



# Annual Report

## 2022-2023

**INLAND WATERWAYS AUTHORITY OF INDIA**  
**MINISTRY OF PORTS, SHIPPING & WATERWAYS**

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## MEMBERS OF THE AUTHORITY

(During 2022-23)

		Telephone No.	Fax no.
<b>Chairman</b>	<b>Sh. Sanjay Bandopadhyaya, IAS</b> (From 06.12.2021... onwards)	0120-2543972	0120-2543973
<b>Vice Chairman</b>	<b>Sh. Jayant Singh, IRTS</b> (From 30.04.2021 )	0120-2544004	0120-2424544
<b>Member</b>	<b>Sh. Sanjay Kumar, IAS</b> Additional Secretary & Financial Advisor, Ministry of Road Transport, Highways & Shipping (From 01.01.2020 onwards)	011-23736455	
<b>Member</b>	<b>Sh. Sunil Kumar Singh</b> Sr. Advisor, STATS, Ministry of Ports, Shipping & Waterways (From 01.11.2020 to 10.02.2023)	011-23716619	011-23350648
<b>Member</b>	<b>Sh. Praveen Nandwana, ICAS</b> Member (Finance), IWAI (From 07.01.2022 onwards )	0120-2544009	0120-2544009
<b>Member</b>	<b>Sh. Ashutosh Gautam</b> Member (Technical), IWAI (From 18.02.2021 onwards)	0120-2521664	
<b>Member</b>	<b>Sh. Vinayak Azad</b> Member (Traffic), IWAI (From 06.02.2023 onwards)		
<b>Member</b>	<b>Sh. Vinit Kumar, I.R.S.E.E.</b> Chairman Kolkata Port Trust, Kolkata (From 09.10.2017 to 06.10.2022)	033-22303451	

## OTHER DETAILS

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<b>Secretary</b>	<b>Col. Harsh Vardhan</b>	0120-2543994
<b>Auditors</b>	<b>COMPTROLLER AND AUDITOR GENERAL OF INDIA</b>	011-23509600
<b>Bankers</b>	<b>CANARA BANK</b> Transport Bhawan, Parliament Street, New Delhi 110 001	011-23717573
	<b>CANARA BANK</b> Sector-18, Noida 201 301	011-23717573
	<b>BANK OF BARODA</b> Sansad Marg, New Delhi-110001	0120-2511026
	<b>UNION BANK OF INDIA</b> Sector-15, Noida 201 301	011-23448956
	<b>PUNJAB NATIONAL BANK</b> Sector-18, Noida 201 301	0120-2511426



## REGIONAL OFFICES

	Telephone No.	Fax no.
<b>INLAND WATERWAYS AUTHORITY OF INDIA</b> Gaighat, Post-Gulzarbagh, Patna - 800 007 (Bihar)	0612-2310026 0612-2310057 0612-2310028 0612-2310067 0612-2630100 (Terminal)	0612-2310029
<b>INLAND WATERWAYS AUTHORITY OF INDIA</b> P-78, Garden Reach Road, Kolkata - 700 043 (West Bengal)	033-24390393 033-24395577 033-24396055	033-24395570 033-24391710
<b>INLAND WATERWAYS AUTHORITY OF INDIA</b> Pandu Port Complex, Pandu Guwahati - 781 012 (Assam)	0361-2570109 0361-2676925 0361-2676927 0361-2676929	0361-2570099 0361-2570055
<b>INLAND WATERWAYS AUTHORITY OF INDIA</b> National Waterways Road, N. H. 47 Bypass, Kannadikkadu, Maradu, Ernakulam - 682 304 (Kerala)	0484-2295064 0484-2389804	0484-2389445

## SUB OFFICES / UNITS

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<b>INLAND WATERWAYS AUTHORITY OF INDIA</b> 52, 2nd floor, Patel Nagar, Nadesar, Varanasi - 221002 (U.P.)	0542-2505329	0542-2505329
<b>INLAND WATERWAYS AUTHORITY OF INDIA</b> Room no.-309, 2nd Floor, New S.D.O. Office, Sakrogarh, Sahibganj- 816109 (Jharkhand)	07544006484	
<b>INLAND WATERWAYS AUTHORITY OF INDIA</b> Office Building No. 1, FBP Office Complex, P.O. Farakka Barrage, Distt. Murshidabad - 742212 (West Bengal)	03485-255809	03485-255809
<b>INLAND WATERWAYS AUTHORITY OF INDIA</b> Fakirtala, P.O.-Maheshganj Swaroopganj, Nadia-741315 (West Bengal)	09830508079	
<b>INLAND WATERWAYS AUTHORITY OF INDIA</b> Durgabari Road Tiniali, A. T. Road, Naliapool Dibrugarh- 786001 (Assam)	0373-2302540	
<b>INLAND WATERWAYS AUTHORITY OF INDIA</b> Dhubri Terminal, Free India Ghat, Dhubri – 786005	0366-2298111	
<b>INLAND WATERWAYS AUTHORITY OF INDIA</b> IWT Terminal Cum Office Complex, Ashramam Nr. ESI Hospital, Kollam-691002	0474-2766460	
<b>INLAND WATERWAYS AUTHORITY OF INDIA</b> Premises No.-191, 1st Floor, Baya Baba Math Lane, Unit No. 9, Near Radhe Krishna Temple, Bhuwaneshwar – 751022 (Odisha)	0674-2397334	
<b>INLAND WATERWAYS AUTHORITY OF INDIA</b> IWAI Sub Office, Ground Floor, Block-I, Irrigation Office Complex, Governorpet, Vijayawada, Andhra Pradesh-520002	0866-2575123	
<b>INLAND WATERWAYS AUTHORITY OF INDIA</b> 4th Floor, Progressive Mansion Public School Road, Silchar (Assam)-788 005		

## CONTENTS

S. No.	Title	Page No.
1.	IWT SECTOR – GENERAL INFORMATION	6
2.	ROLE OF IWAI	7
3.	DEVELOPMENT OF NATIONAL WATERWAYS	7
4.	NATIONAL WATERWAY (NW) – 1	7
5.	NATIONAL WATERWAY (NW) – 2	15
6.	NATIONAL WATERWAY (NW) – 3	19
7.	NATIONAL WATERWAY (NW) – 4	22
8.	NATIONAL WATERWAY (NW) – 5	28
9.	NATIONAL WATERWAY (NW) - 16 (BARAK RIVER)	29
10.	NEW NATIONAL WATERWAYS	30
11.	INDO-BANGLADESH PROTOCOL ON TRANSIT & TRADE	31
12.	HYDROGRAPHY SURVEY ACTIVITIES	35
13.	NATIONAL INLAND NAVIGATION INSTITUTE (NINI), PATNA	53
14.	DETAILS OF TRAFFIC, CARGO MOVEMENT & OTHER HIGHLIGHTS DURING THE YEAR	57
15.	JAL MARG VIKAS PROJECT ON NW-1	83
16.	INDO-MYANMAR KALADAN MULTIMODAL TRANSIT TRANSPORT PROJECT	106
17.	FINANCIAL PERFORMANCE: INCOME & EXPENDITURE	108
18.	IMPLEMENTATION OF OFFICIAL LANGUAGE POLICY OF UNION IN THE AUTHORITY	109
19.	PERSONNEL AND ADMINISTRATION	110
20.	BALANCE SHEET	113
21.	INCOME AND EXPENDITURE	115
22.	RECEIPTS AND PAYMENTS ACCOUNTS	116
23.	SIGNIFICANT ACCOUNTING POLICIES (SCHEDULE -1)	119
24.	NOTES TO ACCOUNTS FORM INTEGRAL PART OF FINANCIAL STATEMENT (SCHEDULE-2)	122
25.	SCHEDULES FORMING PART OF THE BALANCE SHEET (SCHEDULE -3 TO 12)	136
26.	SCHEDULE OF FIXED ASSETS (SCHEDULE -13)	142
27.	SCHEDULES FORMING PART OF THE BALANCE SHEET (SCHEDULE -14 TO 23)	146
28.	SCHEDULES FORMING PART OF INCOME & EXPENDITURE ACCT. (SCHEDULE -24 TO 26)	154
29.	SCHEDULES FORMING PART OF THE BALANCE SHEET (SCHEDULE -27)	157
30.	AUDITOR'S REPORT (CHARTERED ACCOUNTANTS) (ANNEX-A)	158
31.	OFFICE-WISE DETAILS OF LAND (ANNEX-B)	163
32.	SCHEDULE OF FIXED ASSETS (ANNEX-C)	170
33.	AUDIT REPORT OF THE C&AG OF INDIA	175
34.	MANAGEMENT REPLIES	178



## 1. IWT SECTOR – GENERAL INFORMATION

- (i) Navigation by inland waterways has always played a dominant role in development of trade and commerce along river banks and catchment areas of the navigable rivers and canal systems. Navigable waterways are a fuel-efficient, environment-friendly and cost-effective mode of transport, especially for bulk goods, hazardous cargo and over dimensional cargo. Inland Water Transport (IWT) is also a safe, cheap and lower carbon footprint mode of transport. The primary requirement for making this mode commercially viable is development of IWT infrastructure (fairway, terminals and navigation aids) and at the same time creating an enabling environment for augmentation of IWT fleet, primarily by the private sector. The logistics sector in India has so far been dominated by road and rail transport and freight transportation by waterways is highly underutilized in the country, as compared to developed countries.
- (ii) India has a number of rivers, canals, creeks and backwaters which have the potential to be developed and used as cost effective and efficient inland waterways. Till early 20th century, the IWT had been used as an important mode of transportation in various parts of the country. However, due to various factors, including rapid development of road and railways, new centers of economic activity developed away from waterways, eventually leading to loss of their prominence. Be that as it may, the growing road and railway congestion, traffic constraints and imperative need for environmental sustainability in modes of transport have highlighted the innate advantages of inland water transport and refocused attention on this mode of transport. IWT has the potential to supplement the over-burdened railways and congested roadways and serve as an economic lifeline for the integrated socio-economic development of the region in particular, adjoining the waterway network. In addition to cargo movement, the carriage of vehicles on Roll-on-Roll-off (Ro-Ro) mode of cross ferry in IWT, also meets the convenience of the local community as also the tourists.
- (iii) A major boost to IWT Sector has been provided by the Government of India through enactment of National Waterways Act, 2016 (No.17 of 2016) dated 26th March, 2016 which came into force w.e.f. 12th April, 2016. With the enactment of the National Waterways Act, 2016, the total number of national waterways is now 111 including 05 waterways declared through earlier Acts. 111 National Waterways cover a total length of 20186 km spread across 24 States in the country. National Waterways of India are well in line to become the lifeline of the country. However, in overall transport scenario, waterways have a share of a meagre 2% in India's modal mix whereas it is more than 10% in most developed countries. The need for maximizing this mode of transportation has been felt over the years and since 2016 the Government has been making it a mission to reinvigorate the inland waterways system. As per the Maritime India Vision (MIV)-2030, the Government intends to increase the modal share of IWT to 5% by 2030.
- (iv) Some of the major constraints which IWT sector in India is currently facing include – inadequate discharges in the rivers during lean season resulting in inadequate fairway with depth and width required for round the year operation of IWT vessels of reasonable size; drifting of navigable channel after every flood season due to bank erosion, lack of terminal infrastructure for loading and unloading of cargo and their first and last mile connectivity with road/rail infrastructure; navigational aids for safe and unhindered navigation during day



and night and shortage of IWT vessels. To achieve substantial IWT traffic, thrust is therefore on creation of infrastructure (mainly through public funding) and at the same time, augmentation of IWT fleet primarily through private sector.

## 2. ROLE OF IWAI

Inland Waterways Authority of India (IWAI) was constituted on 27th October, 1986 vide Inland Waterways Authority of India Act, 1985 for regulation and development of Inland Waterways for the purposes of shipping and navigation. As per section 22 of the IWAI Act, 1985, the Annual Report of the Authority is prepared giving a full account of its activities during the previous financial year and submit a copy to the Government.

Besides, IWAI is developing and maintaining the Indian side of the designated waterway routes under the Indo-Bangladesh Protocol for Transit and Trade through inland vessels of country to the other country and is also assisting Government of Myanmar as a Project Development Consultant (PDC) for Kaladan Multimodal Transit Transport Project.

The role of IWAI in the overall augmentation of IWT sector is pivotal. It has potential to be developed as an eco-friendly, cheap and viable mode of transportation to boost the economy of India as trade, commerce, employment generation, tourism, etc. as well as satisfy the aspiration of the teeming millions of societies.

## 3. DEVELOPMENT OF NATIONAL WATERWAYS

There are three basic infrastructural requirements for making a waterway viable for shipping and navigation. These are (i) navigation channel with adequate depth and width for movement of reasonable size of inland vessels; (ii) navigation aids for day and night navigation; and (iii) terminals to provide berthing of vessels, loading and unloading of cargo/passengers and road/rail connectivity.

## 4. NATIONAL WATERWAY (NW-1)

Inland Waterways Authority of India (IWAI) under MoPS&W is entrusted the work with development and maintenance of waterways and facilitating the IWT movement by providing the Least Available Depth (LAD) and width in navigational channel (fairway), Navigational Aids, RIS etc. along with IWT infrastructure like IWT terminals as laid down in the IWAI Act, 1985 (82 of 1985) and as per National Waterways Act 2016, 17 of 2016 Ganga-Bhagirathi-Hooghly river system the stretches of 1620 km between Haldia (Sagar) (Ch.0Km) and Prayagraj (Ch.1620 Km) was declared as National Waterway-1 (NW-1). And with their mandate, IWAI is carrying out various developmental work like development of navigational channel (by bandalling & dredging) to ensure the LAD of 2.5 m to 3.0 m for safe and smooth round 'o' clock navigation through NW-1 (River Ganga) along with development & maintenance of navigational aids and other IWT infrastructure such as terminal, freight village, storage facilities to facilitate the IWT movement through NW-1 by cargo operators and shipping agencies.

To explore the potential with capacity augmentation of the waterways to enable commercial navigation and encourage the IWT movement, several developmental activities have been undertaken and completed under Jal Marg Vikas Project (JMVP) and the several projects is being



executed under Arth Ganga (JMVP-II). At present, the waterway is being plying with private cargo vessels, tourist vessels, ODC carriers and also movement of IWAI vessels etc. The important works carried out for development and maintenance of fairway, navigational aids and terminal facilities in Kahalgaon (Ch.690 Km) – Allahabad (Ch.1620 Km) stretch of NW-1 on Ganga River during 2022-23 are as mentioned below:

#### 4.1. Fairway Development:

Navigational channel (fairway) with targeted depth of 2.5 m and 45 m width is being developed/maintained in Kahalgaon (Ch.690 km) – Varanasi (Ch.1318 km) stretch of NW-1 for the purpose of smooth and safe navigation round the year. The River Conservancy work (bandalling/dredging) in Triveni/Allahabad (Prayagraj) – Haldia stretch of NW-1 and the Navigation Aids (day channel mark and night navigation aids) is being provided from Sagar (Ch.0km) to Ballia/Majhua (Ch.1160km) stretch for round o' clock navigation and the day channel marks provided in entire stretch of NW-1.

