

GOVERNMENT OF INDIA
MINISTRY OF SHIPPING
RAJYA SABHA
STARRED QUESTION NO-*77
ANSWERED ON-11.02.2019

INLAND WATERWAYS IN WEST BENGAL

*77. DR. ABHISHEK MANU SINGHVI:

Will the Minister of SHIPPING be pleased to state:

- (a) the list of all the projects sanctioned for inland waterways in the State of West Bengal;
- (b) details of the status of those projects, along with deadlines; and
- (c) the total length of inland waterways developed in the last three years?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING
(SHRI MANSUKH L. MANDAVIYA)

(a) to (c) A statement is laid on the Table of the House.

Statement referred to in reply to parts (a) to (c) of Rajya Sabha Starred Question No.*77 for 11.02.2019 raised by Dr. Abhishek Manu Singhvi, M.P. on “Inland Waterways in West Bengal”

- (a) & (b) To promote Inland Water Transport in the country, 111 (including 5 existing and 106 newly taken over) National Waterways (NWs) spread over 24 states have been declared as National Waterways under the National Waterways Act, 2016. One existing and 15 new NWs are in West Bengal. The status of projects/activities undertaken on these 16 National Waterways in West Bengal is at **Annex.-1**.
- (c) Developmental activities have been initiated on 10 new NWs with a total length of 1,236 kms. in the last three years. The details are at **Annex.-2**.

Status of Projects/Activities undertaken on National Waterways in West Bengal

Sr. No.	National Waterway	Length (km)	Status and Time-line
1.	Ganga-Bhagirathi-Hooghly river system (NW-1 in WB, Jharkhand, Bihar and UP).	1620	Government is implementing the Jal Marg Vikas Project (JMVP) for capacity augmentation of navigation on National Waterway -1 (NW-1) on the Haldia – Varanasi stretch with the technical and financial assistance of the World Bank. The salient features of the project are construction of three multimodal terminals at Haldia (West Bengal), Sahibganj (Jharkhand), Varanasi (Uttar Pradesh) and two intermodal terminals at Kalughat (Bihar) and Ghazipur (U.P.); five pairs of Ro-Ro terminals at Rajmahal (Jharkhand) and Manikchak (West Bengal); Samdaghat (Jharkhand) and Manihari (Bihar); Kahalgaon and Tintangha (Bihar); Hasanpur and Bakhtiyarpur (Bihar) and Buxer (Bihar) and Saraikota (U.P.); one new navigational lock at Farakka (West Bengal), channel marking systems, integrated vessel repair and maintenance facilities at Kolkata (West Bengal) and Sahibganj (Jharkhand); automated information systems including Digital Global Positioning System (DGPS) and River Information System (RIS), day and night navigation aids, slipways, bunkering facilities, river training and river conservancy works. JMVP is scheduled to be completed in March, 2023.
2.	Ajoy (NW-07)	90	DPR has been prepared.
3.	Ichamati (NW-44)	63	
4.	Rupnarayan (NW-86)	34	The development of the waterway is being done at an estimated cost of Rs. 24.00 crore. Work has been awarded for setting up of floating terminal. Tender for dredging is at an advanced stage. Waterway is operational.
5.	Damodar (NW-29)	132	Feasibility study completed. Not found technically feasible.
6.	DVC canal (NW-34)	137	
7.	Dwarekeshwar (NW-35)	108	
8.	Silabati (NW-92)	26	

9.	Sunderbans (NW-97)	172	The development of the waterway is being done at an estimated cost of Rs. 18.10 crore. Work has been awarded for maintenance dredging. Waterway is part of Indo-Bangladesh Protocol route and already operational.
10.	Dwarka (NW-36)	119	Feasibility study completed.
11.	Jalangi (NW-47)	131	Further TEF study and discussion with the State Govt. envisaged.
12.	Bakreswar-Mayurakshi (NW-15)	135	Feasibility reports are being forwarded to the State Government of West Bengal for comments/response.
13.	Kumari (NW-60)	80	
14.	Mahananda (NW-65)	80	
15.	Gangadhar (NW-38)	62	
16.	Subarnarekha (NW-96)	311	(i) Feasibility study completed and only 30 km stretch from sea-mouth in the State of Odisha was found viable, (ii) DPR for 30 km stretch in the State of Odisha is prepared.

