

Status of the Major Projects of Inland Waterways Authority of India

PROJECT DESCRIPTION: JAL MARG VIKAS PROJECT FOR CAPACITY AUGMENTATION OF NAVIGATION ON NATIONAL WATERWAY-1

Sl. No	Project Activity	Timeline	Status as on 31 st January, 2020
1.	PRE-INVESTMENT ACTIVITIES		
1.1	Institutional arrangements.	November, 2014	All required institutional arrangements (Project Oversight Committee, Project Management Unit at IWAI HO, Project Implementation Units at six important project sites and Project Monitoring Cell at IWAI HO) are in place.
1.2	Detailed Feasibility Study on NW-1 and Detailed Engineering for Ancillary Works.	August, 2016	<ul style="list-style-type: none"> • The Consultant: Joint venture of M/s Howe Engineering Projects (India) Pvt. Ltd., M/s HR Wallingford Ltd and M/s PMC Projects (India) Pvt. Ltd. • Date of award: 25.05.2015. • Status: Studies for major interventions completed and DPRs and tender documents submitted. Study for remaining interventions ongoing.
1.3	Environmental and Social Impact Assessment (ESIA), Environmental Management Plan (EMP) and Resettlement Action Plan (RAP)	November, 2015	<ul style="list-style-type: none"> • The Consultant for ESIA, CIA and EMP for the project interventions: <ul style="list-style-type: none"> ○ Joint Venture of M/s. EQMS India Pvt. Ltd., M/s. Abnaki Infrastructure Application & Integrated Development Pvt. Ltd. and IRG Systems South Asia Pvt. Ltd. ○ Status: Study completed. • EIA and EMP Study for Ghazipur and Kalughat terminals. <ul style="list-style-type: none"> ○ Consultant: M/s EQMS. ○ Date of award: 22.11.17. ○ Status: Study completed with submission of the final reports on 12.11.2019. • Consultant for ESIA, EMP and RAP for additional interventions in JMVP: <ul style="list-style-type: none"> ○ Consultant: M/s Eco Chem Sales & Services. ○ Date of award: 27.02.2019. ○ Status: study ongoing.
1.4	IWT sector development Strategy and Market Development Study on NW-1.	April, 2016	Study completed and reports submitted.

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1.5	Support Services for Design of Inland vessels and Ship Model Testing.		Consultancy completed and 13 vessel designs submitted.
1.6	Consultancy services for planning and implementation of commercialization on NW-1	June, 2019	<ul style="list-style-type: none"> • The Consultant: M/s Hamburg Port Consulting. • Date of award: 31.01.2017. • Status: 18, out of 20, pilot movements of vessels conducted.
1.7	Project preparatory and definition study for development of ferry services on NW-1.	June, 2019	Consultancy ongoing. The Consultant has submitted feasibility reports and DPRs for Varanasi and Patna cities. Feasibility reports for Munger and Bhagalpur cities have also been submitted.
1.8	Communications Needs Assessment Study for Jal Marg Vikas Project for capacity augmentation of navigational infrastructure on National Waterway-1.	May, 2017	Consultancy completed and report submitted.
1.9	Designing of JMVP website.	14 weeks after signing the contract.	Website designed and operational.
1.10	Consultancy services for study on the effect of navigational activities on dolphins in NW-1	March, 2020.	<ul style="list-style-type: none"> • Consultant: M/s EQMS. • Date of award: 20.12.2017. • Preliminary report submitted in July, 2018. • Status: Study ongoing. Draft report submitted by the Consultant was reviewed and reverted to the Consultant on 11.11.2019 for modification on the basis of the comments of IWAI.
1.11	Risk Assessment and Disaster Management Plan for NW-1	30.11.2019	<ul style="list-style-type: none"> • Consultants: M/s Kitco Limited, Kochi. • Date of Award: 04.04.2018. • Status: Reports submitted by the Consultant on 23.08.2019 (Study ongoing)