IWAI undertaking Thalweg survey on fortnightly basis during lean season and on monthly basis in flood season for monitoring Least Available Depth (LAD) and regular river notices have been issued to provide fairway related information to the IWT operators.

Besides, Assured Depth Contracts to ensure target LAD in the respective stretch of NW-1 under R.O. Patna i.e. Sultanganj- Barh is being carried out under Jal Marg Vikas Projects assisted by World Bank.



Under contract of “Procurement of Admeasurement contracts erection & maintenance of bandalling and day navigational” Bandalling works of 12,105 m in Kahalgaon- MMT Varanasi stretch of 628 km length is being executed for development and maintenance of the navigation channel (fairway). The stretch wise details of bandalling are as mentioned below:

S. No.	Stretch	Length of bandal (m)	Targeted LAD
1.	Kahalgaon- Sultanganj	2100	3.0
2.	Sultanganj- Mahendrapur	Under Assured Depth Contract	3.0
3.	Mahendrapur- Barh	Under Assured Depth Contract	3.0
4.	Barh- Digha	2400	2.5
5.	Digha – Majhua	2100	2.5
6.	Majhua – Ghazipur	2400	2.5
7.	Ghazipur – Varanasi	3105	2.2
	<b>Total</b>	<b>12,105</b>	

Besides, 61531 m<sup>3</sup> dredging in Kahalgaon–Chunar/Allahabad (Prayagraj) sector was carried out by deploying IWAI’s dredgers apart from dredging carried out under Assured Depth Contracts in 2022-23. The Least Available Depth (LAD), which was maintained for various stretches of NW-1 during 2022-23 as given below:

S.No.	Stretch	Length ( km)	LAD (m) Maintained during 2022-23
1.	Kahalgaon (Ch.690 Km) - Sultanganj (Ch.748 Km)	57	1.6
2.	Barh (Ch.893 Km) - Patna (Ch.955 Km)	62	1.1
3.	Patna (Ch. 955 Km)- Ghazipur (Ch.1178 Km)	223	1.1
4.	Ghazipur (Ch.1178 Km)-MMT Varanasi (Ch.1318 km)	140	1.1

## 4.2. Terminals

### 4.2.1 Permanent Terminals (Existing):

#### (i) Low level & High-level Jetty at Gaighat Patna

Patna (Bihar) is one of the most important locations on NW-1 (river Ganga) for development of a multimodal Terminal for potentially use of IWT for cargo through mighty river Ganga. Accordingly, a low-level jetty at a cost of ₹26.47 cores was constructed and made operational in 2007. A high-level jetty at a cost of ₹27.62 cores was also made operational during 2012 for round the year operation with mechanical handing facility including containers and storage facilities. There is 229.84 tonne cargo was moved during 2022-23 through Gaighat Terminal.





**(ii) Multi-modal Terminal at Varanasi:**

An another terminal MMT Varanasi was also constructed on NW-1 (river Ganga) at a cost of ₹186.33 cores for intense use of IWT for cargo and passengers as well under Jal Marg Vikas Project (JMVP) supported by World Bank and made operational in 2017. As per phased development plan the extension of Terminal is under progress under JMVP-II for this land acquisition is being progress. After the completion of land acquisition, the work will be executed. Parentally, MMT at Varanasi is operational with (a) 1.25MTPA cargo handling capacity including containers cargo (b) Open storage area- 2000 sq.mtr (c) Round the year passenger boarding/disboarding jetty.

For development of Freight Village near MMT Varanasi land has been acquired during 2022-23. There is 436.82T cargo was moved during 2022-23 through MMT Varanasi Terminal.





#### 4.2.2. Floating Terminals:

As the construction of permanent terminals becomes very capital intensive due to large variation (both horizontal and vertical) of water level in River Ganga. Hence, floating terminals have been provided and maintained at identified locations in Kahalgaon – Allahabad (Prayagraj) sector viz. Sahibganj, Bhagalpur, Munger Semaria, Buxar, Ghazipur Rajghat, Assighat, Prayagraj.



#### 4.2.3. Tourist jetty:

In line with the Government's objective to develop potential tourism destinations, and in order to encourage and promote Cruise Industry as well as Domestic Cruise Travel on Indian rivers and to encourage Private Cruise operators to identify tourists circuits for tourism promotional activities under CFA Scheme of Ministry of Tourism (MoT), IWAI has entrusted the work of construction of 5 nos. tourist jetty at various location. The work is yet to be commenced.

#### 4.2.4. Permanent Terminals (Planned):

To explore the potential of IWT and providing facilities to IWT operators and shippers, construction of 2 nos. permanent terminal has been planned under JMVP supported by World Bank at Kalughat & Ghazipur on NW-1. The construction of IMT at Kalughat is under progress and scheduled to be completed by November 2023. However, the terminal at Ghazipur is yet to be finalized.

#### 4.2.5. Communities Jetties (Proposed):

To facilitate the local people by providing IWT infrastructures in their door step and attract their contribution for development of community Jetties at 15 locations in Uttar Pradesh, 21 locations in Bihar and 3 locations in Jharkhand have been proposed in Rajmahal - Allahabad (Prayagraj) sector of NW-1 under Arth Ganga (JMVP-II). The installation of community jetty in UP at 15 locations has been completed and construction of jetty for Bihar & Jharkhand is under progress.

### 4.3. Navigation Aids

Day Channel marking for day navigation has been provided and maintained in the entire stretch. Night navigation aids have also been provided between Kahalgaon (Ch.690 km) and Ballia (Ch.1060 km) (total 470 km) stretch and are being maintained.

River Information System (RIS) is installed and operational at 6 locations viz. Varanasi, Zamania, Govind Khas (Ballia) Maujampur (Ara), Patna, Barh, Hathida, Munger, Bhagalpur, Manihari. These systems are helpful to provide fairway related information to the IWT operators and shippers and ensure the safety and smooth navigation on the waterway.



### 4.4. River Tourism:

The movement of Inland tourist vessels/ river cruise and local ferry services is being carrying out since many years on NW-1 with increasing trend an increasing trend in the state of West Bengal, Jharkhand, Bihar and Uttar Pradesh. The movements of these tourist vessels with foreign tourists is exploring the new way of river tourism and increasing the potential of National Waterways day by day in Kahalgaon- Allahabad (Prayagraj) Sector.



Photo: Ganga Vilas Cruise





*Photo: Katha Pandaw*

#### 4.5. Cargo Movements:

The Transportation of 2512.46T cargo consisting of Edible oil, Rice, building materials, ODC's carrier etc. has been carried during the year 2022-23 between the stretch Kahalgaon to Varanasi using National Waterway-1 (River Ganga).



*Photo: ODC Cargo*



*Photo: Cargo Movement*

#### 4.6. Significant events in Kahalgaon-Prayagraj stretch (2022-23)

##### April 2022

- Schedule service of voyage of M.V. R.N. Tagore loaded with 101.17 MT Edible oil from Kolkata to Patna completed on 15.04.2022.

##### May 2022

- Amrit Mahotsav (75 years Azadi ka) celebrated at Patna office on 16.05.2022.
- Schedule service of voyage of M.V. R.N. Tagore loaded with 128.67 MT Broken Rice sailed from Patna to Kolkata on 06.05.2022.

**June 2022**

- One no. ODC voyages of total 379.00 MT (Consignee: M/s L&T Ltd., C/o SJVN Thermal (P) Ltd., Buxar Thermal Power Project) through M/s J.M. Baxi Heavy Pvt. Ltd., Kolkata from Budge Budge, Pujali to Buxar, Bihar.
- 8th International Day of Yoga celebrated at Patna office on 21.06.2022.

**July 2022**

- Amrit Mahotsav (75 years Azadi ka) celebrated at Patna office on 27.07.2022.

**October 2022**

- Cruise vessel RV Katha Pandaw boarded with 7 foreign tourists sailed from Kolkata to Mokama. The vessel is to reach Mokama on October 28.

**November 2022**

- Organised PM Gati Shakti Multimodal Waterways Summit 2022 on 11th & 12th November 2022 at Varanasi, inauguration, of 7 nos. community jetties between Varanasi to Ballia and laying foundation stone at 8 nos. Community Jetties in NW-1 (River Ganga) at Ravidas Ghat, Varanasi by Shri Sarbananda Sonowal, Hon'ble Union Minister, Ministry of Ports, Shipping and Waterways, Government of India in presence of other Central and State Ministers (Uttar Pradesh).
- Cruise vessel RV Katha Pandaw boarded with 8 foreign tourists sailed from Kolkata completed their voyage destination up to Mokama on 21.11.2022.

**December 2022**

- Cruise vessel MV Ganga Vilas boarded with 32 foreign tourists sailed from Kolkata to Varanasi/Chunar. The vessel is to reach Simaria on 31.12.2022.
- Cruise vessel RV Katha Pandaw boarded with 5 foreign tourists sailed from Simaria to Kolkata. The vessel is to reach Munger on 31.12.2022.

**January 2023**

- Cruise vessel MV Ganga Vilas sailed from Kolkata with 32 foreign tourists has completed there voyage to Varanasi.
- Cruise vessel RV Katha Pandaw boarded with 17 foreign tourists sailed Kolkata completed their voyage destination up to Simaria on 21.01.2023.
- Flagging off of Longest River Cruise from Varanasi to Dibrugarh via Bangladesh on 13th Jan 2023 virtually by Hon'ble Prime Minister in presence of other Central and State Ministers at Ravidas Ghat, Varanasi and sailed from Varanasi with 32 foreign tourist and reached Kahalgaon on 19.01.2023 for onward voyage towards Dibrugarh via IBP route.
- Inauguration of Community jetties in UP & laying of foundation of Community Jetties in Bihar on 13th Jan' 2023 virtually by Hon'ble Prime Minister in presence of other Central and State Ministers at Ravidas Ghat, Varanasi.
- MV R.N Tagore reached Varanasi from Kolkata with 10 no. empty Container and sailed to Patna with 8 no. Containers cargo (Cattle food) and reached Patna on 21.01.2023.



### **February 2023**

- 1 nos. ODC voyages of total 703.50 MT (Consignee: M/s CB & I India Pvt. Ltd., C/o Indian Oil Corporation Ltd., Barauni Refinery) through M/s Total Movements Pvt. Ltd. Kolkata from Kolkata completed their voyage destination up to Simeria on 20.02.2023.
- 1 nos. ODC voyages of total 384.30 MT (Consignee: Indian Oil Corporation Limited, Barauni, Bihar) through M/s Deugro Projects (India) Pvt. Ltd., Mumbai from Diamond Harbour completed their voyage destination up to Simeria on 25.02.2023.
- 1 ODC voyage of total 379.00 MT from Kolkata to Buxar, Bihar through NW-1 shipped by M/s Prism Logistics Pvt. Ltd., Kolkata (Consignee: Project Manager, M/s SJVN Thermal (P) Ltd. Buxar thermal Power Project, Near Chausa Gola Region, Adjacent to Buxar, Chausa and scheduled to be crossed Ch no. 715.00 at Bhagalpur on 27.02.2023.
- Cruise Vessel MV Ganga Vihar has been Inaugurated on 03.02.2023 by Hon'ble Deputy CM Bihar at NIT Ghat, Patna. The Vessel is Operated under Bihar State Tourism Development Corporation, Govt. of Bihar.

### **March 2023**

- Cruise vessel RV Katha Pandaw boarded with 18 foreign tourists sailed from Simeria to Kolkata on 13.03.2023.
- 1 ODC voyage of total 379.00 MT from Kolkata to Buxar, Bihar through NW-1 shipped by M/s Prism Logistics Pvt. Ltd., Kolkata (Consignee: Project Manager, M/s SJVN Thermal (P) Ltd. Buxar thermal Power Project, Near Chausa Gola Region, Adjacent to Buxar, Chausa) completed their voyage on 26.03.2023.
- MV Ganga Vihar from NIT Ghat, Patna to Kali Ghat, Patna (NW-1) & vice versa is being operated under Bihar State Tourism Development Corporation, Govt. of Bihar during the month of March 2023.

## **5. NATIONAL WATERWAY (NW-2)**

National Waterway - 2 comprises of river Brahmaputra from Dhubri to Sadiya of 891 Km in the state of Assam. A navigable fairway of minimum 45 m width and 2.5 m Least Available Depth (LAD) was maintained by the IWAI in Dhubri-Pandu (255 km) and Pandu-Neamati (374 km) stretch. In Neamati-Dibrugarh stretch, 2.0 m LAD was maintained for 350 days. In Dibrugarh - Sadiya (Orumghat) stretch, LAD of 1.5 m was maintained for 365 days. Night navigation facilities provided between Dhubri and Silghat can be extended in a short period of time depending upon demand. IWAI is providing night navigational facilities from Bangladesh Border up to Silghat for the safe movement of tourist vessels/cargo vessels/ passenger ferry services during day and night on NW-2 from Bangladesh Border to Silghat.

Currently, there are three road bridges across river Brahmaputra at Guwahati, Tezpur, Sadiya and three rail cum road bridges at Jogighopa, Guwahati and Bogibeel for connectivity between southern and northern parts of Assam. People residing on either side of the river need to cross the river using conventional ferry service at various locations for their day-to-day needs.

Earlier, IWAI had started a similar Ro-Pax service between Dhubri and Hatsingimari which reduced the travel distance by 190 km. A permanent Ro-Ro terminal was constructed at Dhubri for the purpose to provide a direct link between Assam and Meghalaya, avoiding circuitous route of 220



km through Jogighopa, Ro-Ro operation between Dhubri & Hatsingimari established. IWAI has deployed its own modern Ro-Ro Vessel Gopinath Bordoloi for Ro-Ro operation in this route from July, 2017. Two Ro- Ro routes are under operation viz. i) between Neamati to Kamalabari and ii) between Hatsingimari and Dhubri. Due to some technical issue Ro-Ro vessel MV Gopinath Bordoloi and MV Bhupen Hazarika was shifted to Odisha & NW-1. After this, 4 Nos. of Ro-Pax vessels were inaugurated by Hon'ble Prime Minister on 18.2.2021(1) Dhubri –Hatasingimari- MV Bob Khathing (2) South Guwahati-North Guwahati-MV JFR Jacob (3) Neamati-Kamalabari-MV Rani Gaidinliu & MV Sachin Dev Barman respectively. Ro-Ro terminals is also proposed at Majjan (Dibrugarh) to Sengajan for which DPR has been prepared. IWAI has deployed 4 nos. of Departmental Dredgers and 5 nos. of Survey launches in NW-2 and one survey vessel is being operated in NW-16 (River Barak).