List of 10 NWs on which development activities have been initiated

S.No.	Name of the Waterway	Length (km)
1.	River Barak(NW-16)	48
2.	River Gandak(NW-37)	250
	Waterways in Goa	
3.	Cumberjua (NW-27)	17
4.	Mandovi (NW 68)	41
5.	Zuari (NW 111)	50
6.	Alappuzha - Kottayam -AthirampuzhaCanal (NW-9) :	38
7.	River Rupnarayan (NW-86)	34
8.	Sunderbans Waterways (NW-97)	172
9.	River Kosi(NW-58)	236
10.	River Ghagra (NW-40)	350
Total Length		1236

GOVERNMENT OF INDIA
MINISTRY OF SHIPPING
RAJYA SABHA
STARRED QUESTION NO-83
ANSWERED ON-11.02.2019

TRANSPORT AND TOURISM ON YAMUNA RIVER

*83. SHRI RITABRATA BANERJEE:

Will the Minister of SHIPPING be pleased to state:

- (a) whether Government has any plans to launch ships and steamers for transport and tourism on the Yamuna river, and if so the details thereof; and
- (b) whether the feasibility of a waterways is being checked on the Yamuna, and if so, the details thereof?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING
(SHRI MANSUKH L. MANDAVIYA)

(a) & (b) A statement is laid on the Table of the House.

Statement referred to in reply to parts (a) & (b) of Rajya Sabha Starred Question No.*83 for 11.02.2019 raised by Shri Ritabrata Banerjee, M.P. on “Transport and Tourism on Yamuna River

(a) & (b). River Yamuna from Jagatpur (6 km upstream of Wazirabad Barrage), Delhi to confluence of Yamuna and Ganga rivers at Sangam, Allahabad (Prayagraj) (1080 km) was declared as National Waterway -110 (NW-110) under the National Waterways Act, 2016. A Detailed Project Report (DPR) is in advance stage of preparation to assess the techno - economic feasibility of navigation on NW-110. Analysis of the finalized DPR would influence the decision on shipping services in Yamuna River (NW-110).

In addition, a Feasibility Study (FS) for composite and integrated development in the river Yamuna to achieve navigation and to develop water transport facility in the Delhi region was conducted by the Inland Waterways Authority of India (IWAI). As per the FS, a Water Taxi service project upstream of Wazirabad barrage up to Fatehpur Jat in a stretch of 16 km has been taken up to be implemented in following two phases:-

- a. Phase-I: Soniya Vihar–Jagatpur– Tronica City.
- b. Phase-II: Tronica City to Fatehpur Jat & Soniya Vihar to Wazirabad

To commence the Yamuna Water Taxi Pilot project, Phase-I, tender process has been initiated by the IWAI for procurement of Fiber Reinforce Plastic (FRP) boat and installation of High Density Poly Ethylene (HDPE) pontoons.

GOVERNMENT OF INDIA
MINISTRY OF SHIPPING
RAJYA SABHA
UNSTARRED QUESTION NO-886
ANSWERED ON- 11.02.2019

HIGH POTENTIAL PORT-LINKED INDUSTRIES

886. SHRI SAMBHAJI CHHATRAPATI:

Will the Minister of SHIPPING be pleased to state:

- (a) what is the current status of progress in implementation of Sagarmala project, launched in 2015, which included setting up of high potential port-linked industries pertaining to 37 sectors;
- (b) the number of manufacturing clusters that have been set-up till November, 2018;
- (c) whether the claim to create 40 lakh jobs directly and 60 lakh jobs indirectly under the Scheme has even partially been achieved; and
- (d) if so, the details of direct employment generated so far?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING
(SHRI MANSUKH L. MANDAVIYA)

- (a) More than 600 projects, at an estimated infrastructure investment of Rs. 8.78 Lac Cr, have been identified under Sagarmala since 2015. Out of these, 105 projects (worth Rs. 0.16 Lac Cr) have been completed and 414 projects (worth Rs. 4.16 Lac Cr) are already under various stages of implementation & development.
- (b) 2 mega food processing parks at Satara, Maharashtra and Port-based Mega food processing park in Kakinada -Godavari Mega Aqua Food park, has been completed.
- (c & d) The Sagarmala programme is planned for execution in a phased manner. The targets of 40 Lakh Cr direct jobs and 60 Lakh Cr indirect jobs is one of the many impacts of the Sagarmala Programme and is expected to be achieved by 2025. Under Coastal Community Development programme of Sagarmala, 17,606 persons have been trained and employed in various ship breaking yards at Alang. Another 1978 trainees have been trained under pilot phase of Deen Dayal Upadhyay Gramin Kaushal Yojana- Sagarmala convergence out of which 1143 trainees were placed in various companies in coastal districts.

