


5.12.2024
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WHEREAS:

- A. Inland Waterways Authority of India (IWAI) is a statutory body of the Ministry of Ports, Shipping and Waterways (MoPSW), Government of India (GoI) and is primarily responsible for the regulation and development of inland waterways for purposes of shipping and navigation.
- B. IWAI has been undertaking various development initiatives for the implementation of the World Bank assisted project "Jal Marg Vikas Project (JMVP)" with the purpose of augmenting the capacity of terminal and navigational infrastructure of the National Waterway-1
- C. As part of the JMVP Project, IWAI is also implementing the JMVP-II (Arth Ganga) Project the overall objective of which is to boost the socio-economic development and inclusive growth of the hinterland of river Ganga through the development of navigational and terminal infrastructure.
- D. The JMVP-II Project includes the development of various infrastructure facilities such as Community Jetties, Ro-Ro Terminals, modernisation of Lock Gates, etc.
- E. Additionally, as a part of the JMVP project, **Quick Pontoon Opening Mechanism (QPOM) comprising of Self-Propelled Pontoon** are proposed to be installed at the existing pontoon bridges in the State to facilitate vessel movement as well as vehicular traffic. Currently, the State of Bihar has 05 pontoon bridges across NW-1 that provide cross bank connectivity for the local population. However, these pontoon bridges obstruct the navigational route of the vessel going upstream / downstream during the lean period of NW-11 thereby hampering the seamless transportation of cargoes leading to adverse time and cost implications. The development and installation of the SSP will help in reducing the time for dismantling and reassembly of the pontoon bridge in a quick and efficient manner thus reducing the overall inconvenience and delays cause to the vessel as well as the vehicular traffic
- F. In view of the above, the Parties mutually agree to cooperate for the development of the **Quick Pontoon Opening Mechanism (QPOM) comprising of Self-Propelled Pontoon** in a successful and sustainable manner in the state of Bihar and enter into this SSA.

NOW, THEREFORE in consideration of the above, the Parties hereto enter into this SSA, under which the said Parties agree to co-operate for development of the **Quick Pontoon Opening Mechanism (QPOM) comprising of Self-Propelled Pontoon** the State of Bihar (hereinafter referred to as the "State") and agree on the framework for the same:


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1. OBJECTIVE

The prime objective of this SSA is to establish a framework of cooperation between the Government of Bihar and IWAI for development and installation of **Quick Pontoon Opening Mechanism (QPOM) comprising of Self-Propelled Pontoon** for facilitation of movement of vessels along the river as well as cross river vehicular traffic. This is expected to result in reducing the delays in vessel movement as well as inconvenience to the vehicular traffic time that are currently caused due to dismantling and reassembly of the existing system every time the vessel is required to pass leading. This will improve logistics efficiency of waterways traffic movement, reduce inconvenient to vehicular traffic and lead to overall reduction of pollution.

2. PROJECT DETAILS

- 2.1. The QMPS is proposed to be installed at the following 5 locations in the State of Bihar. In the first instance, a pilot project will be undertaken at one location in consultation with GoB.

No.	Location	District
1	Gyashpur	Patna District
2	Kachidargah	Patna District
3	Danapur	Patna District
4	Mauzampur	Bhojpur District
5	Nainijor	Buxar District

- 2.2. The brief details of the **Quick Pontoon Opening Mechanism (QPOM) comprising of Self-Propelled Pontoon System (SSP)** are provided in Annexure 1

3. AREAS OF CO-OPERATION

The Parties hereby agree to co-operate with each other in achieving the aforesaid objectives for development and installation of **Quick Pontoon Opening Mechanism (QPOM) comprising of Self-Propelled Pontoon** at various locations in the State of Bihar and shall fulfil the respective roles and responsibilities under this SSA.

4. ROLES AND RESPONSIBILITIES

The roles and responsibilities of the Parties, along with other terms of the SSA are as under:

4.1. IWAI

IWAI shall be responsible for

- Undertaking the design, fabrication and installation of these SSPs at the existing pontoon bridges

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- ii. Providing the GoB the necessary support in commissioning of SSP as well in the transition of the asset to the concerned State entity at the aforesaid locations
- iii. Providing training of manpower support to the staff PWD or the relevant department in the operation and maintenance of the SSPs.
- iv. Annual maintenance for a period of 02 years from commissioning and facilitate the maintenance contracts of the structures for a period of first 2 years of operations.