The IWAI had launched a Roll on –Roll off (Ro-Ro) service from 11th October '2018' in Assam from Neamati to Majuji island / Kamalabari. The new Ro-Ro facility has been started in collaboration with the Government of Assam to provide the much-needed connectivity for Majuli Island. This service has reduced the road route distance of 423 km that trucks take from Neamati to Majuli Island via Tezpur Road Bridge to only 12.7 km with the use of river route. Majuli is one of the biggest riverine islands (144 km<sup>2</sup>) in the world located on river Brahmaputra and face serious challenges of connectivity. It has 144 villages with a population of over 1, 50,000.

The IWAI had procured new vessels M V Rani Gaidinliu, MV Sachindev Barman, MV Bob Khathing & MV JFR Jacob at a cost of Rs 10.40 crore each. For the new services from Neamati to Majuji island / Kamalabari and Neamati to Aphlamukh are also providing the needed terminal infrastructure. The 36.46 meter long, 12.50-metre-wide vessels has the carrying capacity of two trucks and 200 passengers and 4 cars. The IWAI is also planning to procure more such Ro-Ro vessels for use on river Brahmaputra.

### 5.1. Development works in North India

- a. As per decision in the 19th meeting of Standing Committee of PIWT&T, Bangladesh portion of Gumti river i.e., Sonamura to Daudkandi/Satnal stretch was included as part of the Indo-Bangladesh Protocol routes 9 & 10 respectively. An amount of Rs.10.10 Crore envisaged in the revised SFC for construction of a permanent terminal at Sonamura. IWAI has established a temporary floating jetty at Sonamura to facilitate merchants of both the countries. Land for construction of terminal is available with Land Ports Authority of India (LPAI).
- b. The Inauguration of the Maritime Skill developmental Center for North east at Guwahati and laying of foundation stone ceremony for development of Ship repair facility at Pandu & Development of Approach Road from IWAI Pandu Terminal to NH-27 was done by the Hon'ble Prime Minister through Virtually on 13.01.2023
- c. The work for Design, Supply, Installation, testing & commissioning of two nos. of Temporary Jetties at Bogibeel & Guujan and the construction of Inland Water Transport (IWT) Terminal at Jogighopa, Assam is under construction owing to its geographical location within the state, holds the potential to serve the hinterlands of Upper Assam, Arunachal Pradesh, Meghalaya, Nagaland and Bhutan. Based on primary interactions with stakeholders, it is understood that stone chips originating from Bhutan could also be potentially transported using waterways to Bhutan via the proposed terminal facility.



- d. Constriction of Tourist Jetties along National Waterway-2 (River Brahmaputra) is under construction on deposit work basis at Pandu, Neamati, Biswanathghat, Jogighopa.

**5.2. Other Developmental projects/ activities in NW-2 & NW-16 during the year 2022-23:**

The following are the details of other developmental work/ activities which were either completed or awarded during FY 2022-23 in NW-2 & NW-16:

1. Work order for Construction of Jogighopa Multimodal Logistical Park (MMLP) at Jogighopa has been awarded to M/s. DVP Infrastructure (P) Ltd through NHIDCL.
  - Appointed date - 22.04.2022
  - Schedule of completion - 14.10.2023
  - Anticipated date of completion - 29.02.2024
  - Value of work - 63.9 Cr
2. Inauguration of Tourist Jetty at Bogibeel Riverfront (Railways) and Unveiling of Foundation Stone for Construction of Floating Jetties at Bogibeel & Guijan on NW-2, in the presence of Hon'ble Union Minister PS&W held on 19th September 2022 at Bogibeel, Dibrugarh, Assam.
3. Unveiling of Foundation Stone for the Construction of Ship Repair Facility at Pandu Port, by Hon'ble Prime Minister virtually on 13th January 2023.
  - Total Project Cost - Rs. 208 Cr.
  - Name of the consultant - M/s Hooghly Cochin Shipyard Limited (HCSL)
  - DOS/DOC - (June 3rd, 2023/December, 2024)
  - Value of work - 63.9 Cr
  - Work awarded by HCSL to M/s L&T Geo structure on 31.03.2023. Agreement signed on 05.04.2023.
4. Unveiling of Foundation Stone for the Elevated Road Connecting Pandu Port with NH-27 by Hon'ble Prime Minister virtually on 13th January 2023.
  - Total Project Cost - Rs. 180 Cr.
  - Name of agency - PWRD Government of Assam
  - DOS/DOC - February, 2023/March, 2026
  - Revised DOC - March 2025
  - Physical progress - 25%
  - Work has been awarded on 17.02.2023 to M/s. Kishore Bora for the total cost of Rs.153.05 Cr by the PWRD, Govt. Assam and the Work in progress.
5. Inauguration of Maritime Skill Development Centre for the North East at Guwahati by Hon'ble Prime Minister virtually on 13th January 2023. Training courses started from 13th February 2023.
6. IWAI organized an event of Inauguration/Flagging off of the Longest River cruise "MV Ganga Vilas" from Varanasi to Dibrugarh, along with three major projects in Assam viz. the MV Ganga Vilas Cruise completed its Historic Maiden Voyage, which was flagged off by the Hon'ble Prime Minister from Varanasi on 13th January, 2023 and reached its destination at Dibrugarh on 28th February, 2023 after covering a distance of nearly 3200 km through the

states of Uttar Pradesh, Bihar, Jharkhand, West Bengal, Bangladesh (through the Indo-Bangladesh protocol route) and Assam.



*MV Ganga Vilas in River Brahmaputra (NW-2) at Guwahati*



*Maritime Skill Development Centre for the North East at Guwahati*

### Total Bandal Quantity in NW-2 during the year 2022-23

S No.	No. of Locations	Quantity
1.	35	25,350 m

### Total Dredging Quantity in NW-2 during the year 2022-23

S No.	No. of Locations	Quantity
1.	16	3,60,789.96 cum

### Details of IWAI's existing permanent jetties on NW-2

#### National Waterway-2

Location	Jetty/Terminal	Storage Facility	Equipment	Other Facilities
Pandur, Guwahati	Low level RCC jetty (Length-50m, Width-20m)	2 nos. Transit Sheds (75m x 21m each),	Two hydraulic shore cranes of 20MT and 75MT capacity	A Railway Broad Gauge (BG) siding
	High level RCC jetty (Length-50m, Width-20m)	Open storage area: 553.90 sq.m.	One Weigh bridge:100MT capacity	Customs Notified



Dhubri	Ro-Ro RCC Jetty- (Length-186m, Width-15.6m)	2 nos. Transit Sheds (25m x 15m each),	One Shore crane 20MT capacity,	Customs Notified
		Open storage area: 553.90 sq.m.	One Weigh Bridge 60MT capacity	

### Floating Terminals provided in NW-2 during the year 2022-23

- |                  |              |                       |
|------------------|--------------|-----------------------|
| 1. Dhubri        | 2. Jogighopa | 3. Pandu              |
| 4. Ujanbazar     | 5. Tezpur    | 6. Silghat            |
| 7. Biswanathghat | 8. Neamati   | 9. Kamlabari          |
| 10. Aphlamukh    | 11. Bogibeel | 12. Oiram Ghat/Guijan |

## 6. NATIONAL WATERWAY (NW-3)

6.1. On NW-3 in Kerala, the major works carried out during the F.Y. 2022-23 were providing bank protection in Champakara canal and Udyogamandal canal and Alappuzha-Edapallikotta stretch, maintenance dredging work undertaken through departmental dredgers CSD Champakkara near IWT Terminal, Maradu and AD Manimala at Thevara in Champakkara canal and through contract agency at Koramkotta and Mulavukadu (in Udyogamandal canal) in order to maintain the depth of 2.0 m in the stretch.



*Dredging near Maradu*



*Dredging at Thevara*



6.2. In respect of capital dredging and widening of narrow sections in NW-3 as well as maintenance dredging has been experiencing delay over the years due to various local issues related to disposal of dredged material, demand for extra bank protection and dredged spoil, frequent stoppage of works and litigations by the local people and objection by the fishermen. With new regulations regarding protection of wet lands etc., identifying disposal sites for material dredged from National Waterway has become extremely difficult. To resolve such problems and take the works forward, IWAI is regularly interacting with the State Government, but still, the long-drawn process for allotting the dumping sites is causing considerable underutilization of IWAI's dredging capacity in NW-3.

For providing the fairway channel, the tender has been floated (3rd time) for "Capital dredging, widening of narrow canals, bank protection, removal of obstruction and relocation of utilities in Edappallikotta – Kollam stretch of NW-3".

6.3. The Irrigation Department of Govt. of Kerala was entrusted with reconstruction of new navigational lock at Thrikkunnappuzha (with dimensions of 61m long, 14.75m wide and 6m (above HFL) vertical clearances), at a cost of Rs.38 crore on deposit basis. IWAI has deposited a total amount of Rs. 38 crores to Govt. of Kerala. In respect of physical progress of construction of lock-gate about 64% of civil works completed. Works are in progress by Irrigation Department, Govt. of Kerala and the revised completion time promised by Irrigation department is December 2024.



6.4. Another project entrusted with the Keral State Electricity Board (KSEB) to lift 5 High Tension lines to 19m vertical clearance (above HFL), at a cost of 5.97 crore in Champakkara canal. At Four locations works are completed, as per the standards of Class-III Category of Waterway and remaining one location work is in progress.

6.5. The Rip-Rap type Bank protection works in vulnerable locations executed for a length of 400m is completed in Alappuzha – Edappallikotta stretch of NW-3.





6.6. Cargo terminals have been constructed at 9 places (viz., Kottappuram, Aluva, Maradu, Vaikom, Thanneermukkom, Alappuzha, Thrikkunnappuzha, Kayamkulam, and Kollam). The above terminals are not attracting expected cargo mainly due to reluctance on the part of consigners and consignees to accept a modal shift to IWT mode. Hence, 3 terminals (viz., Kottappuram, Aluva & Kollam) were handed over to Kerala State Warehousing Corporation (KSWC), Govt. of Kerala for utilization of terminals, on lease basis.



6.7. Two Roll-on/Roll-off terminals within the Cochin Port Trust (CoPT) limit, one at Bolghatty and the other at Willington Island have been constructed by IWAI through Cochin Port Trust under a MoU to provide connectivity with ICTT, Vallarpadam. By utilizing this facility, trucks / trailers bound for Vallarpadam need not pass through the congested roads of Kochi city.

6.8. Two Ro-Ro vessels viz., M.V. CV RAMAN and M.V. ADI SHANKARA having capacity of transporting 15 TEU's constructed through Cochin Shipyard Ltd (CSL) at a cost of Rs.24.57 crore, taken over on 28.09.2020 and deployed for Ro-Ro service with Container Trailers between Willington Island & Bolghatty on NW-3. The Operation & Maintenance under a MoU signed on 24.10.2020 with M/s Kerala Shipping & Inland Navigation Corporation Ltd. (A Govt. of Kerala Undertaking) entrusted for operation of 2 Ro-Ro vessels for a period of 15 years. The Ro-Ro service commenced from February 2021, which will decrease the road congestion/ container traffic from the city roads of Kochi and to reach the destination at ICTT, Vallarpadam Container Terminal through IWT mode.

6.9. Total cargo moved in NW.3 by IWT mode/barges during the FY 2022-23 was 31.60 lakh Tonnes, which mainly consists of Sulphur, Phosphoric Acid, Liquified Ammonia Gas, Rock Phosphate, which is the highest quantity moved in NW-3.

6.10. Total 312 nos. of Solar powered lighted FRP Buoys and 17 nos. Beacon lamp posts maintained by IWAI along Champakkara & Udyogamandal canals and Kottapuram – Kollam (West Coast Canal) stretch of NW-3 to facilitate round the clock navigation.





*Solar Powered FRP Buoy installed in NW-3*



## 7. National Waterway (NW-4)

IWAI is primarily responsible for development, maintenance and regulation of Inland Water Transport (IWT) on the National Waterways (NW) in the country. Inland Water Transport is fast emerging as one of the viable supplementary modes for movement of passengers and goods. IWT has the potential to provide a cost efficient, economic, reliable, safe and environmentally friendly form of transport.

The 1,078 Km long National Waterway (NW-4) was notified in 2008 comprises nearly 750 Km of Canals sections and 328 Km of River sections. In turn, the river section of the NW-4 comprises two major “Godavari River section (Bhadrachalam to Rajahmundry) and “**Krishna River section**” (Wazirabad to Vijayawada). The canals in the NW-4 are **Kakinada Canal** (Kakinada to Rajahmundry), **Eluru Canal** (Rajahmundry to Vijayawada), **Commamur Canal** (Vijayawada to Pedaganjam), **North Buckingham Canal** (Pedaganjam to Chennai), **South Buckingham Canal** (Chennai to Marakkanam) and Kaluvelli tank (Marakkanam to Kaluvelli). Later on, vide the National Waterways Act 2016 (No.17 of 2016), the NW-4 has been further extended up to Nasik on the river Godavari and up to Galagali Bridge on the river Krishna taking the National Waterway-4 length up to **2,890 kms**.

An office of IWAI was established at Vijayawada in the office premises of Irrigation Dept. for co-ordination with A.P. State Government on 19th Dec; 2014. IWAI, Vijayawada is a regional office for the total stretch of 2,890 Kms of National Waterway No-4 in the Southern part of India covering the States of Andhra Pradesh, Telangana, Karnataka, Maharashtra, Tamilnadu and Puducherry.

Inland Waterways Authority of India (IWAI) is undertaking various developmental activities of National Waterway (NW- 4) in a phased manner. In **Phase-I** of the projects in Muktyala to Vijayawada stretch on Krishna River covering a distance of 82 kms. The developmental works in Phase-I stretch from Muktyala to Vijayawada of Krishna River are in progress. **Phase-II** from Vijayawada Kakinada and Rajahmundry to Polavaram (233 Km), Survey has been completed and the stretch developmental activities will be carried out later by the approval of Ministry.

### National Waterway 4 (NW - 4)



IWAI has carried out a Field work for Comprehensive Hydrographic and Navigational Study in Kakinada – Vijayawada- Rajahmundry - Polavaram Stretch of NW- 4 and the report is being finalized at H.Q.



## 7.1. Fairway Development:

IWAI has carried the dredging activity in critical shoals of Muktyala - Harischandrapuram (u/s of Vijayawada) stretch of river Krishna as a part of Phase-I activity in National Waterway-4. At present the dredging work of NW-4 in Krishna River is Foreclosed in the month December, 2019.

## 7.2. Land acquisition of Ro-Ro Terminal lands:

IWAI has proposed to develop three nos of permanent Ro-Ro terminals at (i) Ibrahimpatnam (ii) Harischandrapuram and (iii) Muktyala and also requested the Revenue Authorities, Govt. of A.P for completion of acquisition of required land for construction of the above Ro-Ro terminals along the banks of the river Krishna in NW-4.

The land plan schedules for the three no. of Ro-Ro terminals at (i) Muktyala (extent = Ac. 8.57 cts.) – NTR District, (ii) Harischandrapuram (extent = Ac. 3.63 cts.) - Guntur District and (iii) Ibrahimpatnam (extent = Ac. 3.80 cts.) – NTR District have been submitted to the respective the District Collectors for completion of land acquisition.