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1.12	Consultancy Services for Asset Management & Operation Framework Development for NW-1	65 weeks after signing the contract	<ul style="list-style-type: none"> • Consultants: (1) M/s KPMG Advisory Services P. Ltd.; (2) M/s Maritime & Transport Business Solutions B.V.; and (3) Advaita Legal. • Date of Award: 13th February, 2018. • The Consultant has proposed operation, management and development (OMD) of the multimodal terminals at Varanasi and Sahibganj under the PPP model on tender-cum-auction basis. The Consultant had submitted RFQ, RFP and Agreement for OMD for both the multimodal terminals. The tender process for Varanasi was concluded on 15.01.2020 and no bid was received. The Consultants have now submitted the tender documents for Varanasi and Haldia MMTs on Equip, Operate & Transfer (EOT) Modal. • Consultancy ongoing.
1.13	Technical Support Services Consultants		<p><u>For Project on Varanasi-Sahibganj Stretch (TSSC-I)</u></p> <ul style="list-style-type: none"> • Contractor: JV of M/s Egis India Consulting Engineers Pvt. Ltd & Egis France International. • Date of Award: 22.01.2018. • Date of Mobilization at site: 24.02.2018 • Consultancy ongoing. <p><u>For projects on Farakka and Haldia stretch (TSSC-II)</u></p> <ul style="list-style-type: none"> • Contractor: Joint Venture of M/s Arkitechno Consultants (I) Pvt. Ltd, Bhubaneswar and M/s IR CLASS Systems & Structures Pvt. Ltd., Mumbai • Date of award: 08.11.2017. • Date of Mobilization at site: 15.11.2017 • Consultancy ongoing. <p><u>For supervision of dredging contracts (TSSC-III)</u></p> <p>The contract was signed on 06th January, 2020 with M/s Inros Lackner SE, Germany and mobilization of experts has commenced. Date of Award: 06.01.2020 Period of Contract: 60 months Consultancy ongoing.</p>

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1.14	Implementation of Resettlement Action Plan for Sahibganj.		The contract was signed with the Consultants for Rural Area Development Linked Economy (CRADLE) on 16 th December, 2019.
1.15	Appraisal of the Project by PIB and approval by the CCEA.	June 2018	PIB Memo on JMVP appraised by the PIB on 06.03.2017 and project approved by CCEA on 03.01.2018.
1.17	IBRD Loan approval.	June, 2018	Loan approved by the IBRD on 02.02.2019.
2.	PROJECT IMPLEMENTATION		
2.1	Multimodal terminal at Haldia		<p>The multimodal terminal at Haldia is being developed in two Phases on 71.166 acres of land (61 acres for the main terminal and 10.166 acres for rail connectivity) in the Haldia Dock Complex. In Phase-I, off-shore works, mainly the jetty and related facilities, are being provided. In Phase-II, the infrastructure of the terminal will be expanded beyond the Phase-I infrastructure with on-shore civil constructions and rail connectivity. On completion, the terminal capacity would be 3.07 mmpta.</p> <p>The estimated cost of development of the multimodal terminal is indicated below:</p> <ul style="list-style-type: none"> (a) Phase-I: INR 517.36 crores. (b) Phase-II, including rail connectivity: INR 78.0 crores (c) Total: INR 595.36 crores. <p>Clearances: MoEF&CC granted formal CRZ clearance on 06.11.2017. Shifting of utilities: The pipelines of M/s Tata Chemicals passing through the terminal land were shifted.</p>
2.1 (a)	Phase-I of the multi-modal terminal.	January, 2020	<p>Land:</p> <ul style="list-style-type: none"> • 61 acres of land in the Haldia Dock Complex were taken on 30-year lease from the Kolkata Port Trust and lease registered on 23.04.2018.