GOVERNMENT OF INDIA
MINISTRY OF SHIPPING
RAJYA SABHA
UNSTARRED QUESTION NO- 887
ANSWERED ON-11.02.2019

NEW PORTS UNDER SAGARMALA PROJECT

887. SHRI K. SOMAPRASAD:

Will the Minister of SHIPPING be pleased to state:

- (a) the total number of Coastal Economic Zone (CEZ) identified under Sagarmala;
- (b) the number of CEZ identified in State of Kerala;
- (c) if so, the details thereof and if not, the reasons therefor;
- (d) the number of new ports under Sagarmala projects which has been identified;
- (e) whether any new port has been included in the Sagarmala projects in Kerala; and
- (f) the details of funds allocated for Sagarmala scheme to coastal States including Kerala?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING
(SHRI MANSUKH L. MANDAVIYA)

- (a) 14 number of CEZs in 8 states have been identified under the Sagarmala Programme.
- (b) In the state of Kerala, one CEZ namely “Development of CEZ in Kerala –Malabar” has been identified under the Sagarmala Programme.
- (c) The project is in concept phase and appraisal/approval of various Governments/agencies is under progress.
- (d) 6 new port locations, namely – Vadhavan (Maharashtra, Enayam (Tamil Nadu), Tajpur (West Bengal), Paradip Outer Harbour (Odisha), Sirkazhi (Tamil Nadu), Belekeri (Karnataka) have been identified.
- (e) No new port has been included in the Sagarmala projects in Kerala.
- (f) The details of funds allocated to Coastal States/ UT (from FY15-16 to FY18-19) are as below:

State	Number of Projects Sanctioned	Funds Sanctioned (Rs. Cr.)	Funds Released (Rs. Cr.)
Andhra Pradesh	2	20	5
Gujarat	5	219	145
Karnataka	8	253	133
Kerala	3	19	15
Maharashtra	27	311	140
Odisha	1	10	5
Puducherry	1	44	18
Tamil Nadu	6	180	108
Total	53	1,056	570

GOVERNMENT OF INDIA
MINISTRY OF SHIPPING
RAJYA SABHA
UNSTARRED QUESTION NO- 888
ANSWERED ON- 11.02.2019

DEVELOPMENT OF SMART PORT INDUSTRIAL CITIES

888. SHRI D. KUPENDRA REDDY:

Will the Minister of SHIPPING be pleased to state:

- (a) whether the Central Government planned for development of Smart Port Industrial Cities in the country, a few years back;
- (b) if so, the details thereof along with the places/cities selected thereunder;
- (c) the present status of the plan: and
- (d) if so, the details thereof and if not, the reasons therefor?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING
(SHRI MANSUKH L. MANDAVIYA)

- (a) Yes, Sir. The Central Government has planned for development of Smart Port Industrial Cities in Paradip Port and Deendayal Port, Kandla.
- (b, c & d) The details are at annexure-I:

PARADIP PORT TRUST

S.No.	Projects	Details	Present Status
1.	Multi Modal Logistics Park	MMLP over 100 acre ware housing of 11 Lakh sqft. to be created.	Work in progress.
2.	Road Network	2 nd exit form Paradip with flyover.	DPR formulation stage.
3.	STP	2 Sewage treatment plants.	Work in progress.
4.	Desalination Plant	For assured potable water supply	DPR formulation stage.
5.	Industrial Park	Pellet plant-177 acres	Land allotted.
		Wood park-28 acres	In land auction stage.
6.	Truck Terminal	Parking/immunities complex over 35 acres area	Work in progress.

DEENDAYAL PORT TRUST

S.No.	Projects	Details	Present Status
1.	Location-1 (Gandhidham)	For mixed use of residential, commercial and institutional development.	The revised master plan has been prepared to be presented in the board meeting for approval.
2.	Location-2 (Kandla Port)	Industrial Park with Logistic facilities for port based industries.	The revised master plan payout for the location approved. Infrastructure development, work of land filing to plots, tender for e-tender cum E-auction, design for roads, drainage & other ancillary works is in progress.