### 7.2.1. Land acquisition for construction of Ro-Ro terminal at Muktyala:

IWAI has deposited a sum of Rs. 1,60,27,147/- to the R.D.O., Vijayawada in the month of April, 2018, Rs. 1,39,93,258/- to the Sub-Collector, Vijayawada in the month of March, 2022 and an additional amount of Rs. 46,62,610/- deposited to the RDO, Nandigama for land acquisition at Muktyala. Hence, the total amount deposited: Rs. 3,46,83,015/- only towards completion of the land acquisition (Ac. 7.57 cents excluding Ac. 1.00 submerged land) towards construction of permanent Ro-Ro terminal facilities at Muktyala, Jaggayapeta Mandal, NTR District, Andhra Pradesh in NW-4. **The RDO, Nandigama has passed the award on 10.11.2022 for an extent of Ac. 7.57 cents & handing over of land to IWAI, Vijayawada on 09.02.2022.** Land acquisition for the submerged land of Ac. 1.00 cents is under process at the Collector, NTR Dist., Govt. of A.P.



*Muktyala Terminal Location*



### 7.2.2. Land Acquisition for construction of permanent Ro-Ro terminal at Ibrahimpatnam:

The proposed land (Ac. 3.80 Cents) for acquisition at Ibrahimpatnam is situated on the bank of river Krishna (NW-4) which belongs to the Water Resources Dept. (WRD), Govt. of A.P. WRD has already informed to Govt. of A.P. that there is no objection to allot the available land extent of land Ac. 3.80 cent out of extent Ac. 5.50 cents in Rs No. 335 of Ibrahimpatnam village & Mandal in NTR District, Andhra Pradesh to IWAI, MoPSW, GoI for construction of terminal on the bank of river Krishna. During the recent discussions with the officials of WRD, Govt. of A.P.; they have been asked about the status of renewal of MoU with Govt. of A.P. which was expired in April, 2022.

On 09.12.2022 the Engineer-in-Chief (Irrigation), WRD, Govt. of A.P. informed that there is no objection to allot the available extent of land Ac. 380 Cents out of the total extent of Ac. 5.50 cents in Rs. 335 of Ibrahimpatnam Village & Mandal to IWAI on **ownership basis** with one **time cost** as agreed during the meeting held with the Chief Secretary, Govt. of A.P. and the Chairperson, **IWAI on 25/06/2021**. The one-time cost for the said land has decided on the present market value furnished by the Sub Registrar, Ibrahimpatnam, which is worked out to Rs. **6.02 Cr.** for the total extent of Ac. 3.80 cents proposed for allotment to develop the terminal facilities by IWAI in the public interest. In this context, it is requested that to convey the decision on ownership basis with one time cost as agreed during the meeting with the Chief Secretary, Govt. of A.P. The same has been conveyed to IWAI, H.Q. on 20.01.2023, directives from HQ are awaiting.



*Ibrahimpatnam Terminal Location*

### 7.2.3. Land Acquisition for construction of Ro-Ro terminal at Harischandrapuram:

IWAI has deposited a sum of Rs. 4,50,000,00/- (Rs. 4.50 Cr) to the Collector, Guntur District, Andhra Pradesh in April, 2018. The land (Ac. 3.63 cents) at Harischandrapuram has already handed over by the Tahsildar, Thulluru to IWAI, Vijayawada on 28/03/2022. The District Collector, Guntur has given utilization certificate for an amount of Rs. 1,94,50,835/- for land acquisition of Harischandrapuram land and remitted the balance amount of Rs. 2,55,49,165/- to IWAI on 27.03.2023. The land records are incorporated in favour of IWAI.





**Harischandrapuram Terminal Location**

#### **7.5. Deployment of four no of floating steel pontoons in NW-4:**

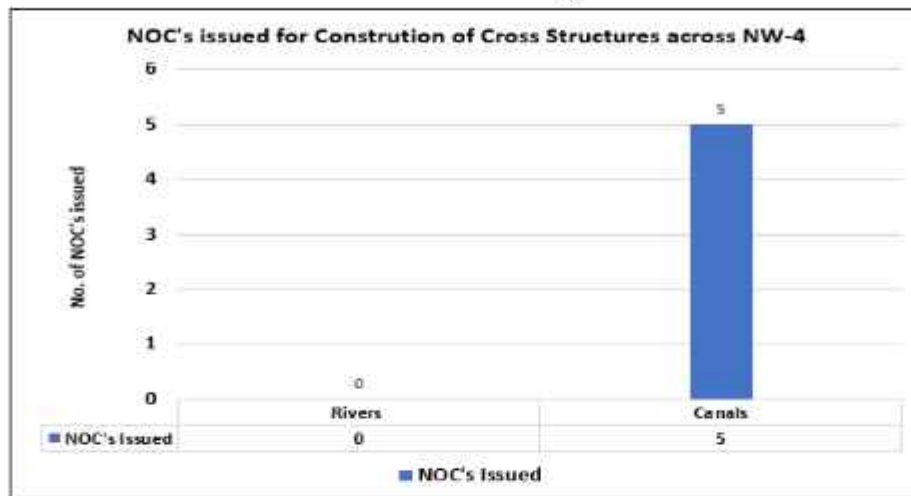
IWAI has constructed four nos. of Floating Steel Pontoons for placing at tourism / passenger terminals i.e. at a) Durga Ghat b) Bhavani Island c) Ibrahimpatnam etc. Four numbers of pontoons have been launched & berthed at Bhavani Island, Vijayawada in the river Krishna on NW-4. The operation and maintenance of four no of pontoons will be carried out through Andhra Pradesh Tourism Development Corporation, Govt. of India for which draft agreement is under process at H.Q., Noida.

- a. Initially three nos floating steel pontoons were taken over by IWAI, Vijayawada on 16/04/2021 and berthed at Bhavani Island.
- b. Further, the remaining 4th floating steel pontoon has taken over by IWAI, Vijayawada on 01/07/2022 and berthed along with other three pontoons at Bhavani Island.



### 7.6. NOC issued for construction of Cross Structures during FY 2022-23:

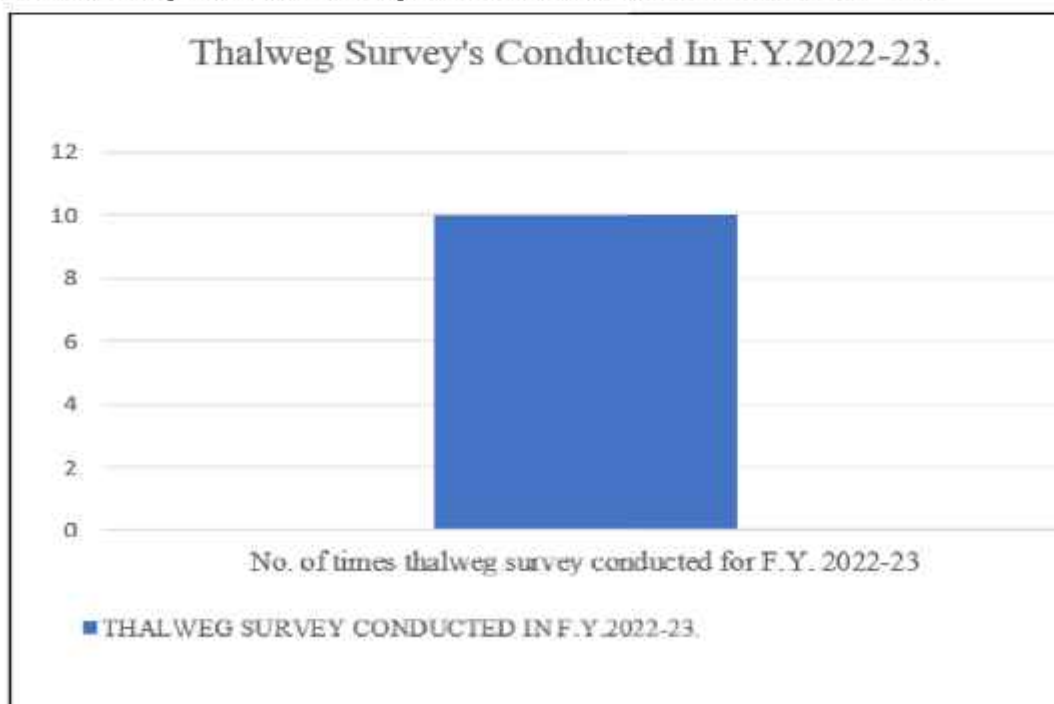
The details of no. of NOC's issued in NW-4 during the FY 2022-23 are mentioned below:



### 7.7. Surveys conducted during FY 2022-23:

Thalweg Survey was conducted in the river Krishna from Vijayawada to Muktyala for a stretch of 82 km length from June-22 to March -23.

1. Terminal Survey: terminal survey conducted for the F.Y.2022- 23 is Nil.
2. Thalweg survey (82km) – A work order Dt: 25.05.2022 has been issued to M/s GMI Pvt. Ltd. Initially for one year to conduct the MLTS between Vijayawada (0 km) and Muktyala (82 km) in river Krishna on National Waterway-4, Andhra Pradesh from June, 2022.
3. Detailed Survey: detailed survey conducted for the F.Y. 2022 -23 – Nil.



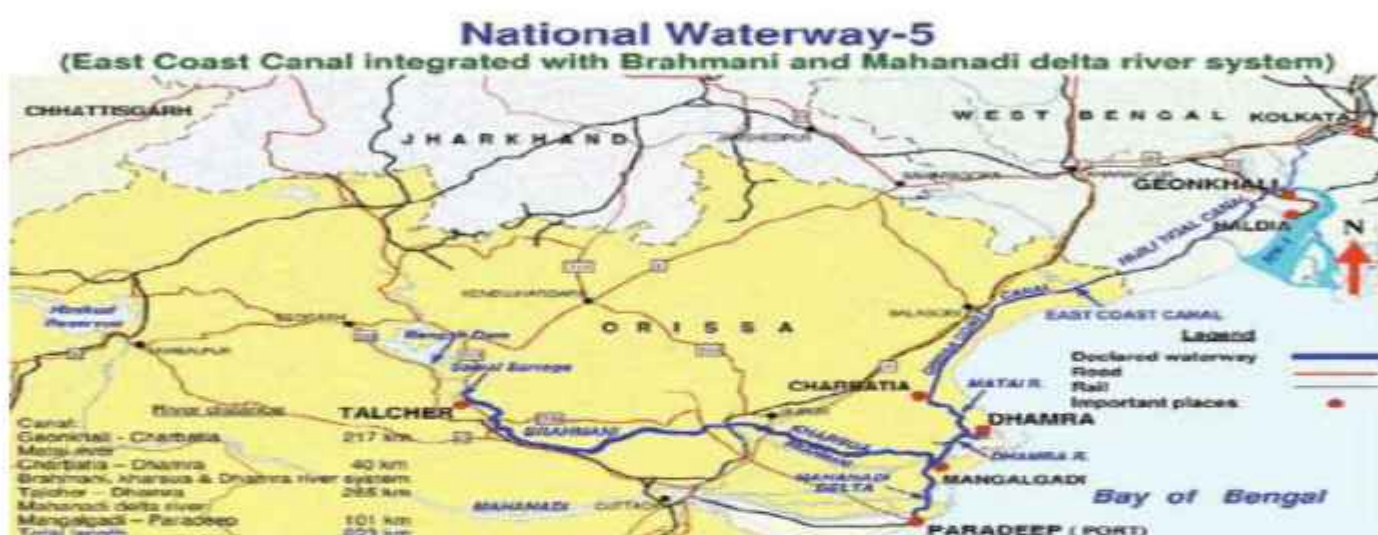


## 8. National Waterway (NW-5)

8.1. Govt. of India declared National Waterway-5 (NW-5) in Mahanadi / Brahmani delta, Matai River & East Coast Canal (ECC) in November 2008 for total length of about 588 Km. The lengthwise distribution of NW-5 in 3 different stretches, as per the DPR is given below:

(i)	Stretch I	:	Talcher to Mangalgadi	:	237 Km
(ii)	Stretch II	:	Dhamra to Paradip	:	95 Km
(iii)	Stretch III	:	Dhamra to Geonkhali	:	256 Km
	<b>Total</b>				<b>588 KM</b>

The index map is enclosed below:



8.2. Based on the feasibility studies conducted and DPR submitted in 2016 and also keeping in view the potential of cargo movements as emanated through various studies, it was decided to initially develop 332 Km of economically & commercially viable stretches of NW-5 between Paradip / Dhamra and Talcher in following 2 phases and balance length of the waterway from Dhamra to Geonkhali is not considered feasible for development:

i.	Phase-I	:	Between Paradip/Dhamra and Pankapal	:	212 Km.
ii.	Phase-II	:	Pankapal to Talcher	:	120 Km.

8.3. Phase-I development covering 212 Km between Paradip / Dhamra and Pankapal is taken up initially, such as, (i) Monthly Thalweg survey, (ii) Studies on the modification of existing cross structures / bridges – 9 nos. (study completed and reports submitted to Govt. of Odisha) (iii) Construction of weirs / barrages / locks (for ponding of water to create LAD – work entrusted to NTCPWC (IIT-M) for vetting of designs) and (iv) Hydrographic Survey in Phase-II covering 120 kms from Pankapal to Talcher (study completed in October, 2020). Shifting / Relocation of HT / LT Power lines entrusted with Govt. of Odisha on deposit basis, at a cost of Rs.45.08 crore is in progress and expected to be completed by March, 2024.

8.4. Keeping in the quantum of cargo in NW5 & NW64, IWAI has engaged a transaction advisor (Feb., 2023) to provide the services for development and operationalization of NW-5 & NW-64 in Odisha on PPP mode. The first deliverable completed and transaction service is in progress.



8.5. Gypsum cargo trial movement by IWT mode was held on 02.02.2022 from IFFCO Riverine Jetty in Mahanadi River to Paradip Port Authority (through NW-5 & NW-64) and regular Gypsum transportation is in progress by IWT Barges. The Inauguration / Flag-off ceremony was held on 25.04.2022 by the Hon'ble Minister for Ports Shipping & Waterways at IFFCO Jetty in Odisha.



8.6. Total 8,70,145 MT of cargo (i.e., 4,20,619 MT - in NW5 and 4,49,526 MT - in NW-64) was moved by IWT mode in Odisha during the FY 2022-23.