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			<ul style="list-style-type: none"> • Cost of lease: ₹40.22 cr. including one time premium. • Cost of registration of lease: ₹3.25 crore. <p><u>Civil construction:</u></p> <ul style="list-style-type: none"> • Date of appraisal by SFC: 17.08.2016 and 05.10.2016. • Estimated cost at which appraised: ₹495 crores. • Contractor: M/s ITD Cementation India Ltd. • Date of award of work contract: 30.06.2017. • Cost at which awarded: ₹517.36 crore. • Start date of the project: July, 2017. • Targeted completion date of the project: October, 2020 • Physical progress: 78.2% • Financial progress: ₹ 351.08 crores. <p style="text-align: right;">(Work ongoing)</p>
2.1(b)	Phase-II of the multimodal terminal		<p>In Phase-II, the following works will be undertaken:</p> <ul style="list-style-type: none"> • Provision of additional silos and stockyard for storage. • Widening of approach road. • Rail connectivity of the terminal with HDC. M/s RITES has been appointed as the Consultant for development of rail connectivity to the Terminal. The Consultant completed the field survey in August, 2018 and proposed three alternate alignments, of which one alignment on a 10.166 acres of land, has been accepted as feasible by Haldia Dock Complex (HDC). M/s RITES is preparing the Engineering Scale Plan (ESP) of this alignment. IWAI has already filed a requisition for transfer of 10.166 acres of land for rail connectivity with HDC.
2.2	Multimodal terminal at Varanasi		<p>The multimodal terminal at Varanasi is being developed in two Phases on 166.75 acres of land (83 acres for main terminal; 3.50 acres for road connectivity; and 80 acres for rail connectivity) in Rahulpur village. In Phase-I, off-shore works, mainly the jetty and related facilities and road connectivity, are being provided. In Phase-II, the infrastructure of the terminal will be expanded beyond the Phase-I infrastructure with on-shore civil constructions. On completion of Phase-I, the terminal capacity will be 1.26 mmtpa, which will reach 3.85 mmtpa on completion of Phase-II.</p>

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			<p>The estimated cost of development of the multimodal terminal is indicated below:</p> <ul style="list-style-type: none"> (a) Cost of land: Rs. 483.80 crores. (b) Phase-I- civil construction: INR 186.33 crores (actual). (c) Phase-II civil construction: INR 335.0 crores (d) Rail connectivity- civil construction: INR 82 crores. (e) Total: INR 1087.13 crores. <p>Clearances: The Standing Committee of National Board for Wildlife, in its meeting held on 15.05.17, recommended grant of permission for movement and plying of inland vessels through the Kashi Turtle Wild Life Sanctuary at Varanasi subject to IWAI taking the standard mitigation measures prescribed by the Wildlife Institute of India and conditions prescribed by the State Chief Wildlife Warden.</p>
2.2 (a)	Phase-I of the multi-modal terminal.	August, 2018	<p>Land: (a) For Phase-I- 5.586 hectares already in the possession of IWAI at Ram Nagar, Varanasi.</p> <p>(b) For road connectivity:</p> <ul style="list-style-type: none"> • Connectivity: From the terminal to NH-7. • Requirement of land: 1.415 ha. located in the Districts of Varanasi and Chandauli. Of this, 0.823 ha. (0.053 ha Govt land and .770 ha. private land) is located in Varanasi and 0.592 (Trust land) is in Chandauli. • Date of filing requisition: 23.04.2015. • Registration in favour of IWAI in respect of 0.824 ha. of land has been completed. • As per the Allahabad High Court verdict, the payment for 0.592 ha of trust land will be made to the Trust and the registration process will commence soon. ₹4.54 crores have been transferred to IWAI, Varanasi for registration of land. <p>Civil Construction.</p> <ul style="list-style-type: none"> • Date of appraisal by SFC: 09.12.2015. • Estimated cost at which appraised: 196.84 cr. • Contractor: M/s AFCONS Infrastructure Ltd. • Date of award: 13.05.2016. • Cost at which awarded: ₹169.59 crore.

