



EXPRESSION OF INTEREST (EoI)

FOR

PROVIDING ADMINISTRATION, DEPLOYMENT AND MAINTENANCE OF
NAVIGATION ASSISTANCE SERVICES FOR ENSURING SMOOTH VESSEL
NAVIGATION BETWEEN KOLKATA & HEMNAGAR STRETCH OF INDO-
BANGLADESH PROTOCOL ROUTE AND BETWEEN VARIOUS
STRETCHES OF NW – 1 (GANGA-BHAGIRATHI-HOOGHLY RIVER
SYSTEM)

EoI No. IWAI/Cargo/357/Navigation Assistance/2020

INLAND WATERWAYS AUTHORITY OF INDIA

MAY 2020

DISCLAIMER

- (a) This Eol document is neither an agreement nor an offer by IWAI to the prospective Applicants or any other person. The purpose of this Eol is to provide information to the interested parties that may be useful to them in the formulation of their Application pursuant to this Eol.
- (b) IWAI will not be responsible for any delay in receiving the Applications. The issue of this Eol does not imply that IWAI is bound to select an Applicant or to appoint the successful Applicant, as the case may be, for the services. IWAI reserves the right to accept / reject any or all applications submitted in response to this Eol document at any stage without assigning any reasons whatsoever. IWAI also reserves the right to withhold or withdraw the process at any stage with intimation to all who submitted the Eol Application.
- (c) The information given is not an exhaustive account of statutory requirements and should not be regarded as a complete or authoritative statement of law. IWAI accepts no responsibility for the accuracy or otherwise for any interpretation or opinion on the law expressed herein.
- (d) IWAI reserves the right to change / modify / amend any or all provisions of this Eol document. Such revisions to the Eol / amended Eol will be made available on the e-procurement portal <https://eprocure.gov.in/eprocure/app> and website of IWAI www.iwai.nic.in.
- (e) IWAI or any of its designates reserves the right to cancel this request for Eol and / or invite afresh with or without amendments, without liability or any obligation for such request for Eol and without assigning any reason.

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INLAND WATERWAYS AUTHORITY OF INDIA

(Ministry of Shipping, Government of India)

A-13, Sector-1, Gautam Buddha Nagar, NOIDA, U.P. - 201301

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LETTER OF INVITATION

Dear Sir / Madam,

Inland Waterways Authority of India (IWAI) invites online Expression of Interest (Eoi) Applications from reputed firms / organizations for providing administration, deployment and maintenance of navigation assistance services for ensuring smooth vessel navigation between Kolkata & Hemnagar stretch of Indo-Bangladesh Protocol Route and between various stretches of NW – 1 (Ganga – Bhagirathi – Hooghly river system).

The Eoi Document containing the details of background, document submission requirements, brief objective and scope of work etc. is enclosed.

The Eoi document has been published on the e-procurement portal i.e. <https://eprocure.gov.in/eprocure/appand> & IWAI's website "www.iwai.nic.in" and can be downloaded from these respective websites.

You may submit your responses in the prescribed format given in the Eoi document, online through <https://eprocure.gov.in/eprocure/appand> latest by 19.06.2020.

**Director (Traffic),
Inland Waterways Authority of India,
(Ministry of Shipping, Govt. of India)
A-13, Sector – 1, Noida-201301, U. P.
Tel. Nos. 0120 - 2543931
Fax No. 0120 – 2544009
E-Mail: akbansal@iwai.gov.in**

Some important dates for this Eoi process are as follows:

(i)	Document download start date	22.05.2020
(ii)	Application Submission Start Date	14.06.2020 at 1100 hrs
(iii)	Application Submission Last Date	19.06.2020 up to 1500 hrs
(iv)	Application Opening date	22.06.2020 at 1530 hrs

Clarification / Query, if any, on the Eoi can be obtained from the above address. However, IWAI is not obliged to share clarification related questions with other Applicants than the one, which seeks clarification.