## 9. National Waterway-16 (Barak River)

### National Waterway-2

Location	Jetty/Terminal	Storage Facility	Equipment	Other Facilities
Badarpur	RCC jetty- (Length-91m, Width-37m)	Covered storage (29.84m x 16.07m), Open stack space	One shore crane, One floating pontoon, One fork lift	
Karimganj	RCC jetty- (Length-136.5m, Width-14.5m)	Covered storage (85m x 23m), Open stack area of 553.90 sq.m.	One shore crane, One floating pontoon, One fork lift	Customs Notified



## 10. NEW NATIONAL WATERWAYS

10.1. Based on the outcome of techno-economic feasibility conducted for 106 new NWs, 26 NWs have been found to be technically viable and Detailed Project Reports (DPRs) also prepared. Development activities have been initiated on 10 most viable NWs viz., River Barak (NW-16), Waterways in Goa-NW-27- Cumberjua, NW-68- Mandovi, NW-111- Zuari, river Kali (NW-52), Alappuzha-Kottayam-Athirampuzha Canal (NW-9), Alappuzha-Changnassery Canal (NW-8), River Ghagra (NW-40), River Rupnarayan (NW-86), Sunderbans Waterways (NW-97).

10.2. Considering the potential waterways for development as per the categorization of A, B, C, the following National Waterways are considered for development during the FY 2022-23 to FY 2025-26. DIB memo for development of 23 Nos (NW-3, NW-4, NW-5 & 20 nos. New Waterways – Phase-I) during next four year from FY 2022-23 to FY 2025-26 at a cost of Rs. 267 crores have been approved by MoPS&W on 07.11.2022. As per the directives, the DIB memo is also circulated on 12.12.2022. The list of waterways considered for development is as follows:

Sl. No.	Details	Name of National Waterways	State
1	National Waterway-3	West Coast Canal	Kerala
2	National Waterway-4	Kakinada Godavari river	Andhra Pradesh
3	National Waterway-5	East Coast Canal	Odisha
4	National Waterway-8	Alappuzha- Changanassery Canal	Kerala
5	National Waterway-9	Alappuzha- Kottayam – Athirampuzha Canal	Kerala
6	National Waterway-10	Amba River	Maharashtra
7	National Waterway-27	Cumberjua River	Goa
8	National Waterway-44	Ichamati River	West Bengal
9	National Waterway -52	Kali River	Karnataka
10	National Waterway -57	Kopli River	Assam
11	National Waterway-68	Mandovi River	Goa
12	National Waterway-111	Zuari River	Goa
13	National Waterway-28	Dabhol Creek-Vashisthi river	Maharashtra
14	National Waterway-37	River Gandak	Bihar
15	National Waterway-73	Narmada river	Gujarat and Madhya Pradesh
16	National Waterway-85	Revadanda Creek	Maharashtra
17	National Waterway-86	River Rupnarayan	West Bengal
18	National Waterway-97	Sundarbans Waterways	West Bengal
19	National Waterway-100	River Tapi	Madhya Pradesh
20	National Waterway-94	Sone River	Madhya Pradesh and Bihar
21	National Waterway-40	Ghagra river	Bihar
22	National Waterway-25	Chapora river	Goa
23	National Waterway-31	Dhansiri river	Assam



### 10.1. National Waterway (NW-8)

NW-8 from Alappuzha to Chengannassery covering 28km long. Monthly longitudinal survey is being carried out to monitor the channel depths and 15 nos. navigational aids provided for safe navigation.

### 10.2. National Waterway (NW-9)

NW-9 from Alappuzha to Kodimatha (Kottayam) covering 28km long. Monthly longitudinal survey is being conducted to monitor the channel depths and 25 nos. navigational aids is provided for safe navigation. The shoal and water hyacinth observed at Pallom site was cleared using departmental dredger to maintain 2.0m LAD.



*Exim cargo movement from Haldia to Assam via NW-97*

## 11. INDO-BANGLADESH PROTOCOL ON TRANSIT & TRADE

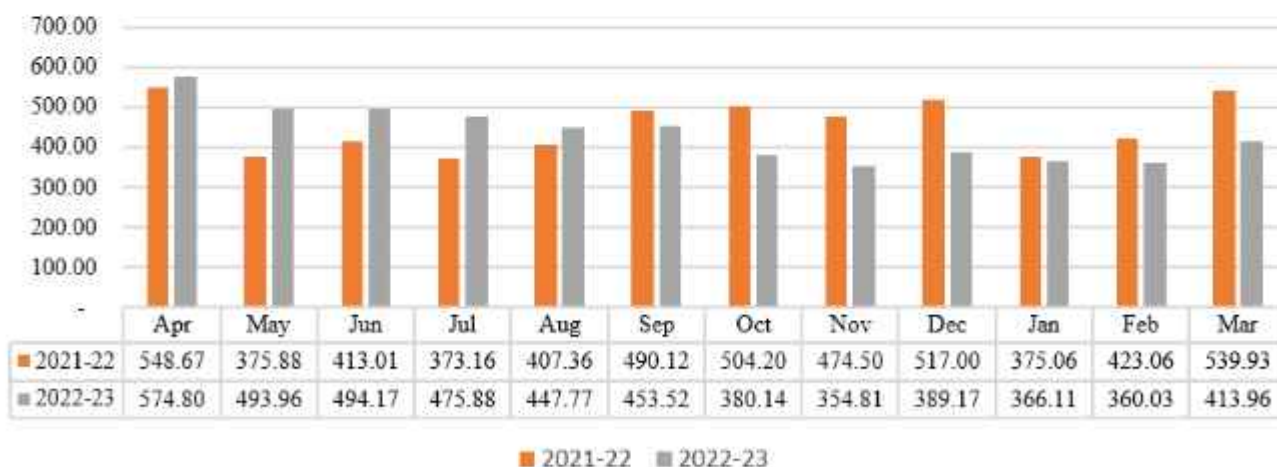
India and Bangladesh have signed the Protocol on Inland Water Transit and Trade (PIWT&T) under which inland vessels of one country can transit through the specified protocol routes of the other country. Eleven Ports of call and two extended ports of call have been declared in each country under the PIWT&T. The Ports of Call in India are Kolaghat, (West Bengal), Haldia (West Bengal), Kolkata (West Bengal), Maia (West Bengal), Dhulian (West Bengal), Sonamura (Tripura), Dhubri (Assam), Pandu (Assam), Karimganj (Assam), Silghat (Assam) and Jogigopha (Assam). The extended Ports of Call are Tribeni (West Bengal and Badarpur (Assam). The Ports of call in Bangladesh are Narayanganj, Khulna, Mongla, Sirajganj, Ashuganj, Pangaon, Rajshahi, Sultanganj, Chilmari, Daudkhandi and Bahadurabad. The extended Ports of Call in Bangladesh are Ghorasal and Muktarpur. With collaborative efforts of IWAI and BIWTA, the traffic has been continuously increasing on the IBP route.



*The Indo Bangladesh Protocol routes under PIWT&T*

5.20 million tonnes of traffic moved on the IBP route in FY-23 and displayed a marginal decrease of 4.37% over FY-22 due to restrictions on issue of Letters of Credit (LoC) in Bangladesh to Indian exporters.

**IBP Route Month-Wise Traffic (FY-22 & FY-23) ('000 tonnes)**



❖ *The actual numbers have been rounded off to the nearest thousand for representation*

*IBP route: Month-wise traffic (FY-21 & FY-22 purposes)*

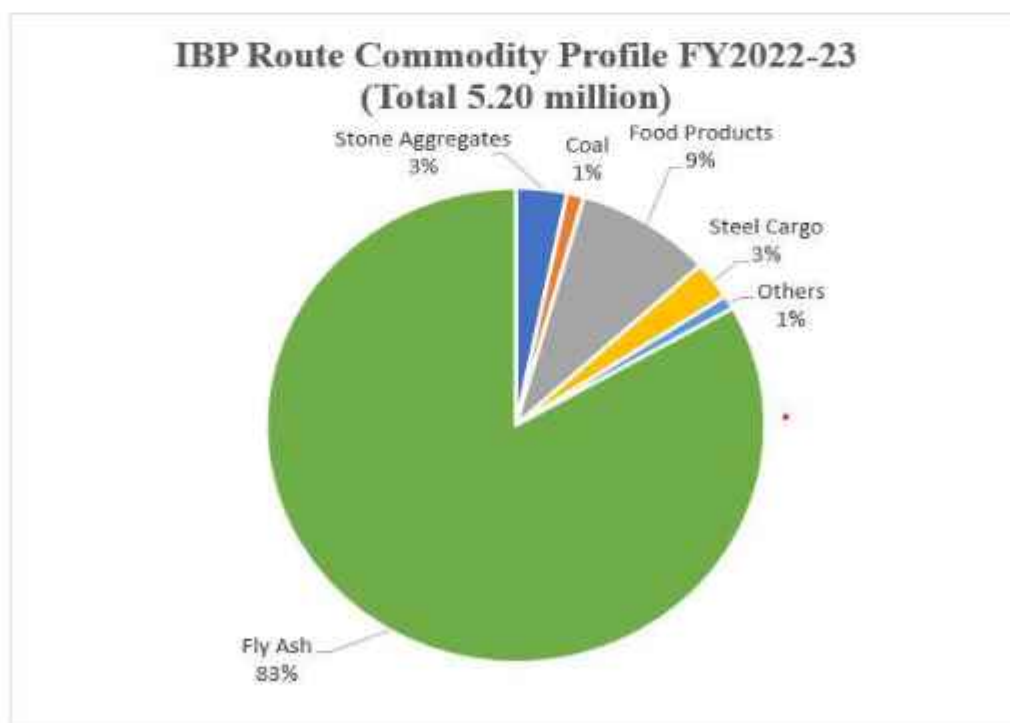


Traffic on the IBP route predominantly consists of fly ash movement from Kolkata/Haldia to destinations based in Bangladesh. The share of other commodities decreased from 26.6 % in FY-22 to 16.79% in FY-23. Fly ash movement to Bangladesh is driven by the requirement of Cement plants. Movement of Bhutanese stone aggregates have been started moving from Dhubri to Chilmari. 135112.63 MT cargo moved on this route during FY-23.



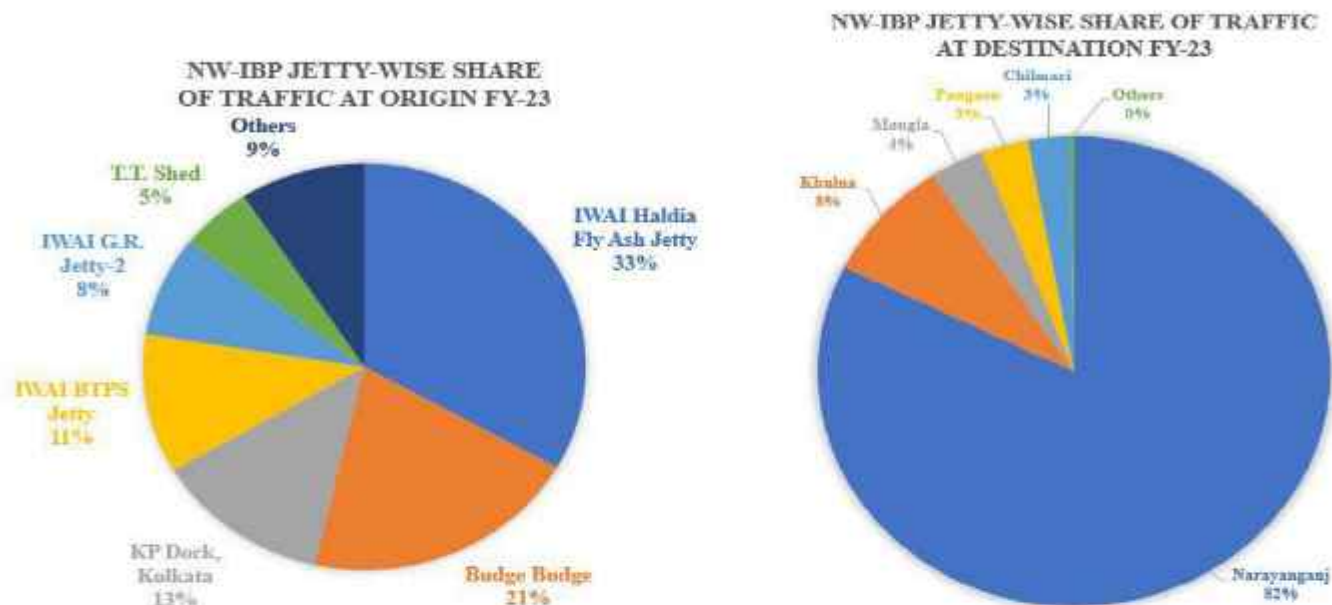
*Vessels plying on the IBP route*

The graph below shows the commodity profile of the traffic handled on the IBP route in FY-23.



*IBP route: Commodity profile of traffic (FY-22)*

It can be observed that almost 83% of the traffic on the IBP route is fly ash apart from Food items (9%), and Stone Aggregates (3%) steel cargo (3%) and others (2%). The jetties at the origin locations handling cargo are Budge Budge, Kolkata (21%), IWAI BTPS Jetty (11%), G. R Jetty 2 (8%) and T. T Shed (5%), Among the jetties at the destination locations, Narayanganj receives 82% followed by Khulna (8%), Mongla 4%, Pangaon (3%) and Chilmari 3%.



IBP route: Jetty-wise share of traffic at origin & destination (FY-22)

It can be observed that among the origin jetties/ports (India Ports of call), 86 % of the traffic on the IBP route is handled at 5 jetties namely IWAI Haldia Fly Ash Jetty, Budge Budge-Kolkata, K.P. Dock, Kolkata, IWAIBTPS Jetty and IWAI G.R Jetty 2-Kolkata. Of these 4, the top 2 jetties, IWAI's Haldia Fly Ash Jetty and Budge Budge-Kolkata only handled fly ash. Movement of Bhutanese Stone aggregates started moving from Dhubri to Bangladesh. T.T. Shed primarily handled fly ash along with a small quantity of ODC, whereas IWAI's G.R. Jetty 2 handled a variety of commodities.

In terms of the destination jetties/ports (Bangladesh Ports of call), Narayanganj and Khulna handled more than 90% of the traffic. Both these jetties predominantly unload fly ash along with project cargo, steel material, coal and food products etc.

There are multiple shippers who move their cargo using the IBP route. Most of these shippers are exporters of fly ash. There are 30 top shippers on the IBP route of which the 10 shippers constitute 73 % of the traffic.

Although the IBP route is predominantly used for movement of goods from India to Bangladesh, the route is also used for movement of domestic transit traffic to/ from North East region. North Eastern states of India are surrounded by Bangladesh, Myanmar, Bhutan and China and the only land route access to these states from within India is through the Chicken neck corridor (Siliguri corridor), which passes through hilly terrain with steep roads and multiple circuitous bends.



Transportation to/ from the region is through railways and road and there is increasing pressure on the corridor owing to the increase in growth and developmental activities in the North East. Every year during monsoon season, the corridor faces instances of closure and inordinate waiting of trucks resulting in delays. These challenges make the IBP route strategically important for regular access to North East region of India. To allow round the year navigation, two stretches on the IBP route viz. Sirajganj – Daikhawa and Ashuganj - Zakiganj in Bangladesh are being developed (2.5 m LAD) at a total cost of approx. Rs 305.84 Cr. on 80:20 cost sharing basis (80% being borne by India & 20% by Bangladesh). The development of these two stretches will provide seamless navigation to and from North East India through waterways via the IBP route. To enhance use of the IBP route for transshipment of traffic to/ from North East regions, IWAI has initiated consultations with stakeholders such as Customs, BIWTA etc. to relax documentation procedures and improve navigation assisting services in Bangladesh waterways.

