahuja)  
01.07.2017  
Principal Secretary, Tourism**

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**Annexure-1**

The Directorate of General of Shipping, Ministry of Shipping  
Circular No. SS/MISC (37)/2003 dated 28-9-2004

GOVERNMENT OF INDIA  
MINISTRY OF SHIPPING  
DIRECTORATE GENERAL OF SHIPPING  
“JAHAZ BHAWAN”  
WALCHAND HIRACHAND MARG  
MUMBAI - 400 001

No. SS/Misc(37)/2003 September 28, 2004

**CIRCULAR**

Sub: Operations of small vessels of less than 15 (tons) net carrying up to 12 passengers and various types of sports crafts at the beaches on the coast in the open sea conditions.

This Directorate is in receipt of several communications for grant of permission to small passenger launches/ sports crafts, both less than 15 (tons) net for short duration sailing and various types of water sports activities etc. At beaches on the coast / locations failing outside the declared inland water limits.

For such crafts there is no obligation to register under Merchant Shipping Act, 1958, since their net tonnage is less than 15 and they do not operate outside

coastal waters. However, considering their area and nature of operation, it is essential that these craft are subjected to certain regulatory controls and they are equipped with sufficient lifesaving appliances, communication equipments etc. Further, it is essential that their activities are properly monitored and sufficient infrastructure (equipment, lifeguards etc.) is provided for timely assistance and rescue in case of the need.

It has therefore been decided to issue following guidelines for the concerned State Government authorities to regulate effectively the operation of such crafts. They are requested to monitor the operations of these crafts in accordance with the guidelines and ensure establishment of required infrastructure like, rescue boats, trained lifeguards, sufficient spare life saving fire fighting equipment, communication equipment, first aid boxes etc. at all beaches / locations where such crafts are permitted to operate:

A. General (For all Crafts)

1. The operations should be restricted to fair season in calm and settled weather conditions and in day light hours only.

2. All the mechanized crafts should be registered under Inland Vessels Act. Other non-mechanized crafts such as wind surfing boats may be assigned an identity number only.

3. Crafts of less than 2 NT (Net Tonnage) should not be permitted to operate beyond 1 Nautical Mile (NM) from the shore and crafts between 2NT to 15NT may be allowed to operate up to 3 NM. However, these distances are further subject to local weather conditions and decision of the Port Officer, in this respect.

4. The number of passengers should not increase to more than 12 on any craft.

5. The crafts should be subjected to annual inspection by Indian Register of Shipping to ensure that they are structurally sound properly maintained and comply with all the requirements stipulated herein as relevant for the craft.

6. All the passengers onboard shall be provided with MMD approved life jackets, which they shall wear before boarding the craft.

B. For passenger launches, Para sailing boats and Jet Ski

7. All the crafts should be provided with sufficient buoyancy material so that they do not sink even if flooded with water with full complement of persons on board.

8. Comfortable seats should be provided for all the passengers intended to be carried on a passenger launch and comfortable seating arrangements should be provided for all other passengers in other crafts.

9. The passenger launches and Para sailing boats should be subjected to flooding test, crowding test, inclining experiment, etc. to ensure that they have required stability and will be afloat, if filled with water, with passengers on board and will not capsize in case the passengers crowd on one side. The crafts not complying with the stability requirements should not be permitted to operate.

10. The crafts less than 2NT, shall be provided with one lifebuoy and the crafts between 2NT and 15NT shall be provided with two lifebuoys. The crafts should also be provided with some rescue quoits, fire buckets, fire extinguisher (4.5 Kg DCP fire extinguisher 1 No. for crafts less than 2NT and mechanical foam fire extinguisher plus 4.5 Kg DCP type fire extinguisher 1No. each for crafts between 2 to 15 NT). However these requirements do not apply to Jet Skis.

11. Jet Skis and other crafts provided without board motors shall have automatic engine cut out arrangement in case of crafts capsizing.

#### C. Para sailing boats

12. It would be preferable to have winch Para sailing boats for normal operations. Otherwise care should be taken for Beach Para sailing, that the operation area is clear of the crowd.