Yours faithfully,

Director (Traffic)

Inland Waterways Authority of India

Encl.: Eoi Document

EXPRESSION OF INTEREST

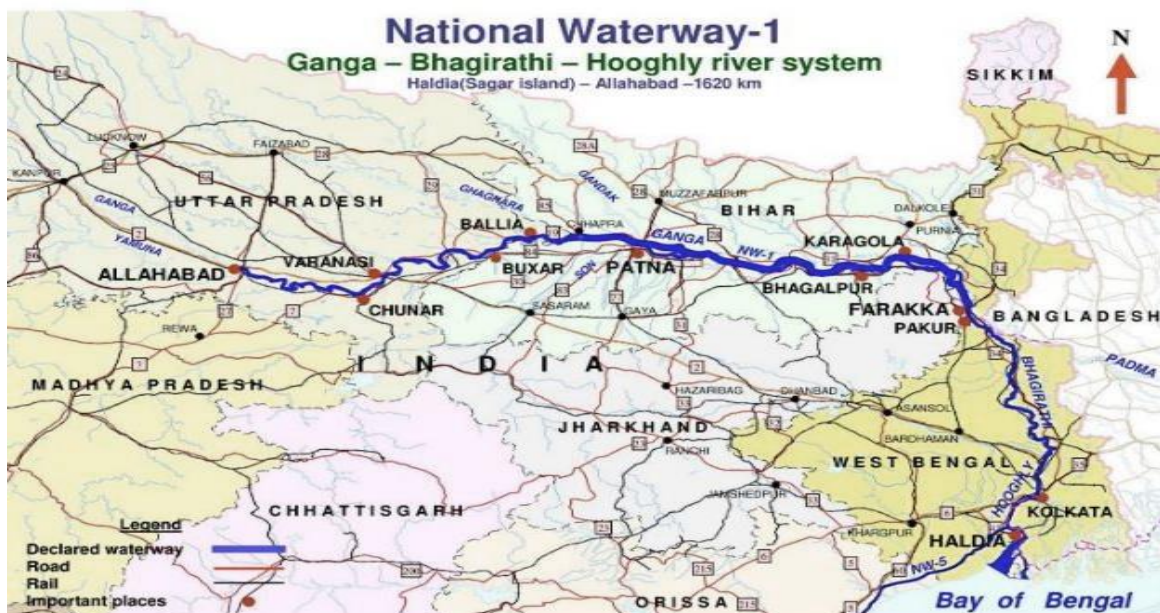
1. Introduction

- (a) Inland Waterways Authority of India (IWAI) (hereinafter referred to as “**Authority**”) is a statutory body of the Ministry of Shipping, Government of India (GoI). The Authority came into existence on 27th October 1986 for development and regulation of inland waterways for shipping & navigation. The Authority is primarily responsible for development, maintenance and regulation of Inland Water Transport (IWT) on the National Waterways (NWs) of the country. Presently, there are 111 NWs in the country.
- (b) The Authority has its head office at Noida, regional offices at Patna, Kolkata, Guwahati & Kochi and sub-offices at Allahabad, Varanasi, Farakka, Sahibganj, Haldia, Swroopganj, Hemnagar, Dibrugarh, Dhubri, Silchar, Kollam, Bhubaneshwar & Vijayawada.

2. Background

2.1 National Waterway (NW) – 1

- (a) NW – 1 on the Allahabad - Haldia stretch of Ganga – Bhagirathi - Hooghly river system of 1,620 km in length is a waterway of national significance passing through four (4) states of Uttar Pradesh, Bihar, Jharkhand & West Bengal and potentially serving the major cities of Haldia, Howrah, Kolkata, Katwa, Behrampur, Farakka, Sahibganj, Rajmahal, Bhagalpur, Patna, Ballia, Buxer, Ghazipur, Varanasi and Allahabad, their industrial hinterlands, and several industries located along the Ganga basin.