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			<ul style="list-style-type: none"> • Hon'ble Minister for Shipping, Road Transport and Highways laid the foundation stone on 12.08. 2016. • Physical progress: All works completed. • Financial progress: ₹ 175.32 Cr. • Hon'ble Prime Minister inaugurated Terminal on 12.11.2018 in the presence of Hon'ble Chief Minister of Uttar Pradesh, the Hon'ble Union Minister for Road Transport & Highways, Shipping and Water Resources, River Development & Ganga Rejuvenation and the Hon'ble M.P., Chandauli. • Construction of a 650 mtrs. long two-lane road connecting the Multi-Modal Terminal with NH-7 and a 35 mtr. long and 5.8 mtr wide Truss Bridge (over the nalah, as part of the external road) connecting with NH-7, was completed and operationalized on 11.01.19.
2.2.(b)	Phase-II of the multi-Modal Terminal.	March, 2019	<p>Land: After detailed survey, availability of land for acquisition for Phase-II of the multimodal terminal was fixed at 27.733 ha (69.38 acres). Land measuring 14.051 ha (35.13 acres) has already been acquired and transferred to IWAI, for which ₹100.47 crores have been disbursed to the land owners. However, acquisition of the remaining 13.702 ha (34.25 acres) is pending for the following reasons:</p> <ul style="list-style-type: none"> (i) Title dispute in respect of 1.064 ha of private land (two plots-Gata No. 140 and 142) is to be resolved by the ADM, Land Acquisition, Varanasi as per directions of the Allahabad High Court. (ii) 7.597 ha of private land are owned by Shri Gopal Singh and associates. They are asking for higher compensation based on the current circle rate in respect of the land in Gata No. 249; compensation as applicable for industrial land in respect of land in Gata No. 229 and 194, as a bakery is being run from there; and allotment of land in Gata No. 132 as compensation for loss of his land in Gata No. 135,136 and 141. If these three conditions are met, Singh and his associates are willing to sell the entire 7.597 ha of land to IWAI in one settlement. (iii) Title dispute in respect 0.894 ha of private land (Gata no. 119 and 172) pending in the Allahabad High Court. (iv) The owner of 0.094 ha of private land (Gata No. 120, 158, 197 and 126) is dead and the legal heirs are yet to be identified/located. (v) Consent to sell in respect of 0.388 ha of private land(Gata No. 110/125 and 193/016 and 198/247) has not been given by the land owners, who are asking for compensation as applicable to residential plots.

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			<p>(vi) Title dispute in respect of 1.257 ha of trust land (Gata No. 138) is pending disposal in the Court of Sub-Divisional Magistrate, Varanasi.</p> <p>(vii) Consent to sell in respect of 0.101 ha of private land (Gata No. 107) has not been given by the owner.</p> <p>(viii) 2.307 ha of land are Govt. land. Of these, 0.053 ha (Gata No. 109) is hilly terrain (Bhita); a drain passes through 0.352 ha of land (Gata No. 173 and 181); 0.177 ha of land (Gata No. 177) is used as public passage; a temple stands on 0.016 ha of land (Gata No. 139); 0.68 ha of land is in the possession of UP PWD; and 0.089 ha of land (Gata 121) is Gram Sabha land. Order transferring these parcels of land is still to be passed by the District Administration.</p> <p>Rail connectivity.</p> <ul style="list-style-type: none"> • Connectivity: From the terminal to Jeonathpur railway station on the EFC. • Consultant: M/s Aarvee Associates. • Status: The Consultant submitted the DPR for rail connectivity in March, 2018; the Drone Survey in July 2018; and the Engineering Scale Plan (ESP) in March, 2019. The Dedicated Freight Corridor Corporation of India Ltd. (DFCCIL) approved the DPR in May, 2018. The ESP of Jeonathpur has been approved by DFCCIL and the North Central Railway. ESP of IWAI siding has been approved by DFCCIL on 24.01.2020. Final location survey and general arrangement drawings of bridges are under preparation by the Consultant. <p>Land acquisition and rail connectivity studies are ongoing.</p>
2.2 (c)	Operation, Management and Development of the Multimodal terminal at Varanasi.		<ul style="list-style-type: none"> • The proposal for awarding the operation, management and development of the multimodal terminal at Varanasi to a private operator under the PPP Model on tender-cum-auction basis was appraised by the Public-Private Partnership Approval Committee (PPPAC) of the Department of Economic Affairs on 28.02.2019 and the recommendation of the Committee was approved by the competent authority. RFP has been issued to the shortlisted bidders on 25.07.2019. The first Pre-bid meeting with the prospective bidders was held on 19.08.2019 and the second meeting on 03.10.2019. The tender process was concluded on 15.01.2020 and no bid was received. The Consultants have now submitted the tender documents for on Equip, Operate & Transfer (EOT) Modal.