#### D. Infrastructure at the beaches where such crafts operate

13. In addition to the above, it is essential that some general facilities/equipment is provided at all the locations of such operations/ beaches so that the crafts and the persons in distress can be provided timely help. For this purpose, it is necessary that there should be minimum one MMD approved type rescue boat provided in the locations where such activities are limited in number (say not more than 6 crafts operate) and for the areas where there is a concentration of large number of crafts than the number of rescue boats should

be raised to 2 to 3 (2 for number of crafts up to 15 and 3 above that). In addition, for the purpose of providing guidance, monitoring such activities and providing timely help when a craft is in distress, it is necessary that sufficient numbers of life guards are employed who are given necessary training and are provided with spare equipment such as life jackets, life buoys, buoyant apparatuses, rescue quoits etc.

#### E. Communication equipment

14. For communication the Operators of the small crafts should carry mobile phone and the big crafts in addition should be provided with VHF. Similar facilities should be provided on shore for close monitoring of the crafts with an aim to provide timely help as and when necessary.

For big size crafts (above 2 NT) requiring to undertake operations beyond 3 NM, the additional safety requirements can be prescribed by the Directorate on a case to case basis on receipt of details of the craft and the reasons for going beyond 3 NM.

-sd-

(Sudhir Kumar)

Deputy Chief Ship Surveyor –cum-  
Senior Dy. Director General (Tech)

## **Activity specific Guidelines**

### Annexure 2

#### **1.Parasailing**

##### **Standards for Parasailing Operations in Odisha**

Definition: The standards applicable conduct of Parasailing using commercial boat.

Meaning of parasailing: Towing of a multi-vented or sail-like parasail by a boat that may be launched from a boat platform.

#### **I. Manpower for Operations:**

The Master/Operator and Observer/Look-out must have obtained certification in Life Saving Techniques, covering Rescue, Recovery, First Aid & CPR from National Institute of Water Sports or Authorized Agency, proof of which must be submitted at the time of application. In addition;

#### **A. Boat Master/Driver/Operator**

i. Qualification– Must have a remote control powerboat handling [PBH-4 (LEVEL 3)] certification from the National Institute of Water sports or Authorized Agency.

ii. Must have a completed minimum 500 parasailing flights as a deck-hand and at least 100 parasailing launches in control of the vessel under supervision using different chutes and in different weather conditions. This must have been completed within a maximum time limit of six months from the date of first certification as Learner’s certification, a Log of which must be produced for verification.

iii. Must have adequate experience in carrying out parasailing operation independently.

iv. Must prepare a risk assessment plan for all unforeseen events- especially high wind, rain, overcast (poor visibility), high swell and the like on daily basis.

## B. Boat Master/Driver/Operator

i. The Operator must ensure that the Supervisor/Observer/ Look-out stationed on the Parasailing boat is adequately experienced in operations. It is also desirable for such person to have proficiency in handling of the boat so as to act in emergency situations.

ii. The Supervisor/Observer/Look-out must be stationed at launching point onboard/shore- who constantly watch out the movement of the chute, the sources of dangers at deck, sea and air during every flight and to apprise the Master as and when needed.

iii. Under no circumstances shall the Operator & crew utilize any equipment outside the parameters for which it was designed & must at all times adhere to manufacturers' specifications.

iv. All Operators shall wear the uniforms made of the sea-worthy clothes.

## II. Equipments & Standards:

This shall include the boat and all those gears and gadgets as required for safe conduct of the parasailing operations.

### A. Equipments required for operations:

Parasailing boat with Min. 300 HP capacity engine, parachute as required, harness, rope, wind meter, rectangular rescue tube, helmets, lifejackets, fire extinguisher and rescue-boat, Lifebuoys, rescue quoits, fire buckets with lanyards, communication equipment, medical kit, anchor with 30 mtrs. of rope and mobile phone.

### B. Boat and Engine:

i. The boat used for parasailing must have adequate power (minimum of 300 HP) with remote control, preferably with in-board engine.

ii. The Boat must have a strong point specially built for attachment of parasail.

iii. It has to come with Builder's certificate confirming that the boat has been built to undertake Parasailing operations before registration/permission.



iv. The boat must have been built as per IRS / equivalent approved design. It can either be an approved design already available with the manufacturer or a fresh approval obtained for making the new one.

v. The Builder must certify that the mandatory testing such as stability, buoyancy etc. has been carried out for the parasailing boat. Certificate thereof must be produced for the verification of the authorities before registration.