GOVERNMENT OF INDIA
MINISTRY OF SHIPPING
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UNSTARRED QUESTION NO-889
ANSWERED ON- 11.02.2019

FINANCIAL SUPPORT FOR DREDGING NAVIGATIONAL CHANNEL

889. SHRI ELAMARAM KAREEM:

Will the Minister of SHIPPING be pleased to state:

- (a) whether the Ministry of Shipping is extending any financial support to dredge the navigational channel of ports such as Cochin, Kolkata, Haldia, Paradip and JNPT;
- (b) if so, the fund allocated during financial year 1.4.2017 to 31.3.2018;
- (c) if not, why such financial support has not been extended;
- (d) whether the Ministry issued any directives to the major ports to invest the Provident Fund (PF), Pension Fund or Port Surplus Funds in the private equities and bonds; and
- (e) if so, whether it will attract Section 88 of Major Port Trusts (MPT) Act, 1963 and would be considered against the Act of Parliament?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING
(SHRI MANSUKH L. MANDAVIYA)

(a) to (c) Financial support for dredging of navigational channel of Kolkata Dock System and Haldia Dock Complex has been extended by Ministry of Shipping only to Kolkata Port Trust. An amount of Rs.167.39 crore has been released for this purpose during 2017-2018.

(d) & (e) Yes, Sir. Revised guidelines have been issued on 27.7.2018 to all the Major Ports for moving away from the practice of parking their surplus funds solely in the Public Sector Banks and investing their pension /provident/gratuity fund and surplus funds in accordance with guidelines of Ministry of Labour and Employment and Department of Public Enterprises, which is consistent with the provisions of Major Port Trusts Act, 1963.

GOVERNMENT OF INDIA
MINISTRY OF SHIPPING
RAJYA SABHA
UNSTARRED QUESTION NO-890
ANSWERED ON- 11.02.2019

VACANCIES IN MAJOR PORTS

890. SHRI ELAMARAM KAREEM:

Will the Minister of SHIPPING be pleased to state:

- (a) whether there is any proposal with the Ministry for amending the Indian Ports Acts, 1908;
- (b) if so, the necessity thereof;
- (c) the total manpower at all the major ports as on 31.03.2018;
- (d) whether the vacant posts against the sanctioned strength in major ports would be filled;
- (e) whether the Port Trust Boards of Chennai and Cochin ports have the members who represent the labour interest;
- (f) if not, the reason for not filling up the vacant posts of labour trustees; and
- (g) whether the Ministry intends to modernise the port hospitals under Public Private Partnership (PPP) model ?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING
(SHRI MANSUKH L. MANDAVIYA)

(a) & (b) Yes, Sir. With a view to consolidate and amend the law relating to ports to provide for rapid growth and development of Port Sector in India in line with international obligations, to ensure compliance of all Ports with mandatory obligations under the maritime treaties and International Instruments to which India is a party and to provide a simple regulatory mechanism for the efficient governance of all Ports in India in a manner which meet the current requirements in the maritime and the ports sector, Government of India has decided to make a comprehensive review of the existing Indian Ports Act, 1908.

(c) Port-wise total man power at all the Major Ports as on 31.03.2018 is given below:-

Sl. No.	Name of Port	Total man power as on 31.03.2018
1.	Paradip	1012
2.	Chennai	4321
3.	Cochin	1723
4.	Mormugao	1730
5.	New Mangalore	836
6.	Jawaharlal Nehru	1567
7.	VO Chidambaranar	2132
8.	Deendayal	2586
9.	Mumbai	8544
10.	Visakhapatnam	3516
11.	Kolkata	4767
12.	Kamarajar Port Limited	98
Total:		32832

(d) Yes, Sir. Filling up of vacancies in Major Ports is a continuous process and the live vacant posts are filled up on regular basis as per Recruitment Rules.

(e) No, Sir.

(f) The vacant posts of Labour Trustees in Chennai and Cochin Port Trusts have not been filled up due to pending Court Cases in the High Courts of Madras and Kerala respectively.

(g) Yes, Sir.

GOVERNMENT OF INDIA
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RAJYA SABHA
UNSTARRED QUESTION NO- 891
ANSWERED ON-11.02.2019

CONSTRUCTION AND UPGRADATION OF SAGARMALA PORT

891. SHRI ANIL DESAI:

Will the Minister of SHIPPING be pleased to state:

- (a) whether Sagarmala envisions rapid port-led development that will make the coastlines a more integral part of India's growth;
- (b) whether the construction and upgradation of ports and maritime floating infrastructure for maritime transport will require large quantities of high-grade steel; and
- (c) if so, the steps being taken by Government to procure high grade steel for the project?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING
(SHRI MANSUKH L. MANDAVIYA)

- (a) Yes, Sir.
- (b) Yes, Sir. Large quantities of special steel suitable for corrosion resistance and marine structure shall be required.
- (c) Indian steel producers are already making steel for such application including ship building. In case any requirement of high grade steel arises, endeavour shall be made to develop them indigenously.

