

## **Major Projects of IWAI: Jal Marg Vikas Project (NW-1) Project.**

### Status of implementation as on 31.03.2023

1. Jal Marg Vikas Project (JMVP) on National Waterway-1 (NW-1) from Haldia to Varanasi (1390 km) 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.
2. The estimated cost of JMVP of Rs. 5369.18 crore (US\$ 800.00 million) is to be utilized as per the following funding pattern:
  - (i) IBRD Loan- Rs.2,512.00 crores (US\$ 375.00 million);
  - (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
  - (iii) Private sector participation under PPP mode: Rs. 301.00 crores (US\$ 45.00 million).
3. Detailed Feasibility; Environmental & Social Impact Assessment; and Market Development Strategy Studies were carried out on NW-1 in February 2017, December 2016 & November 2017 to determine the development strategy on NW-1. Further, the detailed engineering for key infrastructure projects such as Varanasi MMT, Haldia MMT, Sahibganj MMT & Farakka Lock were prepared by the Engineering Consultant subsequently.
4. The following mandatory clearances were obtained in connection with the implementation of JMVP:
  - (i) Clearance under the Wildlife Protection Act, 1972 for passage of vessels through the Kashi Turtle Sanctuary, Varanasi on 12<sup>th</sup> June 2017.
  - (ii) Coastal Regulation Zone clearance for the Haldia multimodal terminal on 6<sup>th</sup> November 2017.
  - (iii) Clearances from the Ministry of WR, RD & GR and NGRBA for the new navigation lock at Farakka on 28<sup>th</sup> February 2016.
  - (iv) MoEF&CC confirmed that inland waterways, terminals, jetties etc. are not covered under EIA Notification, 2006 requiring prior environmental clearance on 21<sup>st</sup> December 2017.
5. 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 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.

6. The project implementation is planned to be completed by December 2023. Extension of Jal Marg Vikas Project up to 2026 has been requested and further clarifications were provided to MoPSW on 21.02.2023. The project has achieved an overall financial progress of about 51.49 % of the revised cost of JMVP and the physical progress is about 52.10 %. Present status of major civil works is as under:

- Constructions of multi-modal terminals at Varanasi and Sahibganj have been completed.
- Multimodal terminal at Haldia and the Navigational Lock at Farakka have achieved physical progress of 99.6 % and 96.73 % each respectively. Haldia terminal Inaugurated by Hon'ble Prime Minister on 13<sup>th</sup> January 2023.
- Contracts for providing Least Assured Depth of 3 m and bottom channel width of 45 m on the stretch between Farakka – Kahalgaon, Sultanganj-Mahendrapur and Mahendrapur-Barh have been awarded on 09<sup>th</sup> April 2018, 12<sup>th</sup> April 2019 and 12<sup>th</sup> April 2019 respectively and are currently in progress with financial progress of Rs. 165.70 crores, Rs. 90.42 crores and Rs. 84.94 crores respectively.
- Dredging Management Plan (DMP) in consultation with Expert Committee including NTCPCW, IIT Madras has been prepared and approved by IWAI Board for implementation.
- Construction of IMT – Terminal at Kalughat, NIT was released on 17.12.2020; the pre-bid meeting held on 06.01.2021. Tender was opened on 30.03.2021. Bid Evaluation Report forwarded to World Bank and NOC from World Bank received on 30.08.2021. Notification of Award issued on 10.09.2021.  
The contract has been signed on 26.11.2021. Agency has mobilized at site. Physical progress stands at 36 % and financial at 30.49 %
  - Piling of approach trussle completed.
  - Foundation work of terminal administrative building completed.
  - Ground floor slab for workers amenities building casted.
  - Construction of boundary wall is in progress.
  - Pilling work of Jetty is in progress.
  - Casting of super structure elements is in progress.
  - Foundation work for electrical sub-station building in progress.
  - Work for the underground work tank is in progress.
  - Bank protection works in progress
  - Work for security room is in progress
- Tender for TSSC IV cum PMC for supervision services at IMT Kalughat was floated on 28.10.2021. Technical Bids were opened on 17.12.2021. Financial bid opened on 30.03.2022 and LOA to consultant (M/s Arkitechno Consultants India Pvt Limited) has been issued on 11.05.2022. Consultant has mobilized on site from 01<sup>st</sup> June 2022 and work is in progress

- Tender for Solid- Liquid Waste Collector has been released on 03.12.2021; pre-bid held on 13.12.2021. Technical bids opened on 03.01.2022 where 3 bids were received. Financial bid has been opened on 16.02.2022 and work has been awarded to TPS Infra Pvt ltd. The equipment has been supplied to the respective sites and work has been completed.
- Tender for the Haldia Access channel was floated on 17.06.2022. Pre-bid was held on 29.06.2022. Technical bids opened on 18.08.2022. Single bid received technical evaluation has been completed. The board of directors have recommended the cancellation of tender.  
Fresh tender has been floated on 12th January 2023 and pre-bid has been conducted on 23rd January 2023. Bid submission due on 06.04.2023
- Digha -Majahua stretch – Tender floated on 28.02.2023 and pre-bid scheduled on 10.03.2023. Bid submission due on 13.04.2023
- Trebeni - Farakka Stretch -
  - NIT for this stretch was on 21.11.2020 – Tender was cancelled due to single bid received.
  - Fresh tender was again floated on 19.08.2021. Price bids for technically qualified bidders opened on 28.12.2021 and found to be 62.73% higher than the cost estimated. The tender was recommended for closure.
  - Fresh tender on Least Assured depth basis was floated on 11.05.2022. Single bid received and Technical Evaluation has been completed. The tender has been cancelled vide board meeting no 181 on account of single bid received.  
Now the stretch has been divided into 2 parts
    - (i) Farakka – Katwa (199 km) – NIT has been floated on 5th January 2023 and pre-bid held on 16th January 2023. Bid submission due on 05.04.2023
    - (ii) Katwa- Tribeni (152 km) – NIT has been floated on 9th January and pre-bid held on 19th January 2023. Bid submission due on 03.04.2023
- Tender for river bend correction at upstream approach channel, new navigation lock at Farakka has been floated on 25.06.2022 and pre-bid was held on 04.07.2022. Technical bids were opened on 04.08.2022. The tender has been cancelled as all the 3 bids were nonresponsive/invalid. Work is being re-tendered.
- Tender for Fire protection works at MMT Haldia has been floated on 14.02.2023. Prebid held on 24.02.2023 and bids opened on 14.03.2023, evaluation under progress