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2.3	Construction of new navigational lock at Farakka.	June, 2019	<p><u>Land</u></p> <ul style="list-style-type: none"> • Requirement: 14.86 ha. • Location: Farakka Barrage Project, parallel to the existing navigation lock. • Approval of Cabinet for transfer of land: 06.01.2016. • Cost: ₹ 2.36 crore. • Date of transfer: 02.03.16 • Crop compensation paid to 76 locally affected persons: ₹4.48 lakhs. • The existing Navigational lock at Farakka (land measuring 7.155 Ha) handed over to IWAI on 06.04.2018. <p><u>Clearances:</u> Ministry of WR,RD & GR and NGRBA cleared the proposal.</p> <p><u>Civil construction work:</u></p> <ul style="list-style-type: none"> • Date of appraisal by the SFC: 29.07.2016. • Estimated cost at which appraised: ₹380 crore. • Contractor: M/s Larsen & Toubro Ltd. • Date of award: 24.11.2016 • Cost at which awarded: ₹359.19 crore. • Date of commencement of work: December, 2016. • Expected date for completion of the project: September, 2020 • Physical progress: 49.6% • Financial progress: ₹172.84 cr. <p>Work in progress.</p>
2.4	Multimodal terminal at Sahibganj		<p>The multimodal terminal at Sahibganj is being developed in three Phases on 192.37 acres of land (183 acres for main terminal, 9.24 acres for road connectivity). In Phase-I, off-shore works, mainly the jetty and related facilities and road connectivity to NH-80, are being provided. In Phase-III, the terminal operator will have the option to expand the terminal facilities beyond the Phase-I and Phase-II infrastructure, if capacity augmentation is warranted. On completion of</p>

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			<p>Phase-I, the terminal capacity would be 3.03 mmtpa, which will reach 5.48 mmtpa on completion of Phase-II and 9.50 mmtpa on completion of Phase-III.</p> <p><u>Land acquisition</u></p> <ul style="list-style-type: none"> • Estimated requirement of land: 195 acres. • Date of appraisal by SFC: 16.02.2016. • Estimated cost at which appraised: ₹187.00 crore, including cost of R&R. • Status of acquisition: • 183.13 acres of land for the main terminal and 9.24 acres for road connectivity has been fully acquired. • ₹93.52 crore has already been paid towards land compensation. <p><u>R&R:</u></p> <p>192.37 acres of land have been acquired for the multimodal terminal at Sahibganj. In terms of the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013, an R&R Package is to be implemented by the District Administration, Sahibganj. 485 families were identified as project affected families (PAFs). IWAI has already released ₹67.63 crores towards the cost of R&R package to the District Administration, Sahibganj. R&R package has been transferred to 417 families only. Transfer pending in respect of 68 families.</p> <p>Two Resettlement Colonies are being set up: The first on a 16.47 acre land in Samdanala village and the second on a 15.81 acre land at Paltanganj village. Land for both the colonies have been acquired. Plotting of both the colonies has been completed and plots in the Samdanala Colony have been allotted to 288 families in the joint names of husband and wife. However, 9 PAFs have constructed their houses outside the resettlement colony, although plots were allotted to them within the Samdanala Colony.</p> <p>On failure of the families to construct the houses within the stipulated time of April, 2018, the District Administration has decided to construct the houses at an estimated cost of ₹5,81,800/- per house and allot ready-to-move-in houses to the PAFs. Construction of 25 houses has been completed and eight families have shifted to the new houses and the remaining families are in the process of shifting. The contract for construction of remaining 392 houses was awarded on 12.07.19 and construction work for 109 houses commenced.</p>

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			<p>The estimated cost of development of the multimodal terminal is indicated below:</p> <ul style="list-style-type: none"> (a) Cost of land: 187.00 cores. (b) Phase-I- civil construction: INR 280.90 crores. (c) Phase-II -civil construction: INR 376 crores (d) Phase-III- civil construction: INR 325 crores. (e) Rail connectivity- civil construction: INR 257 crores. (f) Total: INR 1425.90 crores.
2.4 (a)	Phase-I of the multimodal Terminal.	April, 2019	<p><u>Civil construction:</u></p> <ul style="list-style-type: none"> • Date of appraisal by the SFC: 30.06.16. • Estimated cost at which appraised: ₹ 292.10 crores (excluding external/approach road and road over-bridge). • Contractor: M/s Larsen & Toubro Ltd. • Date of award: 27.10.2016. • Cost at which awarded: ₹280.90 crore. • Start date of the project: November, 2016. • Physical progress: All major works, including jetty work, completed. Works on Administrative, workers amenity and security buildings; electrical sub-station; storage shed; pump house; and sewerage treatment plant are in progress. Works on overhead tank; internal roads; underground reservoir; and conveyor systems are in advanced stages of completion. Barge Loader for the terminal will be procured after the same is inspected by a team of IWAI Officers in the manufacturing unit of M/s Telestack, the manufacturer in Northern Ireland. • Financial progress: ₹233.30 cr. • The foundation stone was laid by the Hon’ble Prime Minister on 06.04.2017. • The Hon’ble Prime Minister dedicated the Terminal to the nation on 12th September, 2019. <p>(Land acquisition completed; R&R, Civil Works and rail connectivity study in progress)</p>
2.4(b)	Phase-II of the multimodal terminal		<p>In Phase-II, the infrastructure of the terminal will be expanded beyond the Phase-I infrastructure with on-shore civil constructions by the OMD contractor. Rail connectivity will also be provided.</p> <p><u>Rail Connectivity:</u></p> <ul style="list-style-type: none"> • M/s RITES appointed as the Consultant for development of rail connectivity. • Contract signed on 25.07.2018