GOVERNMENT OF INDIA
MINISTRY OF SHIPPING
RAJYA SABHA
UNSTARRED QUESTION NO- 892
ANSWERED ON-11.02.2019

WATERWAYS PROJECTS BETWEEN VARANASI AND HALDIA

892. SHRI RITABRATA BANERJEE:

Will the Minister of SHIPPING be pleased to state:

- (a) whether India's longest waterway project on the river Ganga underwent any environmental clearance, especially for the dredging between Varanasi and Haldia and if so, details thereof;
- (b) if not, the reasons therefor;
- (c) whether Government plans to conduct or has conducted any consultations with locals or Civil Society Organisations, for environmental and ecological matters and if so, details thereof;
- (d) if not, the reasons therefor; and
- (e) whether Government has conducted/ is aware of any study on severe ecological threats from dredging activities and the impending harm due to lack of any environmental clearance and if so details thereof?

ANSWER

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING
(SHRI MANSUKH L. MANDAVIYA)

(a) to (e) The Jal Marg Vikas Project (JMVP) is being implemented for augmentation of navigation capacity on the Haldia – Varanasi stretch of National Waterway-1 on Ganga-Bhagirathi-Hooghly River System with technical and financial support of the World Bank. The Ministry of Environment, Forests & Climate Change (MoEF&CC) has concurred with the decision that as per extant legal position, no prior Environment Clearance (EC) is required for maintenance dredging in navigational channel for Inland Waterways including dredging under JMVP. Clearances/ approvals and details of public consultation under JMVP are at **Annex**.

To safeguard environment and ecology in the country, Inland Waterways Authority of India (IWAI) has undertaken Detailed Environment Assessment (EA) for JMVP through renowned consultants as per requirement under the World Bank Operational Policies. As part of the EA, extensive consultations with stakeholders (including Locals and Civil Society Organisations) were carried out by the Consultants in June, July, September, October and November of 2015 and in February, 2016 along the project Corridor. Additionally, the draft cumulative Impact Assessment Report; the Consolidated Environmental Impact Assessment Report containing the Environment Management Plans (EMPs) for maintenance dredging, barge operations, the Farakka Navigational Lock, the multimodal

terminals at Sahibganj, Varanasi and Haldia, the Executive Summary, and the Consolidated Social Impact Assessment-cum-Resettlement Action Plan were published on the Inland Waterways Authority of India (IWAI) website in May, 2016 for information and comments from the public. These reports were finalised on the basis of comments received from the public and the World Bank.

The National Board for Wildlife (NBWL), MoEF&CC accorded permission for movement and plying of inland vessels through the Turtle Wildlife Sanctuary, Varanasi, Uttar Pradesh on 12th June 2017 as no dredging is proposed in the wildlife sanctuary areas such as Vikramashila Gangetic Dolphin Sanctuary, Bhagalpur and Kashi Turtle Sanctuary, Varanasi.

IWAI commissioned a consultancy in December, 2017 to carry out a special study on the effect of navigational activities on the Gangetic Dolphin. The scope of the study on 'Effect of Navigational Activities on Dolphin in the NW-1' was finalized in a brain-storming session held on 14th October, 2016 at IWAI, Noida with the subject experts from Patna University, Tilka Manjhi Bhagalpur University, Wildlife Institute of India, National Mission for Clean Ganga (NMCG) and also in consultation with the World Bank.

Under the JMVP, a Consultant has been engaged by the IWAI for identification of Risk Assessment (RA) and preparation of Disaster Management Plan (DMP) for National Waterway-1. The objective of consultancy service is to assess the risk associated with ongoing and proposed cargo & passenger movement and other navigational activities including maintaining fairway through NW-1 and identifying abatement measures towards developing a proposal for integration of IWT related disasters into existing District Disaster Management Plan (DDMP).