C. Parasailing undertaken through a winch mechanism shall be permitted.

D. Parachute and the Webbing (Body Harness System):

The Operator must have in possession of the parachutes of different sizes as prescribed for operations during different wind-speed conditions - low, moderate and high. The Harness must also be of high quality consisting of a lower back and seat strap, leg straps and adjustable waist strap with clips.

E. Equipment and accessories to be used for Parasailing operations shall be made of material suitable for use over water. The Operator must have a windsock or a hand-held wind speed meter to determine the wind velocity.

F. Daily Equipment Inspection:

The Operator must ensure that:

- i. It shall be the responsibility of the first mate in-charge to make certain that the vessel is maintained and is properly equipped with in a water/ sea-worthy condition.
- ii. All equipments to be used for Parasailing operation must be inspected by him personally every day, before and after the operations. A logging system for the same may be maintained and shown to authorities as and when called for.
- iii. The inspection must be undertaken as per the manufacturers' specification for each equipment in use.
- iv. The winch must be tested through its full range of operations and a written record of the same maintained.

#### G. Annual Inspection:

The boat and equipments must be subjected to Annual Inspection by the Manufacturer/ Its Agent/ Appropriately experienced person for such inspection every year. A written report on the same must be submitted at the time of application for renewal of registration every year

H. The Operator shall ensure that all parasailing equipments are fitted, inspected, maintained, replaced and used as stipulated by the manufacturer.

#### I. Winch Rope:

i. It must fulfil the standards specified by the manufacturer both on account of load and number flights permissible.

ii. Its length must be as stipulated by the manufacturer of the parasail harness.

iii. The safe working load of the rope should be as specified by the manufacturer or a minimum breaking strain of 3000 kg. It must be replaced after 400 flights or four months after the first use or as specified by manufacturer, whichever is earlier.

#### J. Towline Inspection & Maintenance:

Towline in its entirety shall be inspected daily for damage and/ or wear and if necessary shall be immediately replaced. Towline shall be kept clean & maintained in accordance with manufacturers' specifications, requirements and/or recommendations. A written log of inspections & maintenance shall be kept at all times.

K. The Operator shall ensure that only those equipments fulfilling the safety parameters are used in the operations.

L. The parasail boat and the equipment should be offered for inspection to the authorized agency / competent authority, before permission/registration is granted to the Operator, by the authority competent to grant such permission/registration.

### **M. Group Personal Accident Policy:**

All boats must have been insured under this scheme and should be valid during the entire period of its registration. The activity of Parasailing shall be covered by a public liability insurance of Rs. 20.00 lakhs per accident and maximum coverage for four times i.e. Rs. 80.00 lakhs per annum. Besides there should also be a minimum Personal Accident Insurance cover of Rs. 5.00 lakhs per person undergoing Parasailing activity at any point of time.

### **III. Standard Operating Procedure:**

#### **A. Pre-Flight Weather Evaluation:**

i. It is Master's/Operators responsibility to evaluate and determine if weather conditions are favourable for parasailing. The person shall use all means available to make such a determination.

ii. Before launch of operations and while operation is progressing, the Master shall diligently observe: wind-speed, wind direction, condition of the sea (swell/turbulence), rain, fog and visibility.

iii. No Operator shall knowingly parasail in rain, heavy fog or during a know lighting storm within 50 km from the parasailing area, in addition a daily weather log shall be maintained.

iv. A wind meter must be kept on-board throughout operations to measure the wind-speed and direction.

v. If the weather conditions are not within the stipulated safety limits and/or the sea-swell is assessed as unsafe for operations and/or as and when the warnings are issued by the concerned agencies, no activity should be carried out.

#### **B. Pre-flight briefing:**

All parasail participants shall be required to view a Parasail safety briefing video &/or read and understand a written parasailing safety briefing hand-out which shall include:

- i. Description of the activity itself.
- ii. Safety precautions while underway and in-flight
- iii. Safety and lifesaving equipment positioning on the boat.
- iv. Warnings and or Authorized Agency Procedures for unexpected events, such as water landings, equipment malfunctions, and towline separation.
- v. Procedure in the event of an emergency onboard the vessel.
- vi. Proper use of signals.
- vii. Question and answer session/Frequently Asked Questions (FAQs).
- viii. Exclusion of any participant that may be afraid or intimidated prior participation.