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			<ul style="list-style-type: none"> The Consultant completed the field survey in August, 2018 and three alternate alignments initially developed, out of which one alignment was found feasible, which was also approved 'in principle' by the Eastern Railway Division, Malda on 19.09.2018 M/o RTH also conveyed 'in principle' approval for the ROB on NH-80, Sahibganj on 29.11.18. On the observations made by Eastern Railways, M/s RITES resurveyed the site and submitted layout plan along with the cost of the alignment with and without bridge over nallah and the same is under examination.
2.4(c)	Phase-III of the multimodal terminal		The terminal operator will have the option to expand the terminal facilities beyond the Phase-I and Phase-II infrastructure, if capacity augmentation is warranted.
2.4(d)	Operation, Maintenance & Development of the Multi-Modal Terminal at Sahibganj		M/s KPMG, the Consultant, had proposed operation, maintenance and development of the multi-modal terminal at Sahibganj through a private operator under PPP mode and accordingly RFQ was issued on 14.08.2019. Pre-application meeting was held on 24.09.2019. PPPAC Memo finalized and sent to the Ministry of Shipping on 15.10.2019 for approval and sending to the DEA for appraisal. The last date for submission of RFQ is 10.02.2020.
2.5	Fairway Development	March, 2023	Fairway development consists of provision of Least Assured Depth and bottom channel width; bank protection works; river bend correction upstream of Farakka Navigation Lock; and provision of Aids to Navigation.
2.5(a)	Dredging on the Farakka-Barh Strtetch	March, 2023	<p>A revised Dredging Management Plan (DMP) has been formulated for implementation on NW-1, as per the details given below:</p> <ul style="list-style-type: none"> Provision of least assured depth (LAD) of 3m and bottom channel width of 35/45 m on the Farakka-Kahalgaon stretch (146 Kms), Sultanganj-Mahendrapur stretch (74 kms) and Mahendrapur-Barh stretch (71 kms) through Performance Based Assured Dredging contracts. The contracts were awarded to M/s Adani Ports & SEZ Ltd. on 09.04.2018, 12.04.2019 and 12.04.2019 at costs of ₹150.00 crores, 159.30 crores and 182.9 crores respectively. Financial Progress: (1) Farakka-Kahalgaon stretch: ₹41.14 cr. (2) Sultanganj-Mahendrapur stretch: ₹15.93 cr. (3) Mahendrapur-Barh stretch: ₹18.29 cr.
2.5 (b)	Dredging on the Barh-Varanasi Stretch		On the advice of NTCPWC of IIT, Chennai, the dredging strategy plan for providing an LAD of 2.5 m and bottom channel width of 30 m on the (i) Barh-Majhaua stretch through Departmental Dredgers on O&M Contracts; and on (ii) Majhaua-Ghazipur stretch and