Clearances/ approvals received and Public Consultations under Jal Marg Vikas Project (JMVP):

Clearances and approvals received

- Wildlife clearance for the movement of vessels through Kashi Turtle Wildlife Sanctuary, Varanasi: The National Board for Wildlife (NBWL), MoEF&CC recommended for movement and plying of inland vessels through the Turtle Wildlife Sanctuary, District Varanasi, Uttar Pradesh vide letter dated 12th June 2017 of UP State Board for Wildlife.
- CRZ Clearance for the Multimodal Terminal at Haldia: The MoEF&CC granted the CRZ clearance for Multimodal Terminal at Haldia on 6th November 2017.
- Oil Spill Disaster Contingency Plan approved by Indian Coast Guard, Haldia on 22nd December 2016.
- National Ganga River Basin Authority (NGRBA) examined and supported the proposal for construction of New Navigational Lock at Farakka on 28.02.2016
- The ICAR-Central Inland Fisheries Research Institute (ICAR-CIFRI), Barrackpore had carried out a special study on the ‘Impact assessment of coal transportation through barges along the National Waterway-1 (Sagar to Farakka) along river Ganga. The study revealed no significant changes in water quality parameters.
- In addition, a Project Oversight Committee (POC) is constituted to provide critical guidance and evaluation of the project. Representatives of the States, through which NW-1 passes, are included in this Committee to facilitate closer interaction, sharing and dissemination of views on issues that may concern the respective State Governments. The Committee comprises of senior representatives of IWAI, Central Water Commission and concerned State Governments of Uttar Pradesh, Bihar, Jharkhand and West Bengal. The Committee is expected to meet once in three months at IWAI, Noida or in the capital or project sites of any of the four States.

Public consultations

Detailed Environmental Assessment (EA) has been undertaken for all the proposed components to identify the environmental issues associated with the Jal Marg Vikas Project (JMVP). The Environmental Impact Assessment was carried out in line with the World Bank Operational Policies, IFC Guidelines and MoEF&CC Guidelines.

The environmental assessments were carried out in substantial consultation with stakeholders, to ensure that the environmental assessment and other compliance requirements are in alignment with the policies and procedures as specified by the Government of India and the World Bank Group safeguard policies.

Stakeholder’s view and perception was assessed through informal and formal public consultation meetings. The different stakeholder’s viz. government officials, NGOs, village panchayats (village administration), people (male, female) were contacted and consulted during the course of the study. Stakeholders were informed about the project components and likely environmental impacts before seeking their views. In each consultation, all efforts were made to have adequate participation from women as well. Consultations have been carried out for the project in two stages. First stage consultation was undertaken during impact assessment process to identify the concerns of people, which were duly addressed through appropriate mitigation measures. Second stage consultation was undertaken after preparation of EIA report to assess the adequacy and acceptability of the proposed mitigation measures and management plan.

Period of Public Consultation

Haldia Terminal	:	September, 2015
Farakka Lock	:	June, 2015
Sahibganj Terminal	:	July-November, 2015
Varanasi Terminal	:	October-November, 2015
Buxar Area	:	February, 2016
Patna	:	February, 2016

The draft ESIA reports (the CIA, the Consolidated EA containing the EMPs for maintenance dredging and barge operations; the stand-alone EMPs for Farakka Lock, Sahibganj, Varanasi and Haldia Terminals; and the Executive Summary, and Consolidated Social Impact Assessment cum Resettlement Action Plan) were disclosed on the IWAI website in May 2016.

Based on the comments from stakeholders, the EIA reports were revised in September 2016. These revised versions of the ESIA reports are uploaded on IWAI website in December 2016.

An executive summary of consolidated EA report is available for public scrutiny in local language (Hindi and Bengali) versions at IWAI website. EIA report for entire Jal Marg Vikas Project and its executive summary is also disclosed at IWAI website and as per provisions of World Bank disclosure policies.

Any new investments in future that require use of a safeguard instrument such as an EIA reports will also follow the World Bank operational policies for public consultation and for disclosure.

Public consultations ensured involvement of public, NGO, experts in the project's pre-planning stage itself and addresses of their concerns and expectations from the project. The community members, government officials and NGO members opined that the proposed project would contribute to social and economic development of the region. The proposed project would contribute to increased employment opportunities for the local people during and after project implementation. The communities welcomed the project and all were in favour of the project. However, some of the fishermen and land holders have raised some concerns about the fishing activities/ yield and the compensation to be given. Major issues highlighted during consultations were adequate compensation against the land, loss of livelihood, provision of alternate employment, river water pollution, fish yield and disruption of fishing activities. Each of the issues raised by stakeholders was analysed for practical and scientific basis, and for developing an appropriate mitigation, management and monitoring plan, depending on its importance and practicality.