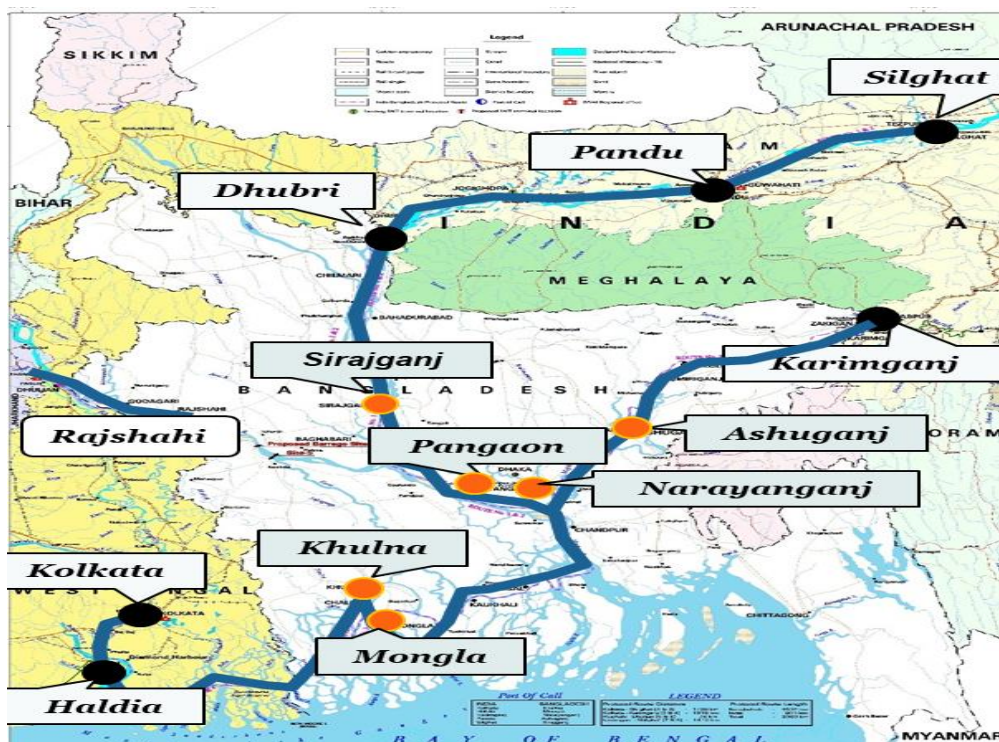
- (b) The Authority has undertaken several initiatives to improve the navigational, terminals and cargo handling infrastructure along NW-1. The Authority has developed floating terminals at twenty (20) locations and four (4) RCC Jetty / permanent terminal at GR Jetty-2 Kolkata, Gaighat Patna, Varanasi (multi-modal terminal) and Sahibganj (multi-modal terminal) are being maintained for handling / berthing of cargo vessels, cruise vessels and others inland vessels. Also, one (1) multi-modal terminal at Haldia, one (1) inter-modal terminal at Kalughat and a new navigational lock at Farakka have also been taken up under Jal Marg Vikas Project (JMVP) (**Capacity augmentation of navigational infrastructure of NW - 1 from Haldia to Varanasi**).

- (c) The entire length of NW-1 has been divided into nine (9) stretches namely (i) Haldia – Tribeni; (ii) Tribeni - Farakka (351km); (c) Farakka – Kahalgaon (146km); (d) Sultanganj – Mahendrapur (74km); (e) Mahendrapur – Barh (71km); (f) Barh - Digha (69km); (g) Digha – Majhaua (98km); (h) Majhaua – Ghazipur (120km); and (i) Ghazipur -Varanasi (133km).
- (d) Under JMVP, assured depth dredging contracts have also been planned to achieve targeted Least Available Depth (LAD) of 3.0m between Haldia & Barh, 2.5m depth between Barh & Ghazipur and 2.2m between Ghazipur & Varanasi with minimum channel width of 45m. To achieve this, three (3) assured depth dredging contracts for the following stretches have also been awarded:
- (i) Farakka – Kahalgaon (146km);
 - (ii) Sultanganj – Mahendrapur (74km);
 - (iii) Mahendrapur – Barh (71km);

In addition to the above, a state-of-the-art River Information System (RIS) that includes vessel tracking and the dissemination of important navigation information to mariners is also being implemented.