#### C. Rider Profile

- a. The Operator shall strictly ensure that passengers are free from health, medical problems such as blood pressure, heart problems, etc. and shall obtain necessary undertaking regarding risk & release of liability waiver from all passengers prior to starting the activity.
- b. The riders wearing loose cloths such as sari, dhoti, dupatta etc. shall be discouraged totally from undertaking the rides.
- c. In no circumstance, pregnant women and children below 16 years of age, be allowed to parasail.
- d. No Operator shall allow more than 2 passengers to take a ride on a single chute at a time.
- e. Multi-passenger flights shall only be conducted under the following conditions and only after the Operator has made reasonable judgement prior to each and every flight. Extreme caution must be exercised:
  - i. At no time shall there more than 2 passengers in any canopy
  - ii. Wind conditions must be adequate, stable and consistent.

- iii. Conditions must be conducive to such activities
- iv. Commercial equipment specifically designed and professionally manufactured for multi-passenger flight operations must be utilised.
- v. All equipment must adhere to manufacturers' specifications, requirements and/or recommendations.
- vi. Vessel's winch system must be equipped with a functional level-winder during all multi-passenger flights.
- vii. Rider must fill up indemnity bond before launch.

#### D. Designated area of operation:

The activity shall be carried out in specially demarcated areas by the District Administration in consultation with Department of Tourism, in an area free from temporary shacks/deck beds/ beach umbrellas and electric poles, etc. to be operated in queue system.

#### E. Operations Protocol

- i. The Parasailing boat must be operated by a trained, qualified and experienced Master/Driver who is capable of carrying out operations in safe manner.
- ii. The boat must carry a person serving as an "Observer"/"Lookout".
- iii. The boat driver must keep a sharp lookout for swimmers in water to take quick evasive action.
- iv. Before the flight, the riders must be given briefing on the ride, risks associated and safety precautions.
- v. Life jacket and light helmets (ISI approved) should be made mandatory for the passengers. At all times participants shall wear a properly fitted type approved life jackets.
- vi. A rectangular rescue tube recommended by the National Institute of Water Sports / authorised agencies should be always available in the parasail and rescue boats.

vii. Parasail log books with columns prescribed by National Institute of Water Sports shall be strictly maintained by the Operator and shall be shown on demand to the official of the Directorate of Tourism or to any other authority.

viii. A rescue boat must be made available by the Operator in full readiness during the entire period of water sport operation. This boat must be powered by an OBM of minimum 40 HP. A certified lookout-cum-boat driver must be at standby and stationed on the boat. The boat as well as the lookout should not be involved with any other activity while on rescue duty.

ix. Operations must follow the standard procedure as laid down from time to time.

x. Towline Length Limitations;

a. The vessel's winch drum must be equipped with towline of around 400 feet (122 mts.) while conducting parasail flight operations. However, under no circumstance must the towline exceed 500 feet (150 mts.).

b. The height of an ascending Parasail must be restricted within a vertical height of 60 meters (200 ft.) above Water Level.

F. Navigation for Parasailing:

i. Parasailing boat is navigated in opposite to the direction of wind and that could vary while the ride is in progress. Hence, the Boat Master must ensure that he steers the boat at an angle that is safe between the centre-line of the boat and the rope. Other aspects such as wind-speed, sea-swell, rain, visibility, fog and the like must also be factored into the navigation planning.

ii. While navigating, it must be carried out at a safe distance from: another parasailing boat in operations (200 mts.), another plying or anchored boat, wharf/jetty/fixed structures or other hazardous objects.

iii. For Parasailing in a leeward area, the Master must carry out proper risk assessment first, since the risk of injury in such areas compared to wind-ward area is observed to be higher. Further, the distance of the boat to be maintained from the shore in relation to the wind-speed is: a). Up to 9 kn.-equal to the length of the winch rope; b). Between 9-13 kn.- twice the length of the winch rope; c). Above 13 kn.- thrice the length of the winch rope.

iv. The parasailing operations must be stopped whenever the wind speed exceeds 18 km/ hour (10 km/hour) at sea level.

v. The Operator shall at all times maintain a minimum operating distance from any surf Zone, shore line or fixed object of not less than 500 feet.

#### G. Payload Restrictions:

The Boat/engine, winch, rope, parachute etc. has stipulated payload limits as prescribed by the manufacturer, which must be strictly adhered. Hence, the Master/Operator of the boat must ensure that the minimum and maximum payload limit as prescribed by the Manufacturer for each parasail flight is strictly complied with.