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			<p>(iii) Ghazipur-Varanasi stretch through Quantity Based Maintenance Dredging contract was envisaged. Accordingly, the tender documents for these three stretches were being prepared. In the meanwhile, the DMP was revisited and the following was approved:- (i) Barh-Digha and (ii) Digha-Majhaua stretches on performance based assured LAD and (iii) Majhaua-Varanasi stretch on Quantity Based Dredging Contract.</p> <p>Accordingly, fresh tender documents for (i) Barh-Digha and (ii) Digha-Majhaua stretches on Performance Based Assured LAD have been prepared. NIT floated on 20.11.2019. Pre-bid meeting held on 05.12.2019 and minutes thereof sent to the World Bank. Bid submission dates extended to 24.02.2020. Tender documents are under revision based on the decision taken during the review meeting held on 22.01.2020 by Secretary, Shipping.</p> <p>Tender documents for Majhaua-Varanasi stretch on Quantity Based Dredging Contract are being prepared and will be finalised on receipt & incorporation of GEO Technical report from the Technical Wing of IWAI.</p>
2.5(c)	Kahalgaon-Sultanganj stretch		Presently, no dredging is planned on the Kahalgaon-Sultanganj stretch (50 km) due to the presence of Dolphin Sanctuary.
2.5 (d)	Bank Protection Works: (a) Farakka Feeder Canal	December, 2019	<ul style="list-style-type: none"> • Locations identified: Farakka Feeder Canal (9.438 km), Farakka to Haldia reaches (33.095 km) and river bend at Farakka (3.20 km). • Status: Geo-technical investigations of Farakka Feeder Canal and river bend at Farakka have been completed. Revised DPR incorporating the observations made by the World Bank and revised tender documents incorporating the observations made by IWAI were received from the Consultant on 06.09.18 and 26.09.18 respectively. • The observations made by the Farakka Barrage Project (FBP) received on 27.09.18 • Based on the observations of FBP, revised DPR and drawings shared with them on 04.12.18. • Based on the meeting held on 27.12.18, the Consultant submitted their report on 12.02.19 after checking the structural stability of the recommended option. The tender documents shared with the World Bank on 21.02.19. • DPR shared with the Word Bank and CWC on 07.03.2019 and the comments received from CWC forwarded to M/s HOWE. • A meeting was held on 17.05.19 with the officials of CWC

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			<ul style="list-style-type: none"> • A revised DPR, in compliance with the comments of CWC, was forwarded to CWC on 11.06.19. • CWC has technically accepted the DPR with certain conditions. • M/s HOWE, the Consultant has submitted the revised DPR. • DPR and Drawings forwarded to FBP on 03.12.19 for approval/clearance of the Technical Advisory Committee of FBP, the meeting of which is scheduled on 7-8 February, 2020.
	(b) Bhagirathi-Hooghly River System		<ul style="list-style-type: none"> • A Joint Committee consisting of Addl. Chief Secretary (I&WD, Govt. of West Bengal), KoPT and IWAI was formed on 17.03.18 and the first meeting was held on 19.06.18. • Survey Report of the Joint Technical Field Visit held from 25-29 June, 2018 was received from KoPT on 28.08.18 and a Workshop held on 10.11.18. As discussed in the Workshop, KoPT has shared the layout in the desired scale with IIT, Madras. • The Second Meeting of the Joint Committee was held on 18.1.2019. Minutes and the draft report received on 30.01.19 and approved by the Competent Authority. • Report finalized and forwarded to the Technical Wing. • The revised DPR submitted by M/s HOWE was also forwarded to the Technical Wing.
2.5 (e)	River Bend Correction upstream of the Farakka Navigational Lock.	December, 2023.	<ul style="list-style-type: none"> • DPR submitted by the Engineering Consultants has been shared with the World Bank and the Farakka Barrage Project Authority. • DPR has been forwarded to the World Bank on 04.01.2019. • After approval of the cost estimate, tender documents finalized and forwarded to the World Bank on 20.02.2019. NOC received from the World Bank on 10.03.19. • Bid document released on 27.05.19. The pre-bid meeting held on 12.06.19 and the bid submission for 14.08.19. • Draft report received from NTCPWC-IIT Madras. • Revised draft report received from NTCPWC-Madras on 28.01.2020 and is under examination. • The bid submission date extended up to 28.02.2020
2.5(f)	Aids to navigation.		M/s HOWE, the Consultant has submitted the DPR, which has been accepted. Tender process is with the Hydrographic Wing.
2.6	Intermodal terminal at Kalughat.	November, 2019	Land: IWT connectivity between India and Nepal is one of the priority action points in the currently ongoing bilateral negotiations between India and Nepal. Construction of an intermodal