4.2. GoB

GoB shall be responsible for

- i. Providing necessary support and cooperation to ensure successful commissioning of these quick mechanical opening mechanism at the existing pontoon bridges for
- ii. Confirmation of the locations for the installation of the quick mechanical opening mechanism and in principle acceptance of the IWAI's proposal and information on the prioritised location for pilot implementation.
- iii. Coordinating with the relevant department (Public Works Department, etc.) and local administration for consultation and commissioning of these works
- v. Hand holding support for training manpower in operation & maintenance of the infrastructure.

5. COMMENCEMENT

- 5.1. This SSA will become effective from the date of signing of this SSA by the duly authorized representatives of Parties.
- 5.2. It will remain in force up to a period of three (03) years from the date of execution and can be extended further with the mutual consent of both Parties.
- 5.3. The SSA can be otherwise terminated by the Parties through notification in writing by the party who desires to terminate.

6. AMENDMENT TO THE SSA

- 6.1. No amendment to this SSA shall be valid or binding unless set forth in writing and duly executed by the Parties to this SSA. Such revision, modification or amendment agreed by the Parties shall be signed by the authorized signatories or the Parties and shall form part of the SSA.
- 6.2. Any notice or other written document required or permitted to be given hereunder or for the purposes hereof to any party shall be sufficiently given, if delivered personally or if transmitted by fax or other form of recorded communication to such party.
- 6.3. Notices shall be sent to the addressees as per their registered office addresses.

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7. **MISCELLANEOUS**

- 7.1. All Parties will undertake the necessary and reasonable policy measures/decisions for the success of the Project.
- 7.2. All the development shall be done accommodating local area regulations and any notified policy for development of pontoon bridges and for cross bank traffic movement.
- 7.3. This SSA is executed in duplicate with each copy being an official version thereof and having equal legal validity.
- 7.4. Notwithstanding anything contained in this SSA, Parties shall not have any financial or legal liability whatsoever arising directly or indirectly from any of the stipulations in this SSA.

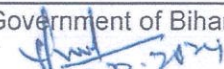
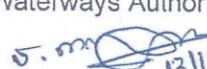
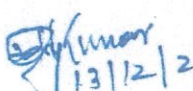
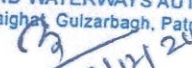
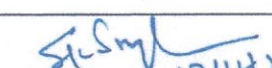
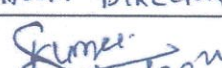
8. **DISPUTE**

Any dispute or difference arising between the Parties in relation to or arising out of the subject matter of this SSA, will be settled in an amicable manner through mutual discussions between the authorized representatives of the Parties.

9. **APPLICABLE LAWS**

This SSA is subject to all valid present and future laws of India, regulations, rules and orders of Governmental Authorities now or hereafter, having jurisdiction over the Parties and for any legal dispute and jurisdiction of court will be at Delhi.

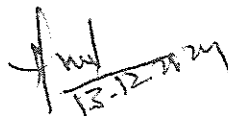
IN WITNESS WHEREOF the Parties to the SSA have caused their respective duly authorized persons to execute these presents on the date first hereinabove written.

For Government of Bihar  13/12/2024 (Rakesh Kumar Prasad) Secretary (Planning & Administration) Bihar Rajya Pui Nirman Nigam Ltd., PATNA	For Inland Waterways Authority of India  13/12/2024 वी. मुरुगेशन / V. Murugesan निदेशक / Director
Witness: 1.  13/12/24 DCE (PR)	Witness: 1. भारतीय अन्तर्देशीय जलमार्ग प्राधिकरण गायघाट, गुलजारबाग, पटना-800007, बिहार INLAND WATERWAYS AUTHORITY OF INDIA Gaighat, Gulzarbagh, Patna-800007, Bihar  13/12/24 (ANAND KUMAR) ASST DIRECTOR, IWA
2.  13/11/2024 Technical Advisor - Circle - 2 B.R.P.N.N.U., Patna.	2.  13/12/2024 (Sajay Kumar) Technical Assistant, IWA

ANNEXURE 1

Brief details of the Quick Pontoon Opening Mechanism (QPOM) comprising of Self-Propelled Pontoon:

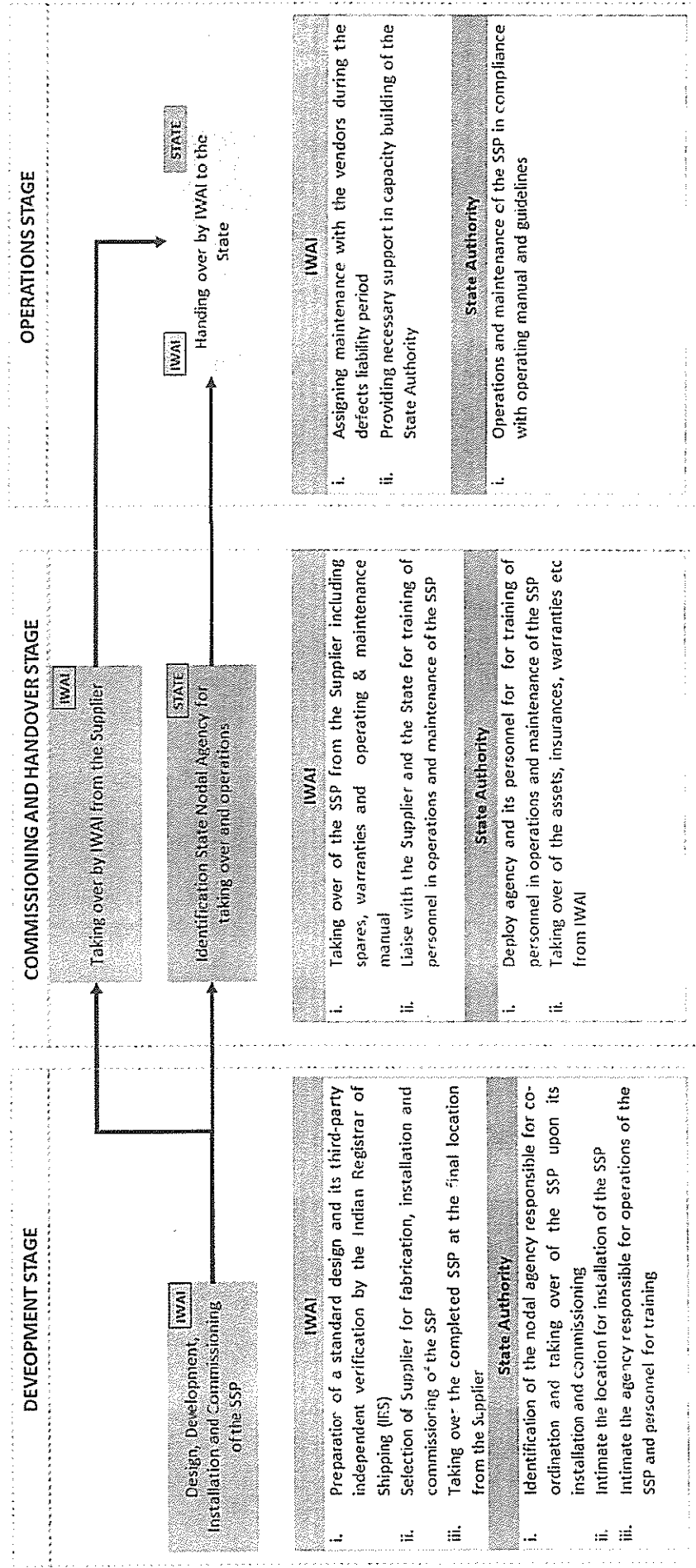
1. The design for the Quick Pontoon Opening Mechanism (QPOM) comprising of Self-Propelled Pontoon has been prepared by Centre for Inland and Coastal Maritime Technology (CICMT), IIT Kharagpur along with the third-party verification by the Indian Registrar of Shipping (IRS).
2. The design of the Quick Pontoon Opening Mechanism (QPOM) comprising of Self-Propelled Pontoon is a standardised to meet the local hydrological requirements.
3. The key features of the QPOM :
 - (i) The Quick Pontoon Opening Mechanism (QPOM) comprising of Self-Propelled Pontoon can be installed as an integral part of the existing pontoon bridge and no significant change is required in the existing structure
 - (ii) The detachment and assembly of the QPOM can be undertaken in approximately 10 minutes thereby saving significant time currently being lost in this operation
 - (iii) The mechanism for detachment and assembly is not complicated and only requires lifting of the ramps and detaching connection from bollards through a simple hinge system
4. The Key Advantages to State Government :
 - (i) Reduction of the inconvenience to cross bank vehicular traffic during crossing of the vessel
 - (ii) Reduction in the operating cost and effort in pontoon opening for crossing the vessel
 - (iii) During the peak monsoon season, the self-propelled barges, can be utilised as passenger/Ro-Ro vessels and can be utilised as a means of transport for disaster relief or rescue operations
 - (iv) Utilisation of anchor pontoon barges (2 Nos.) as floating pontoon for other purposes during flood season (non pontoon bridge operation season)
 - (v) Reduction in the length of pontoon bridge by approx. 60

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Annexure 2

Roles and Responsibilities of the Parties for development, commissioning and operations of the Self-Propelled Pontoon System (SSP)



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