#### H. Controlled dipping:

If a parasailing rider makes a request for dipping, the Master may consider in doing so only when:

i. She/He is confident of maintaining the stability of the boat and able to carry out dipping safely and without causing any injury to the Para-sailor;

ii. There are no hindrances like anchored or plying boats in the area of operation/jetty/fixed structures/power-line and the like.

iii. The Para-sailor does not come within 50 meters of the boat-stern.

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**Principal Secretary, Tourism**

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## **Annexure 3**

### **2. Kayaking and Canoeing**

The following regulations are applicable for operation of any class of Kayaks for tourists in Odisha.

(I) - Infrastructure:

- The Kayak Operator/owner should have the following Infrastructure:
- Should have administrative centre and telephone facilities etc.
- Shelter for customers with facilities for imparting familiarization training.
- Storage space for water sports equipment to protect it from deterioration by exposure to direct sunlight etc.
- Area for defect rectification and preventive maintenance.

(II) - Equipment and Accessories:

- i) The kayaks must be manufactured under appropriate class certification for design and manufacture. The existing kayaks should be certified by a marine architect for strength, buoyancy and ease of entry and exit from cockpit.
- ii) The buoyancy aids (type approved standards) must be available in sufficient numbers to cater for the deployment of all the equipment and must be available in different sizes so that it fits customers of all sizes and age groups.

(III) - Operator Qualifications:

The Kayak Operator should be an Instructor recognized by the Indian kayaking and Canoeing Association or holding a certification from National Institute of Water Sports (NIWS) or from a National Governing Body of Kayaking or in possession of proof of participation in National/ Navy regattas or holding a certification issued by an equivalent body of another country

(1) They should be certified in First Aid & CPR and have completed Kayak Rescue course and be proficient in self rescue and assist rescue techniques. The



Instructor should also be proficient in in-water rescue techniques and know swimming and should have knowledge of the area of operation.

(2) Any guides employed by the Operator must also be certified in First Aid and be proficient with self rescue and assist rescue techniques. He should also know swimming and basics of in-water rescue techniques.

(IV) - General norms for operation:

(1) The kayak owner/Operator is solely responsible for safety and adequate training and thorough safety briefing to customers before each trip.

(2) All kayakers including guides must strictly wear lifejackets at all time while in water. Persons suffering from any serious ailments, weak heart etc. should not be allowed.

(3) It is mandatory for all kayak owners to maintain a log book with details of each trip separately for each day indicating details of guests, sea geography etc. Before proceeding on any expedition, details of kayakers should be entered in the log book.

(V) - Area of Operation:

The kayak operation must be carried out from the specially designated area to avoid injury or disturbance to other beach users. Area of operation should be away from the area of mechanized craft as far as possible.

The District Administration in consultation with the Tourism department shall notify the area of operation of Kayaks.

(VI) - Registration:

(1) The registration of the operation will be carried out by registration authority which shall be renewed annually after survey by a qualified marine architect/surveyor.

(2) Rs. 10,000/- (Rupees Ten Thousands Only) will be charged as registration fee and Rs. 1,000/- (Rupees One Thousands Only) will be annual renewal fees.

(3) Each kayak will be given a Specific Registration Number to be prominently displayed on the kayak at all times. The ensign will depend on the 'zone of navigation' the kayak is permitted to operate in.

For Registration, the Operator/ owner will furnish the following details along with documentary proof to the Registering Authority:

1. Name of the Operator, contact details and address,
2. Address of the centre for operation.
3. Zone of Navigation : Basic/ coastal.
4. Type of Kayaks, hull material, dimensions and other specifications including:
  - i. Passenger capacity
  - ii. Details of Manufacturer
  - iii. Year of manufacture
  - iv. Whether class/ type approved, if so details.
5. Proposed area of operation (Map with relevant details)
6. Documents for Operator qualifications
7. Rescue boat details (Based on Zone of Navigation)
8. Brief SOP and contingency plans
9. Personal Insurance coverage details with documents
10. List of equipments depending on the Zone of Navigation

In case of old Kayaks, a certificate from Marine Architect for its strength buoyancy and stability is to be enclosed.

For annual renewal a certificate from Marine Architect indicating strength buoyancy and stability to be furnished along with proof of personal insurance.

If a foreign / tourist owned kayak is temporarily / brought in, be it folding, inflatable or rigid, the owner will have to register their kayak with registration authority if they wish to paddle it in the waters. A nominal fee of Rs. 500/- will be charged for registration of such kayak and validity will be for three months.