## 12. HYDROGRAPHY SURVEY ACTIVITIES

Hydrography is the Applied Science of measuring and depicting the physical features of oceans, seas, coastal areas, lakes, rivers and canals, as well as with the prediction / observation of their change over time, for the primary purpose of safety of navigation and in support of all other marine activities, including economic development, security, scientific research, and environmental protection. Hydrographic surveyors study harbors, rivers, and other water bodies to determine navigable channel, shorelines, the topography of the floor, water depth, and other features.

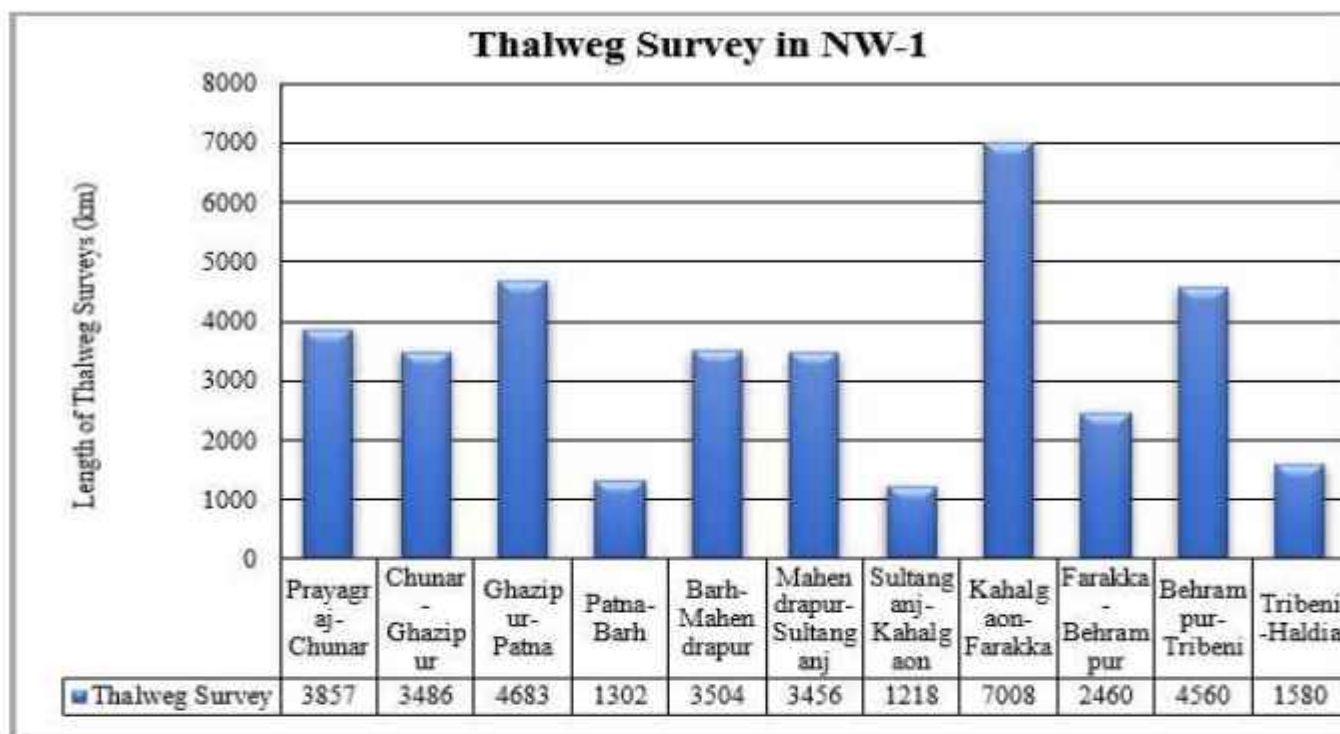
Hydrographic survey is a pre-requisite for studies of waterway development for safety of navigation and is the back-bone activity in decision making, whether it is related to planning and execution of developmental & maintenance activities, providing information to mariners/ users, publication of nautical charts etc. as an aid to safe navigation. Most of the data collected is compiled into a chart which shows, by means of appropriate symbols, the depth of water, the low and high-water lines, offshore features such as islands, isolated rocks, the nature and extent of river bottom elevations, navigable channels and routes as well as aids to navigation and other pertinent information required for safe navigation.

Hydrographic surveying is undergoing fundamental changes in measurement technology. Multibeam acoustic and airborne laser systems now provide almost total seafloor coverage and measurement as compared to the earlier sampling by bathymetric profiles. The capability to position the data precisely in the horizontal plane has been increased enormously by the availability of satellite positioning systems, particularly when augmented by differential techniques.

### 12.1. NATIONAL WATERWAYS-1 (Sagar-Prayagraj)

#### ▪ Thalweg Surveys

During the year 2022-2023, thalweg (longitudinal) surveys were conducted departmentally on weekly/fortnightly basis in lean season & on weekly/monthly basis during floods and River Notices has been issued (both in English & Hindi) to the IWT users. Regular weekly Thalweg surveys in stretches Farakka-Kahalgaon, Sultanganj-Mahendrapur, Mahendrapur-Barh, of NW-1 were conducted under Assured Depth contract. Total 37,114 km of Thalweg surveys were undertaken during the year 2022-23



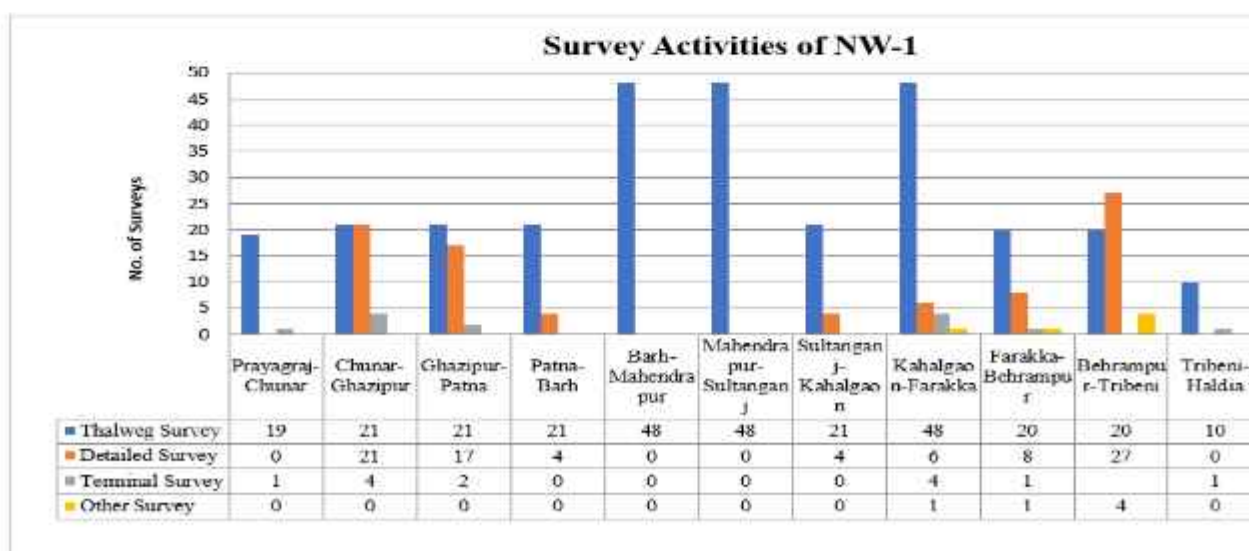
*Graph depicting thalweg survey activities in NW-1*

#### ▪ Detailed/Bandalling/Dredging Surveys

87 nos. Pre & Post Bandalling / Dredging and Detailed surveys were undertaken departmentally during the year 2022-23. 06 nos. Reconnaissance (other) surveys were also carried out.

#### ▪ Terminal Surveys

13 nos. Terminal Surveys were carried out at existing / proposed terminals during the year 2022-23, details are indicated in the form of Bar-Chart.



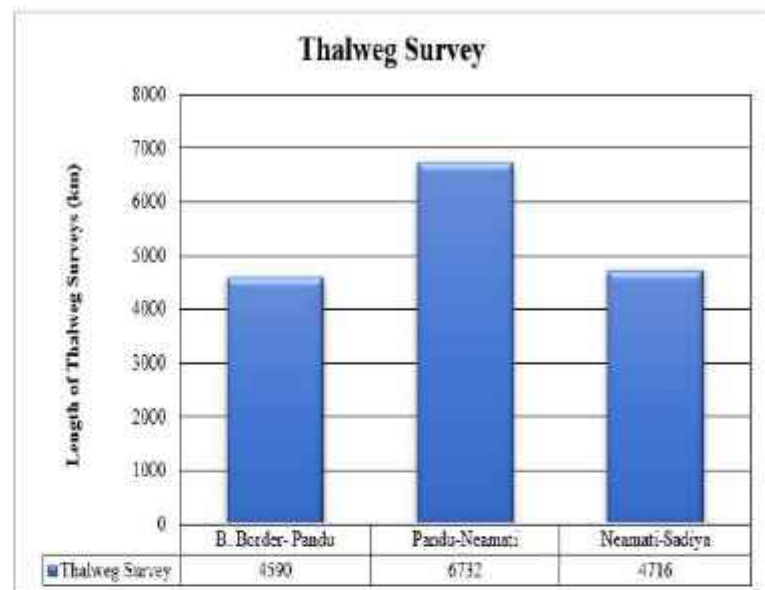
*Graph depicting various surveys activities in NW-1*



## 12.2. NATIONAL WATERWAYS-2 (River Brahmaputra)

### Thalweg Surveys

During the year 2022-23, thalweg surveys were conducted departmentally on fortnightly basis in lean season & on monthly basis during flood season and River Notices issued (both in English & Hindi) to the IWT users. Total 16,038 km of thalweg surveys were undertaken during the year 2022-23. Stretch-wise total length of thalweg survey (in km) undertaken in NW-2, is plotted and shown in the bar chart.



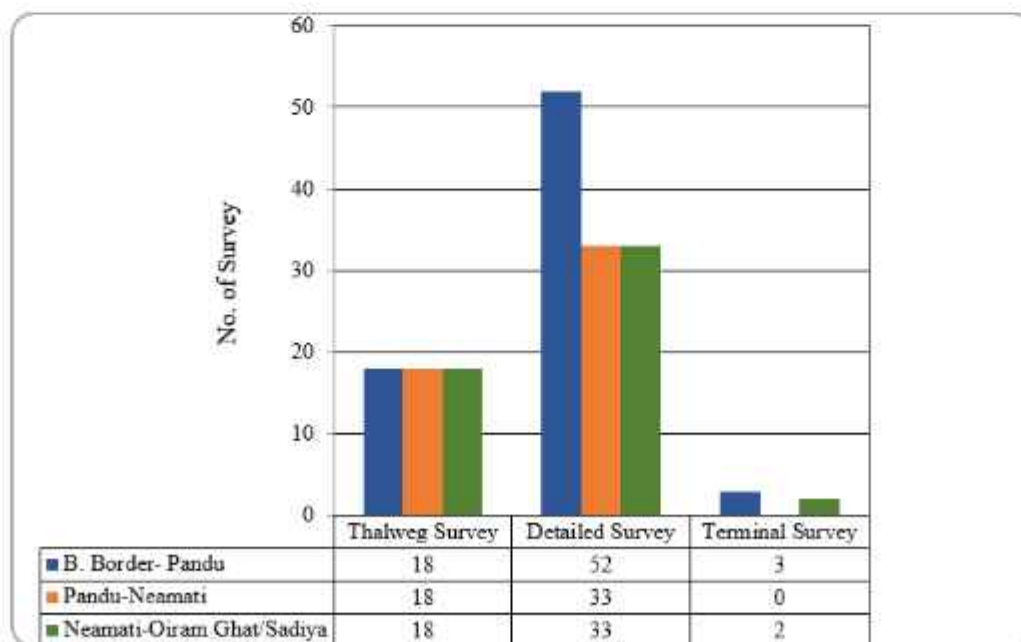
Graph Depicting the Thalweg Survey Details in NW-2

### Detailed/Bandalling/Dredging Surveys

During the year, 118 nos. Pre / Post Bandalling/ Dredging / detailed surveys were conducted departmentally at various locations for undertaking RC works and to ensure smooth navigation during the year 2022-23. Details are indicated in the form of Bar-Chart.

### Terminal Surveys

05 nos. terminal surveys were carried out at existing / proposed terminals sites during the year 2022-23.

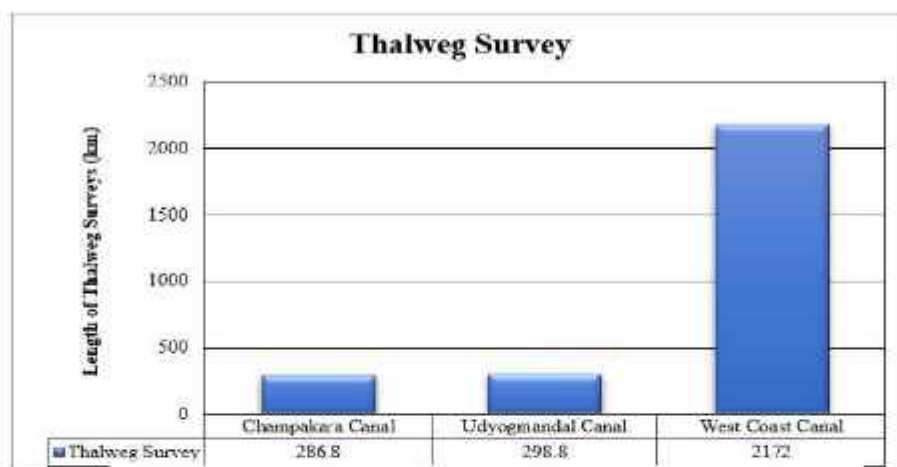


Graph depicting various surveys activities in NW-2

### 12.3. NATIONAL WATERWAYS-3 (West Coast Canal, Udyogmandal & Champakara Canals)

#### Thalweg Surveys

The Thalweg surveys are carried out departmentally in Kottapuram – Kochi - Kollam stretch (West Coast Canal along with Udyogmandal & Champakara Canals) on monthly basis and River Notices were issued (both in English & Hindi). Total 2,757.60 km of thalweg surveys were undertaken during the year 2022-23.