Sl. No	Project Activity	Timeline	Status as on 31 st January, 2020
			<p>terminal at Kalughat in Bihar under the Jal Marg Vikas Project (JMVP) is planned to cater primarily to the Nepal bound container traffic from NW-1 through NW-37 (Gandak river).</p> <p>Requisition for acquisition of 5.159 ha. of land was filed with the District Administration, Saran on 29.12.2016. Mapping/verification of land has been completed by the District Administration. ₹ 17.84 crore for 20 acres of land (which includes some additional land within the river) was released to the District Administration on 09.11.2019.</p> <p>The SIA study by AN Sinha Institute of Social Studies, Patna has been completed and the SIA Report, after inclusion of proceedings of DM Saran's public hearing, was referred to an Expert Group by the DM, Saran for comments and vetting. The Expert Committee has returned the report to the DM on 09.01.2020 recommending the land acquisition.</p> <p><u>Tender Process:</u> Comments on the DPR and tender document from the World Bank were received on 13.11.19.</p> <ul style="list-style-type: none"> • The Terminal is being planned to handle mostly container traffic.
2.7	Intermodal terminal at Ghazipur.	November, 2019	<p><u>Land:</u> Requirement of 8.917 ha of land was estimated for construction of the intermodal terminal at Ghazipur. The land was identified in the Dungarpur village and requisition was filed with the District Administration, Ghazipur on 31.03.2017. District Administration has so far acquired 4.386 ha of land, which have been registered in the name of IWAI. IWAI has disbursed ₹ 14.95 cr.to the land owners. Acquisition of the balance 4.531 ha of land was delayed as the land was submerged in the water and mapping/ survey could not be carried out and is expected to commence very soon. There is also a title dispute in respect of 1.085 ha of Govt. land and owners of another 1.287 ha of land have refused to sell the land.</p> <p>The Foundation Stone for the Terminal was laid by the Hon'ble Minister for Shipping, Road Transport and Highways on 25th January, 2018.</p> <p><u>Tender Process:</u> NOC received from the World Bank for revised tender documents. Tender process put on hold.</p>
2.8	Construction of Ro-Ro Terminals	December, 2019	<p><u>Pairing & Locations:</u></p> <ul style="list-style-type: none"> • Rajmahal and Manikchak; • Samdaghat and Manihari; • Kahalgaon and Tintanga; • Hasanpur and Bakhtiyarpur; and • Buxar and Saraikota.

Sl. No	Project Activity	Timeline	Status as on 31 st January, 2020
			<p><u>Civil construction:</u></p> <ul style="list-style-type: none"> • Draft DPRs for all the ten Ro-Ro Terminals have been submitted by the Engineering Consultant and are under finalization. • Topographic survey completed at all the ten sites. • Geotechnical investigation done for Rajmahal Manikchak and Manihari Ro-Ro Terminal sites.
2.9	Integrated Vessel Repair & Maintenance Complexes.	March, 2020	<p><u>Locations:</u> Sahibganj and Gaighat.</p> <p><u>Sahibganj Complex</u></p> <ul style="list-style-type: none"> • Draft feasibility report received from M/s HOWE in November, 2017 • DPR and tender document still awaited from the Consultant. • Estimated requirement of land is 56 acres and the estimated cost is ₹130.00 crores. Land adjoining the site of the multimodal terminal and Ro-Ro terminal at Sahibganj were identified for the Vessel Repair & Maintenance Complex. Requisition filed by IWAI on 21.11.2017. District Administration identified 337.395 acres of land for the complex, one Ro-Ro terminal and the proposed Industrial-cum-Logistic Park near the multimodal terminal. Revised requisition was resubmitted to the District Administration, Sahibganj on 05.11.18. Acquisition process is pending with the District Administration. • Letter issued to IIT Madras (NTCPWC) on 20.03.19 to take up the study and the ToR shared with them. They have submitted the draft proposal and the same is under examination. • IWAI is exploring the feasibility of setting up the complex in the facilities available either with GRSE, Kolkata or CSL, Haldia Dock Complex instead of at Sahibganj to save on the project cost. HOWE has been requested to submit the report on Afloat Ship Repair Facility at Sahibganj. <p><u>Gaighat (Patna) Complex:</u></p> <ul style="list-style-type: none"> • DPR for the Gaighat Complex submitted by the Consultant in September, 2018. • The observations of IWAI sent to the Consultant in November, 2018. • The estimated project cost is ₹5.6 crores. • Revised DPR submitted by the Consultant and the same is under examination.