2.2 Indo – Bangladesh Protocol (IBP) Route

- (a) The Protocol on Inland Water on Transit and Trade (PIWT&T) between India and Bangladesh has been in existence since long, facilitating movement of inland cargo vessels of one country on designated routes to other country for transit & trade of goods through inland waterways. It connects NW-2 (Brahmaputra river) & NW-16 (Barak river) with Kolkata & Haldia Ports on NW-1 through Bangladesh and Sunderbans waterways (NW-97).
- (b) The designated inland water routes under this Protocol are (i) Kolkata – Silghat (ii) Kolkata – Karimganj, (iii) Rajshahi – Dhulian; and (iv) Silghat – Karimganj as shown in figure below:



- (c) For inter-country trade, six (6) ports of call have been designated in each country. These are Kolkata, Haldia, Dhubri, Pandu, Silghat & Karimganj in India and Narayanganj, Khulna, Mongla, Sirajganj, Ashuganj & Pangaon in Bangladesh. These have been further enhanced with five (5) new ports of call and two extended ports of call in each country.
- (d) These Protocol routes also connect NW-1 (Ganga–Bhagirathi–Hooghly river system) with NW-2 and NW-16.
- (e) With regards to the terminal infrastructure developed by the Authority between Kolkata and Hemnagar, there exist:
- (i) Two (2) jetties in Kolkata which are G.R Jetty - 2 and BISN Jetty. The total land area for both the facilities totals to 35,000 sqm. G.R jetty - 2 is of RCC and is of fixed kind. BISN Jetty is floating kind and is a steel construction. These facilities are used for loading of Fly-ash, fertilizer and general cargo by Bangladesh and Indian vessels.
- (ii) There is a terminal infrastructure at Hemnagar also that comprises an administrative building which houses IWAI regional office and customs office. Besides the administrative building, the terminal has a mooring facility for cargo vessels and a passenger jetty. The Hemnagar terminal is mainly used for customs checking and currently does not have cargo handling facilities.
- (f) Apart from the above, there exist a number of other jetties along the route that have been developed by entities other than the Authority.

2.3 IWT on NW-1 & IBP route have the potential to provide a cost efficient, economic, reliable, safe and environment friendly mode of transport. When developed for use by modern inland vessels operating on dependable fairway, it can reduce congestion and investment needs in rail & road infrastructure, promote greater complementarities in the riparian states, enhance intra-regional trade and through increased economies of scale, significantly reduce overall logistics costs for the benefit of the entire economy and India's global trade competitiveness.

2.4 There is already evidence of growing demand for transportation of various commodities on NW-1 & IBP route. This includes demand from the thermal power plants, cement companies, fertilizer companies, oil companies, and others for coal, fly ash, cement & clinker, stone chips, edible oils, petroleum products, food grains & over dimensional cargo in NW-1 and fly ash, stone chips, edible oil, food grains & over dimensional cargo in IBP route. In FY 18-19, approx. 6.8 million tonnes of traffic was transported on NW-1 and approx. 3.2 million tonnes of traffic was transported on IBP route, which is expected to increase multifold within next five (5) years based on the ongoing interventions to provide navigational and cargo handling infrastructure.

2.5 The Authority is responsible for the regulation and development of inland waterways for purposes of shipping and navigation and for matters connected therewith or incidental thereto and in this regard, the Authority has been providing various services such as pilotage, navigational aids, RIS, assurance of Least Available Depth (LAD) in the navigational channel, river training and conservancy works etc.

3 Objective

Considering the significant length of NW-1 {excluding three (3) stretches as mentioned in clause 2.1 (d) above} and Kolkata – Hemnagar stretch (305km) of IBP route, the Authority proposes to seek the interest

of Applicants in undertaking administration, deployment and maintenance of navigation assistance services in liaison with the relevant competent authority at the IWAI – viz. Inspection of LAD on these stretches, provision of necessary pilotage services to vessels operating on this stretch, tug assistance services & any other water-borne services and communications effecting & affecting navigation along this route in a safe, efficient and reliable manner.