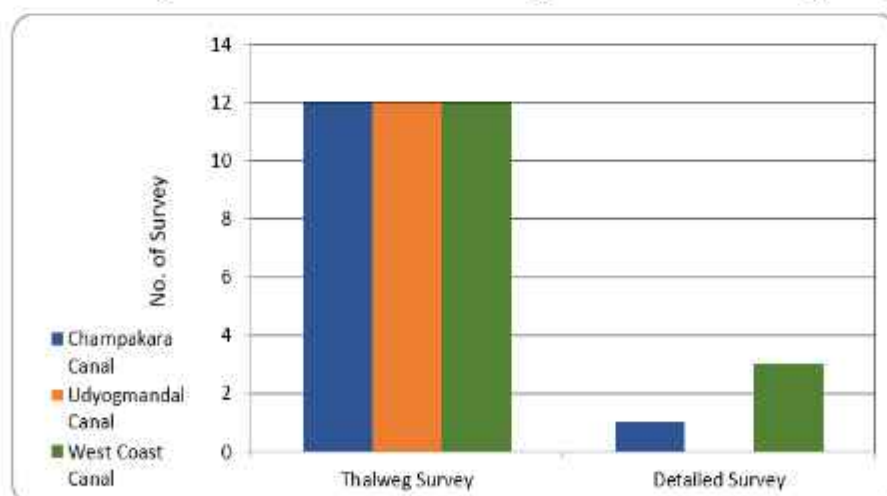
Graph Depicting Thalweg Survey Details of NW-3

#### Detailed Surveys

04 nos. Detailed Surveys were carried out during FY 2022-23.

#### Terminal Surveys

01 no. terminal survey was carried out at existing terminal site during the year 2022-23.

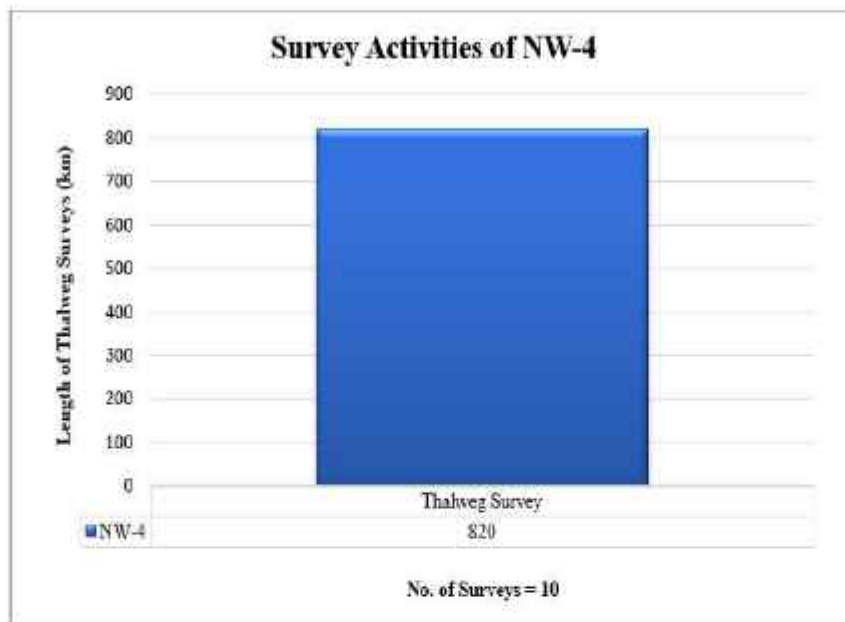


Graph depicting various surveys activities in NW-3

### 12.4. NATIONAL WATERWAYS-4 (The Kakinada-Puducherry Stretch of Canals Integrated Bhadrachalam- Rajamundry Stetch of River Godavari and Wazirabad-Vijayawada Stretch of River Krishna)



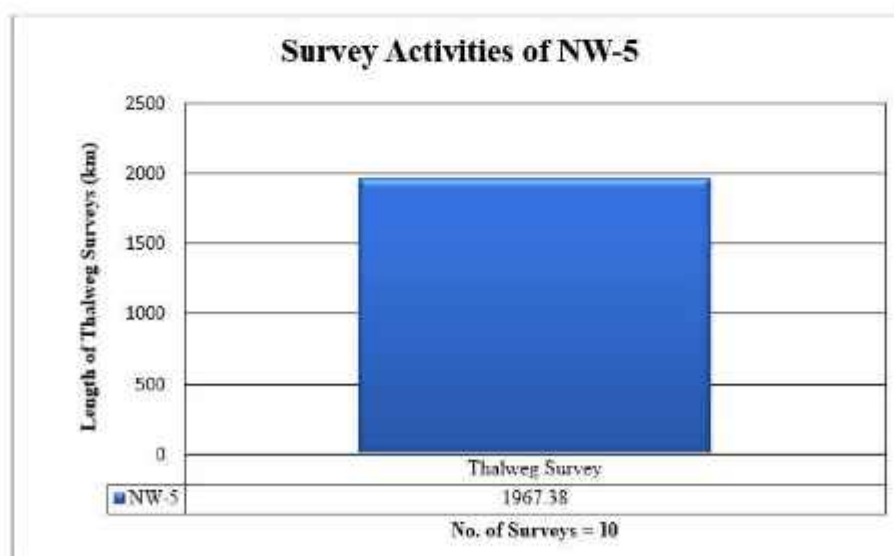
10 No's Thalweg Survey was conducted in the river Krishna from Vijayawada to Muktyala for a stretch of 82 km length from June-22 to March -23 summing up to a total length of 820 km and LAD & River Notices published on IWAI web site. The details of the survey works in NW-4 has been plotted in the bar chart shown below: -



*Graph Depicting the Survey Works of NW-4*

## 12.5. NATIONAL WATERWAYS-5 (East Coast Canal alongwith Brahmani & Mahanadi Delta)

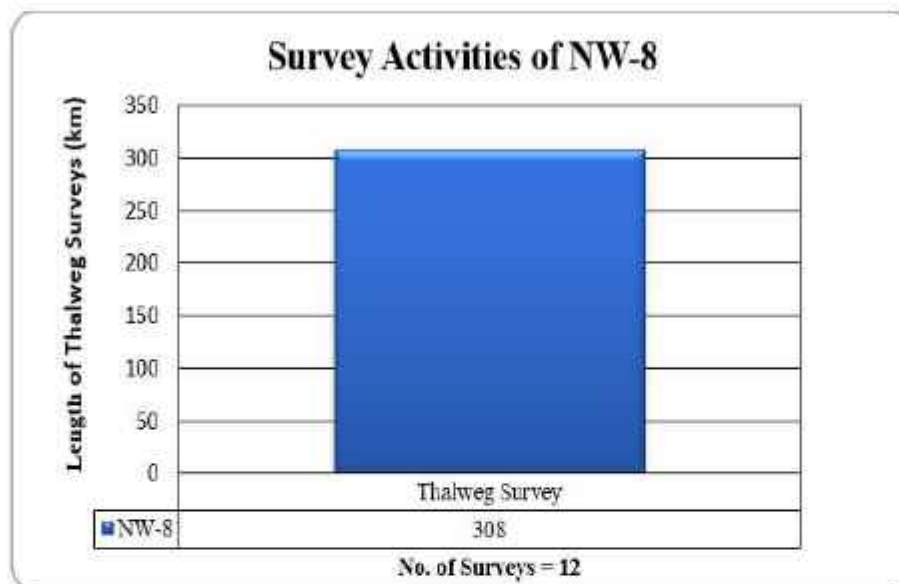
During the year 2022-23, 10 nos. thalweg surveys of total 1967.38 km were conducted in NW-5 and LAD & River Notices published on IWAI web site. The graph below shows the survey details undertaken in NW-5.



*Graph depicting various surveys activities in NW-5*

## 12.6. NATIONAL WATERWAYS-8 (Alappuzha-Changanassery Canal)

During the year 2022-23, 12 nos. thalweg surveys of total 308 line-km were conducted and LAD & River Notices published on IWAI web site. The bar chart below shows the details of survey activities on NW-8.

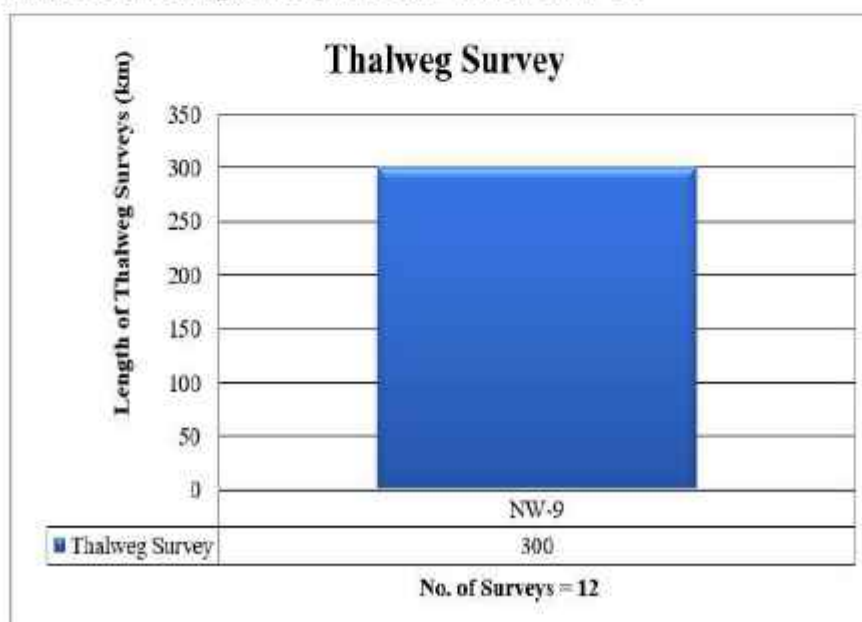


*Graph depicting various surveys activities in NW-8*

## 12.7. NATIONAL WATERWAYS-9 (Alappuzha-Kottayam Canal)

### Thalweg Surveys

During the year 2022-2023, 12 nos. thalweg surveys covering a total of 300 line-km were conducted on NW-9 and LAD & River Notices published on IWAI web site. The bar chart below explains the thalweg survey undertaken in NW-9.

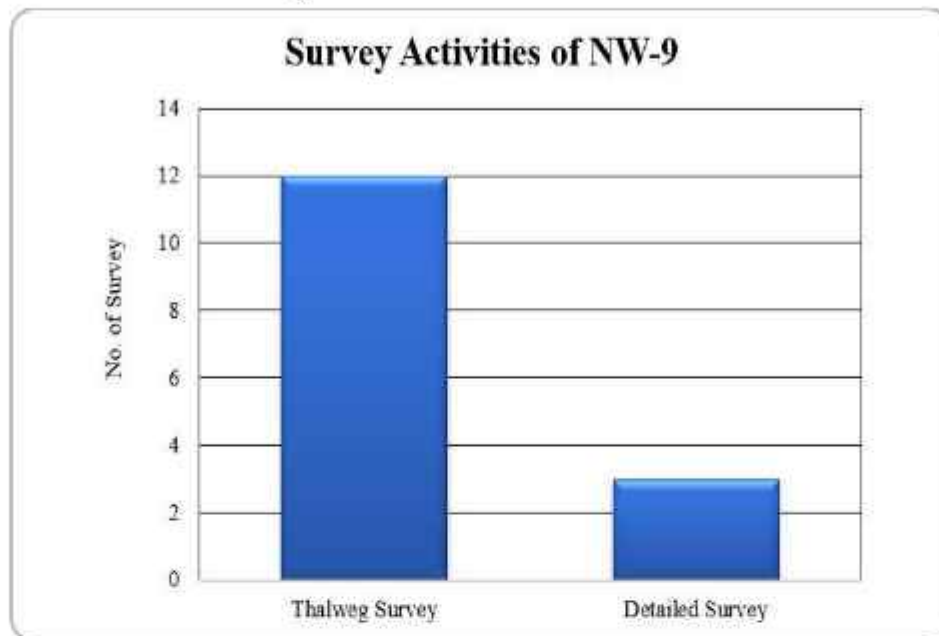


*Graph Depicting Thalweg Survey Details in NW-9*



### ■ Detailed Surveys

03 nos. detailed surveys have been carried in NW-9 during the year 2022-2023. The graphical representation of all the survey activities undertaken in NW-9 is shown in the bar chart below:



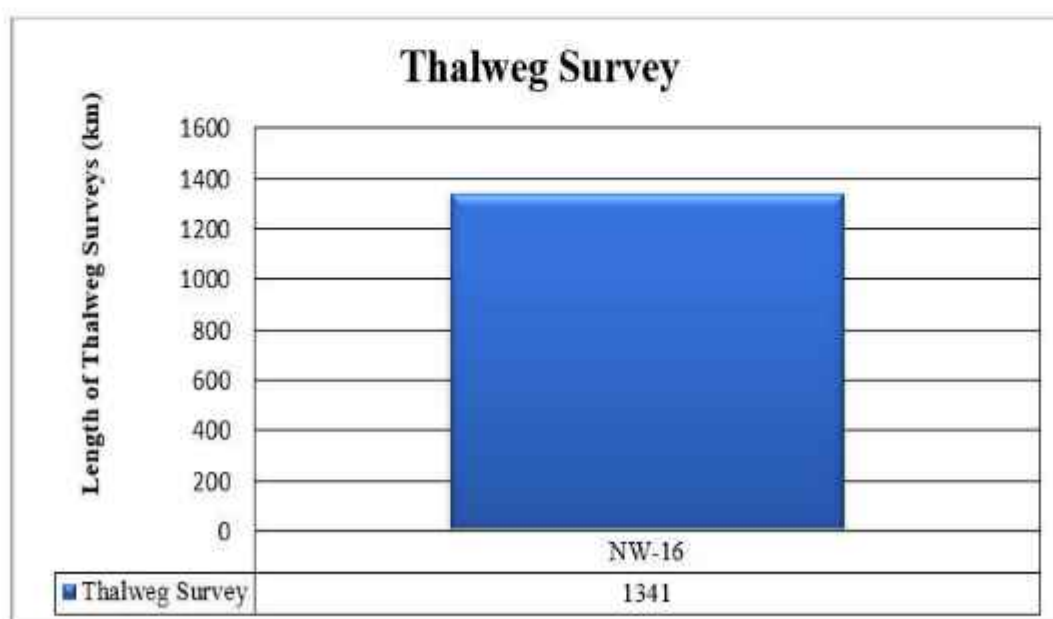
*Graph depicting various surveys activities in NW-9*