## (VII) - Zones of Navigation:

The permitted Zone of navigation for a kayak is determined as given in (V) above. Here 'safe shoreline' is defined by any shoreline where the kayak can, without damage to the kayak and kayaker, be beached or docked.

All kayak tours will be conducted only under sea states of 1, 2 & 3; and up to force 4 winds.

a) Basic Up to 2 nautical miles from any safe shoreline.

b) Coastal Up to 6 nautical miles from any safe shoreline.

a) Basic: In this zone of navigation, Sit-On-Top kayaks, Fishing kayaks, and sea-kayaks will be registered. The material of the kayaks that are permitted to be registered under this Zone of navigation are inflatable, foldable, wooden, plastic, carbon-fibre, diolen or fiber glass.

Before setting out on a tour under this category, the kayak Operator/ owner must inform the full details to the Port Control through VHF or telephone, including no. of guides, no. of tourists, no. of Kayaks, expedition route, expected duration etc.

The following minimum equipment needs to be carried by each person during the tours.

i.) Personal Floatation Device (PFD) of appropriate size and approved quality.

ii.) A waterproof / water resistant torch.

iii.) First Aid kit.

iv.) Tow lines of strength proportionate to weight and capacity of each kayak.

v.) Safety light sticks preferably green and red.

vi.) One safety kayak (with an experienced guide / instructor trained in rescue, first Aid & CPR) for ten tourists (maximum) must be present with the group from start to finish of the tour.

vii.) At least one VHF handset for communicating with Port Control.

b) Coastal:

(1) Under this category of Navigational Zone, only sea kayaks and Surf ski kayaks will be registered. To register under this, all Sea kayaks and Surf skis must have well maintained & operational rudder mechanisms.

(2) Before setting out on a tour under this category, Port Control must be informed of tour plans in writing. Identification documents along with signed liability release forms of each guest must be submitted before embarking on such tour.

(3) Updated weather information must be obtained from the PMB officials by the guide/ instructor 24 & 12 hours prior to tour.

(4) The material of the kayaks that will be registered under this Zone of Navigation are diolen, plastic, fiber glass and Carbon-fibre.

(5) The regulations in this category include all those in the basic navigational zone as well as the following additional minimum requirements for operation.

(i) Personal Flotation Devices (PFDs) with CE mark.

(ii) A distress flare.

(iii) A whistle / air horn.

(iv) Magnetic compass.

(v) Identification documents of each kayaker.

(vi) The guide / Instructor / Safety kayaker must carry with them at least one navigational chart/ GPS.

(vii) A safety boat of minimum 4+1 pax capacity and 25 hp engine.

(viii) Sufficient water and ration for the tour.

Note : The registering Authority will carry out registration and renewal based on the documents submitted by the Kayak Operator/ owner and it shall be responsibility of Kayak Operator/owner to follow the above guidelines and adhere to all safety norms.

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**Principal Secretary Tourism**

## **Annexure – 4**

### **Beach management plan**

The beach management plan in this case is limited to conduct of water sports activity. A **Beach Management Committee** has to be set up in each district. It has to be headed by the Collector & District Magistrate of the district, irrespective of the number of beaches in that district, with SP and District Tourist officers as members. For every individual beach the local Tahsildar, Executive officer of the Municipality or the BDO as the case may be can be the members and a member from the community, especially those whose livelihood is dependent on ea faring has to be included in the committee. One member of the operators has to be included in that committee.

One of the local officials can be designated as the ‘Beach Officer’, who will be primarily responsible for the day to day affairs of the beach. The Collector & District Magistrate of the district can designate local officer/ officers are Beach officer(s).

The formulation of the Beach management plan is primarily a local exercise, so also is its operationalization. Therefore the district administration has to be entrusted the responsibility of formulating the plan following the guidelines enshrined here in and in consultation with the Tourism. It has to be made clear that the **beach is a public property**, and mere allocation of area for usage does not confer any right on any operator. Therefore it should be mandatory for the Beach Management committee to keep **on rotating the allotted areas** preferably on monthly basis.