4 **Instruction to Applicants**

- (a) This notice is issued only to elicit an EoI from parties interested in the project and does not constitute any binding / commitment from the Authority to invite any or all the parties in the subsequent bidding process. The Authority will not be responsible / liable to any party in any way for costs associated in preparation & submission of EoI. The Authority is also not obliged to share clarification related questions with other Applicants than the one, which seeks clarification.
- (b) The Applicants are advised to avoid last moment rush to submit Applications online and they should upload their Applications well in advance before the last date of submission of EoI Application. The Authority shall not be liable for failure of online submission of Applications by the Applicants that may arise due to any reason whatsoever. The submission of hard copy is not a mandatory requirement. However, if the Applicants submits hard copy of the Application, it shall not be treated as a substitute to online Application submission and in case an Applicant fails to submit Application online due to any reason, the hard copies of the Application shall not be considered.
- (c) The Applicants are expected to examine all instructions, forms and other details in the EoI document carefully. Failure to furnish complete information as mentioned in the EoI document or submission of a proposal not substantially responsive to the EoI document in every respect will be at the Applicant's risk.
- (d) The EoI Application, complete in all respects, should be submitted as per sequence mentioned below on the e-procurement portal:
- (i) Applicant's Expression of Interest as per Format – I
 - (ii) Organization's Contact Details as per Format – II along with supporting documents as mentioned below:
 1. Copy of Certificate of Incorporation;
 2. Copy of Article of Association & Memorandum of Association;
 3. Undertaking regarding blacklisting by any Central Govt. / State Govt. / PSUs / Govt./ Autonomous Bodies;
 4. Annual Report / Audited Balance Sheets, for the last three financial years ending 31st March of the previous financial year;
 5. GST Registration certificate; and
 6. PAN card of the Company
 - (iii) Technical Experience of the Applicant as per Format – III
 - (iv) Proposal for undertaking the administration, deployment & maintenance of navigation assistance services covering the following aspects:
 1. Preferred mode of Contracting;

2. Roles & Responsibilities to be undertaken by both the Contractor & the Authority;
 3. Detailed scope of work to be undertaken by the Contractor along with tentative list of equipment / vessels / manpower etc. required to achieve the desired outputs and detailed technical specifications (if applicable);
 4. Approach & Methodology to be adopted; and
 5. Any other information, which the Applicant feels as relevant to carry out the assignment
- (e) The Application for EoI as per this document shall be valid for a period of three (3) months initially which may be extended further if required by the Authority.

5 Brief Scope of Work

The brief scope of work to be undertaken by the Contractor is enclosed at **Annex – I** below as part of the EoI document. The Authority intends to undertake this assignment for a minimum period of three (3) years.

FORMAT – I: APPLICANT’S EXPRESSION OF INTEREST*(To be submitted on Applicant’s Letter Head)*

To,

Director (Traffic)
Inland Waterways Authority of India
A-13, Sector – 1, Noida – 201301, U.P

Sub.: Submission of Expression of Interest for providing administration, deployment and maintenance of navigation assistance services for ensuring smooth vessel navigation between Kolkata & Hemnagar stretch of Indo-Bangladesh Protocol Route and between various stretches of NW – 1 (Ganga – Bhagirathi – Hooghly river system)

Dear,

In response to the Invitation for Expression of Interest (EoI) published on 22.05.2020 for the above purpose, we would like to express interest to carry out the above proposed task. As instructed, we are hereby submitting the following documents as part of the EoI Application:

(i) Organizational Contact Details as per Format – II along with supporting documents as mentioned below:

1. Copy of Certificate of Incorporation;
2. Copy of Article of Association & Memorandum of Association;
3. Undertaking regarding blacklisting by any Central Govt. / State Govt. / PSUs / Govt./ Autonomous Bodies;
4. Annual Report / Audited Balance Sheets, for the last three financial years ending 31st March of the previous financial year;
5. GST Registration certificate; and
6. PAN card of the Company

(ii) Technical Experience of the Applicant as per Format - III

(iii) Proposal for undertaking these operations covering the following aspects:

1. Preferred mode of Contracting;
2. Roles & Responsibilities to be undertaken by both the Contractor & the Authority;
3. Detailed scope of work to be undertaken by the Contractor along with tentative list of equipment / vessels / manpower etc. required to achieve the desired outputs and detailed technical specifications (if applicable);
4. Approach & Methodology to be adopted; and
5. Any other information, which the Applicant feels as relevant to carry out the assignment

Sincerely Yours,

Signature of the authorised representative of the Applicant

{Full Name of the Authorised Representative}

(Full Name of the Applicant)

Stamp.....

Date:.....

