

**Action Points under Sr. Eco. Adviser (MoS)**

**BUDGET ANNOUNCEMENTS 2019-20 (REGULAR)**

<b>UID No.</b>	<b>Para description</b>	<b>Status as on 31.12.2021</b>
BA 2019 20/9/8	<p>Budget Para No.:20 We need to develop our inland waterways to shift a significant portion of inland cargo movement from road and rail. This Government envisions using the rivers for cargo transportation, which will also help to decongest roads and railways. As part of the Jal Marg Vikas Project for enhancing the navigational capacity of Ganga, a multimodal terminal at Varanasi has become functional in November 2018 and two more such terminals at Sahibganj and Haldia and a navigational lock at Farakka would be completed in 2019-20. The movement of cargo volume on Ganga is estimated to increase by nearly four times in the next four years. This will make movement of freight, passenger cheaper and reduce our import bill.</p>	<ol style="list-style-type: none"><li>1. Jal Marg Vikas Project (JMVP) on National Waterway – 1 (NW-1) from Haldia to Varanasi was approved by the CCEA on 3<sup>rd</sup> January, 2018 at a cost of Rs 5369.18 crores. The loan agreement with the World Bank was signed on 2<sup>nd</sup> February 2018.</li><li>2. The estimated cost of JMVP of Rs 5369.18 crore (US\$ 800.00 million) was to be utilized as per the following funding pattern:<ol style="list-style-type: none"><li>(i) IBRD Loan – Rs. 2,512.00 crores (US\$ 375.00 million);</li><li>(ii) Government of India Counterpart Funds (budgetary allocation and proceeds from issue of infrastructure bonds: Rs. 2,556.00 crores (US\$ 380.00 million); and</li><li>(iii) Private sector participation under PPP mode: Rs 301.00 crores (UD\$ 45.00 million).</li></ol></li><li>3. Consequent to the review held on 10.06.2020 through teleconferencing by Ministry of Shipping under the chair of Secretary (Shipping) with the IWAI, the estimated cost of JMVP was revised to Rs. 4,633.81 crores from the original estimated cost of Rs. 5,369.18 crores approved by the CCEA on 03.01.2018, thereby effecting a saving of Rs. 735.51 crores (USD 109.78 million) in the project cost. The savings comprise of Rs. 387.10 crores (USD 57.78 million) from the IBRD loan component and Rs. 348.41 crores from the counterpart fund component. The revised cost estimate also includes several activities aligned to the Arth Ganga Concept estimated to cost Rs. 746.00 crores. Consequently, on the request of IWAI/ Ministry of Shipping, Department of Economic Affairs (DEA) has requested the World Bank on 17.06.2020 for cancellation of USD 57.78 million from the overall IBRD loan for the JMVP. As a result, the IBRD loan component will get reduced to USD 317.22 million.</li><li>4. The project implementation, including the work on activities aligned to the Arth Ganga Concept, is planned to be completed by December, 2023, the original completion date approved by the CCEA and is progressing as per the original schedule.</li></ol>

		<p>5. The project has achieved an overall financial progress of 42.46% of revised cost and physical progress of 43.35%.</p> <p>6. Present status of civil works is as under:</p> <ul style="list-style-type: none"> <li>• Constructions of multimodal terminals at Varanasi and Sahibganj have been completed.</li> <li>• Physical progress of Multimodal terminal at Varanasi is 100%; and financial progress is Rs. 182.33 cr.</li> <li>• Physical progress of Multimodal terminal at Sahibganj is 99.50%; and financial progress is Rs. 257.16 cr.</li> <li>• Physical progress of Multimodal terminal at Haldia is 97.35%; and financial progress is Rs. 477.00 cr. EIC and TSSC-II have recommended time extension upto 24.12.2021.</li> <li>• Physical progress of the new navigation lock at Farakka is 91.00%; and financial progress is Rs. 308.32 cr. The work on this lock is expected to be completed in FY 21-22.</li> </ul> <p>7. Dredging Management Plan (DMP) in consultation with Expert Committee including NTCPWC, IIT Madras has been prepared and approved by IWAI Board for implementation.</p> <ul style="list-style-type: none"> <li>• 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 &amp; SEZ Ltd. on 09.04.2018, 12.04.2019 and 12.04.2019 at costs of ₹177.00 crores, 159.30 crores and 182.9 crores respectively. Financial Progress: (a) Farakka-Kahalgaon stretch: ₹ 117.57 cr.; (b) Sultanganj-Mahendrapur stretch: ₹ 38.57 cr.; and (c) Mahendrapur-Barh stretch: ₹ 33.34 cr.</li> <li>• Tenders for Least Assured Depth on Barh-Digha and Digha- Majhaua stretches were floated on 20.11.2019. Due date of submission of bids was 23.03.2020. No bids received due to COVID. Tender closed and being refloated on revised dredging strategy.</li> </ul>
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<b>Budget Announcements 2020-21</b>		
Budget Para No. 56	Inland Waterways received a boost in the last five years. The Jal Marg Vikas on National Waterway – 1 will be completed. Further, the 890 Km Dhrubi – Sadiya connectivity will be done by 2022.	Same as above in respect of JMVP.  In respect of NW-2 may be updated by P&C cell.