Following will be the responsibilities of the Beach management Committee:

1. **Identification of locations for water spots activity:** The area on the beach which is most suitable to act as a launch pad for water spots activity should be demarcated for water sports activity. If there is more than one operator, then the area may be so allotted as to provide ample space for individual operators and does not cause congestion. The allotment of area on the beach to different operators should be done by drawl of lots. The area so demarcated should act as launch pad only for water sports activity and does not cover the land requirement for storage of water sports equipment

and ancillary facilities like changing room, eating joints etc. The operator has to make arrangements to get land and raise the required infrastructure given above following norms as laid down from time to time, in case he wants to set up those.

2. **Activity mapping:** Specific areas on the beach need to be mapped for specific activities such as motorized watersports, non motorized watersports, sun bathing, bathing, snorkelling, scuba diving, Beach volley ball, Sand art for kids and adults, beach ATB biking and so on. Special care needs to be taken for activities such as para sailing and towed rides such as banana boats etc.
3. **Beach carrying capacity:** Every beach has a certain carrying capacity in terms of the number of persons. Proper assessment has to be made taking into account the usable area of the beach and limiting the number of operators and their operations there.
4. **Hazard identification:** Both **On shore and Off shore hazard** mapping needs to be done. The areas which pose danger for water sports activity, including non motorized and individual activities such as sun bathing and venturing in to the sea waters, should be clearly demarcated after a proper study of shore morphology and identifying dangerous areas on the basis of local knowledge and incidences of accidents and fatalities. In no condition should anyone be allowed to enter into such waters.
5. **Weather related hazard identification:** Temporary weather disturbances which can make venturing into the sea hazardous has to be identified and the message should be clearly disseminated to prohibit water sports activities, including individual activities such as bathing.
6. **Observation points:** should be erected in the form of watch towers/ raised platforms with PA systems and life saving equipments should be erected. There has to be, mandatorily, deployment of life guards, the number may be decided taking into account the number of visitors.
7. **No hawking zone:** The beach has to be **declared a no hawking zone** and it should be ensured that there are no hawkers or temporary structures serving food and other items which may result in littering on the beach. It is advised that the district administrations ear mark a specific area, away from

the beach area, for food joints which should be allotted following due procedure.

8. **Public Parking:** spaces need to earmarked for parking of vehicles. It should be at a distance from the beach proper. In no condition should the vehicles be parked on the beach, other than beach ATBs for commercial use. However care should also be taken to see that the On-street parking within walking distance to the beach.
9. **Beach Access:** Since the beach is a public asset, marked and developed beach accesses should be ensured. It should be ensured that the people have free and unhindered access to the beach.
10. **Maintenance of law and Order:** Adequate precautions need to be taken for maintenance of law and order. The instances of eve teasing, harassment of tourists by anti social elements, unruly behaviour after consumption of alcohol have to severely dealt with.
11. **Recreational individual sailing activity:** The issue of individual private non motorized sail craft storage (Yatch and sail boards) on the Beach may create some concerns. One method of addressing this concern may be to consider a system of temporary sail craft permitting for assembly of the sail craft.
12. **Beach Nourishment and Maintenance:** Specific measures to control and arrest beach erosion must be taken. Along term action will be developed by the Tourism dept in consultation with the coastal regulation authorities.
13. **Signage:** proper signage should be ensured at every beach destination. Areas dangerous for venturing into the sea need to have prominent signage. Signage should also be placed for demarcating the activity zones and for proper education relating to cleanliness and sanitation

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**Principal Secretary, Tourism**

## Annexure- 5

### Functions of Beach Management Committee

1. The Beach Officer shall directly supervise and be responsible for all beach activities especially safety of public and preservation of marine eco system.
2. Beach Officers will be responsible for effective coordination and quick communication.
3. Beach officers shall ensure demarcation of swimming and snorkelling zones (based on vegetation) using marker buoys. The marker buoys should be properly maintained for easy identification of safe swimming zones.
  - A marine life watch team designated for the purpose shall monitor the sitting, movements, nesting of marine life in the areas and inform the beach officers and concerned Wildlife/Forest Authorities.
  - A motorized boat shall continuously be plying in demarcated area to keep away crocodiles till the time tourists are in water. Designated departments to provide necessary boats , POL, and manpower to facilitate continuous plying of boats.
  - The Beach Officers shall be responsible for preventing disposal of animal wastes and littering in beach surrounding.
  - Department concerned shall inform the details of Beach Officers and their Supervisory officers including in their mobile number to the Directorate of Tourism for notification and effective communication.

Changes in officers should also be communicated.

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**Principal Secretary, Tourism**