FORMAT – II: ORGANIZATION DETAILS
(To be submitted on Applicant's Letter Head)

S. No.	Organizational Details
1.	Name of the Organization
2.	Applicant's Legal Address in country of constitution
3.	Applicant's authorized representative information Name: <i>[insert full name]</i> Address: <i>[insert street/ number/ town or city/ country]</i> Telephone/Fax numbers: <i>[insert telephone/fax numbers, including country and city codes]</i> E-mail address: <i>[indicate e-mail address]</i>
4.	Type of Organization / Firm / Company firm registered under the Indian Companies Act, 2013 / Partnership Firm / Proprietorship Firm
5.	Whether the firm has been blacklisted by any Central Govt. / State Govt. / PSUs / Govt. / Autonomous Bodies?

Enclosure with Form:

1. Copy of Certificate of Incorporation
2. Copy of Article of Association & Memorandum of Association in respect of S. No. 4 above
3. Undertaking in respect of S. No. 5 above
4. Annual Report / Audited Balance Sheets, for the last three financial years ending 31st March of the previous financial year
5. GST Registration certificate
6. PAN card of the Company

Sincerely Yours,

Signature of the authorised representative of the Applicant
{Full Name of the Authorised Representative}
(Full Name of the Applicant)

Stamp.....

Date:.....

FORMAT – III: TECHNICAL EXPERIENCE***(To be submitted on Applicant's Letter Head)***

The Applicant shall have experience in executing similar assignments in the last 7 years as on last date of submission of EoI Application. The Applicant shall enlist such projects in the table appended below:

S. No.	Client Name & location	Contract Value in INR	Date of start of work	Actual completion date	Detailed scope of works undertaken by the Applicant	Remarks

Sincerely Yours,

Signature of the authorised representative of the Applicant
{Full Name of the Authorised Representative}

{Full Name of the Applicant}

Stamp.....

Date:.....

ANNEX – I: BRIEF SCOPE OF WORK

The brief scope of work to be undertaken by the Contractor are as enumerated as below:

Administration, deployment and maintenance of navigation assistance services in liaison with the relevant competent authority at IWAI – viz. Inspection of LAD on the stretches mentioned in clause 3 above, provision of necessary pilotage services to vessels operating on this stretch, tug assistance services & any other water-borne services and communications effecting & affecting navigation along this route in a safe, efficient and reliable manner.

(I) Navigational Monitoring

1. Independently validate hydrographic surveys (longitudinal and cross-sectional as per requirement) along with IWAI throughout the navigational channel and on a fortnightly basis through qualified & experienced personnel for measurement and certification of the LAD (on board IWAI survey vessels); and
2. Monitor on a fortnightly basis the availability of navigational aids such as channel markings, buoys and any other navigational aids placed by IWAI for the safe navigation of vessels. Identify any gaps, additional functional requirements, hot spots, critical areas and ensure navigation safety & regulations of the relevant sections.

(II) Operational Monitoring

1. Ensure draft declaration and undertake verification of the same as per instructions of IWAI. Also, verify the provision of AIS, ENC etc. on board the vessel as instructed by IWAI;
2. Supply and deploy qualified & experienced river pilots to ensure smooth and efficient operation of inland vessels. Also, monitor and advice IWAI for ensuring that the vessels comply with SOPs for pilotage and navigation on NWS;
3. Coordinate with IWAI in re-floating of grounded vessels, towing of dead vessels and assisting disabled vessels & for any other work within the natural capability of the tug;
4. Coordinate with IWAI for removal of any vessel or obstruction sunk which impedes or is likely to impede navigation; and
5. Monitor and ensure safety of operations (vessels side) at berth. Also, monitor and ensure that various navigation rules & regulations related to the same are complied.

(III) Coordination with IWAI

1. Issue navigational warnings and local notices to vessels navigating with sailing plan approved by IWAI;
2. Disseminate information on storm warnings, weather reports etc.;
3. Coordinate with IWAI on information of navigational issues along with its recommendation to ensure safety and efficiency;
4. Assistance to IWAI in obtaining NOCs from various statutory bodies; and
5. Disseminate navigational information received from Bangladesh Inland Water Transport Authority (BIWTA) to vessel operators