## 12.8.

### NATIONAL WATERWAYS-16 (Barak River)

#### ■ Thalweg Surveys

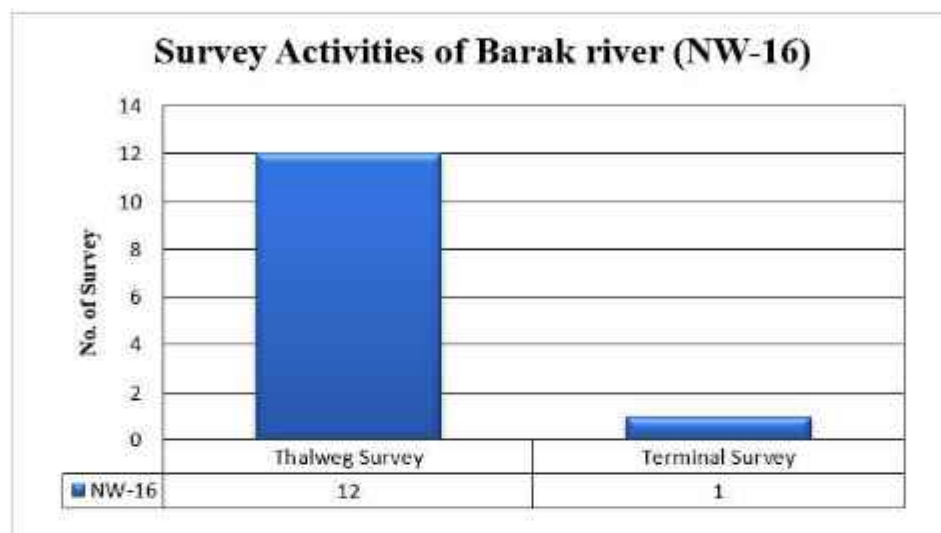
During the year 2022-2023, 12 nos. thalweg surveys of total 1341 km were conducted in NW-16 and LAD & River Notices published on IWAI web site. The bar chart showing the thalweg survey details is given below:



*Graph depicting Thalweg survey Details in NW-16*

▪ **Terminal Surveys:**

During the year 2022-2023, 12 nos. thalweg surveys of total 1341 km were conducted in NW-16 and LAD & River Notices published on IWAI web site. The bar chart showing the thalweg survey details is given below:

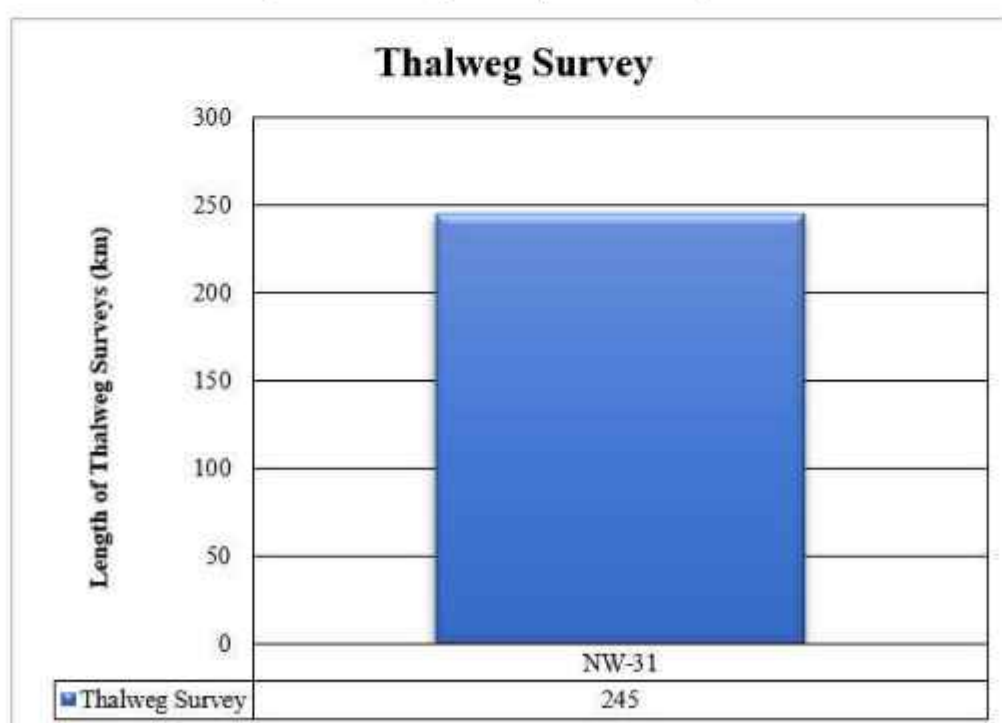


*Graph depicting various surveys activities in NW-16*

## 12.9. NATIONAL WATERWAYS-31 (Dhansiri River)

▪ **Thalweg Surveys**

During the year 2022-2023, 06 nos. thalweg surveys of total 245 km were conducted in NW-31. The bar chart showing the thalweg survey details is given below:

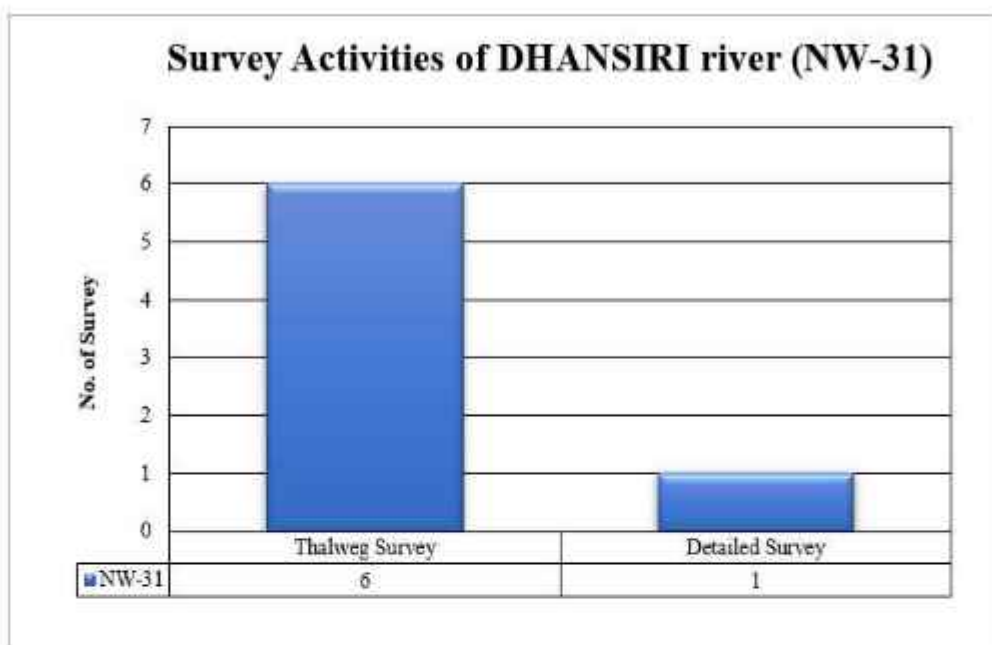


*Graph depicting Thalweg survey Details in NW-31*



### Terminal Surveys

01 no. of terminal survey has been conducted in NW-31 during the year 2022-2023. The comprehensive bar chart depicting all the survey activities undertaken in NW-31 is given below:

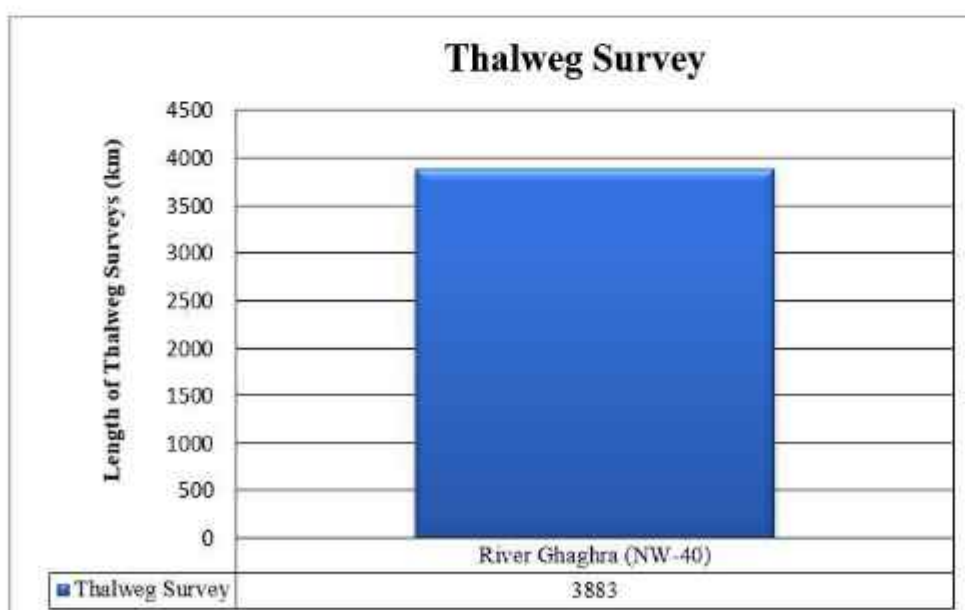


*Graph depicting various surveys activities in NW-31*

## 12.10 NATIONAL WATERWAYS-40 (River Ghagra)

### Thalweg Survey

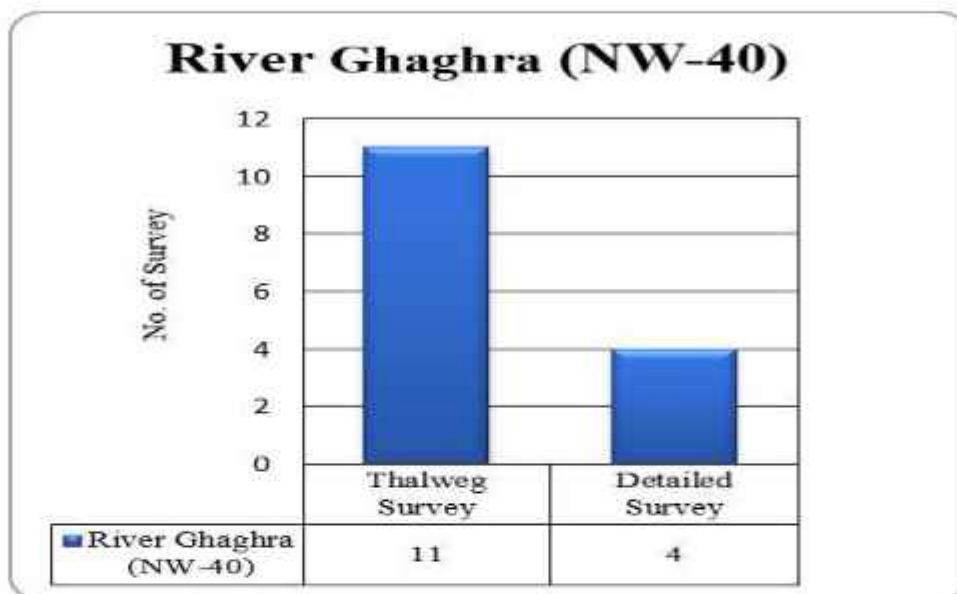
During the year 2022-2023, 11 nos. thalweg surveys of total 3,883 km were conducted in NW-40. The bar chart showing the thalweg survey details is given below:



*Graph depicting thalweg survey details in NW-40*

#### Detail Survey

04 nos. detailed surveys have been carried in NW-40 during the year 2022-2023. The graphical representation of all the survey activities undertaken in NW-40 is shown in the bar chart below:

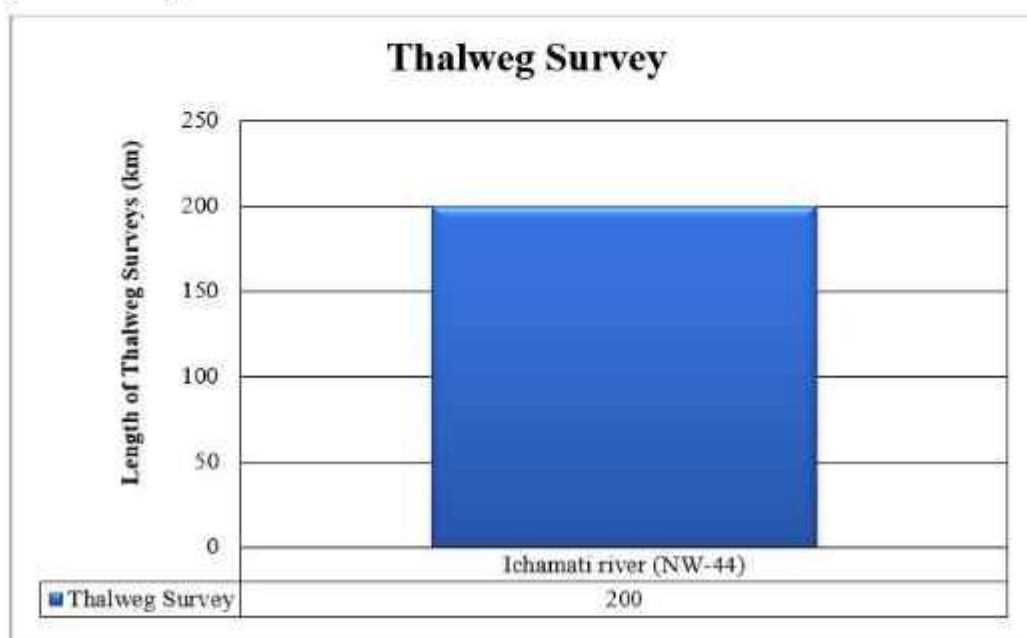


*Graph depicting various surveys activities in NW-40*

### 12.11 NATIONAL WATERWAYS-44 (River Ichamati)

#### Thalweg Survey

During the year 2022-2023, 20 nos. thalweg surveys of total 200 km were conducted in NW-44 and LAD & River Notices published on IWAI web site. The bar chart showing the thalweg survey details is given below:

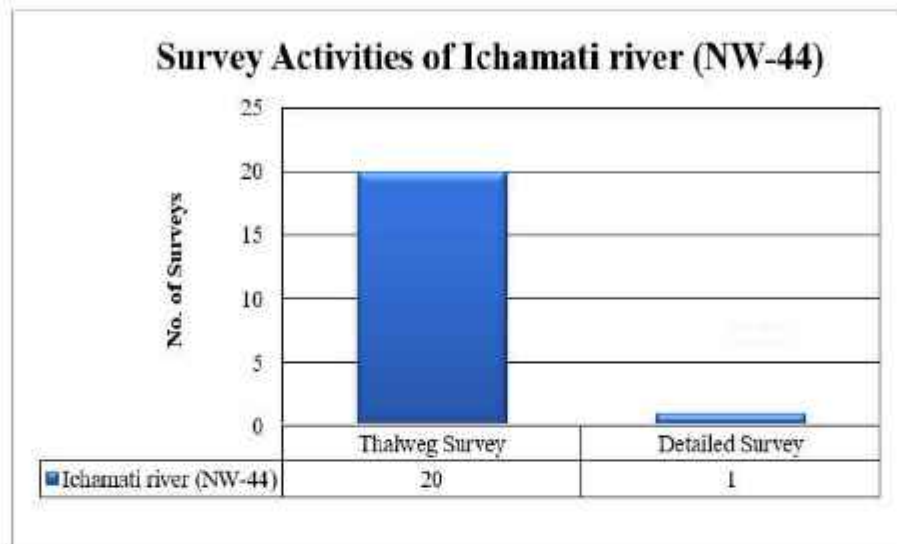


*Graph depicting thalweg survey details in NW-44*



### ■ Detailed Survey

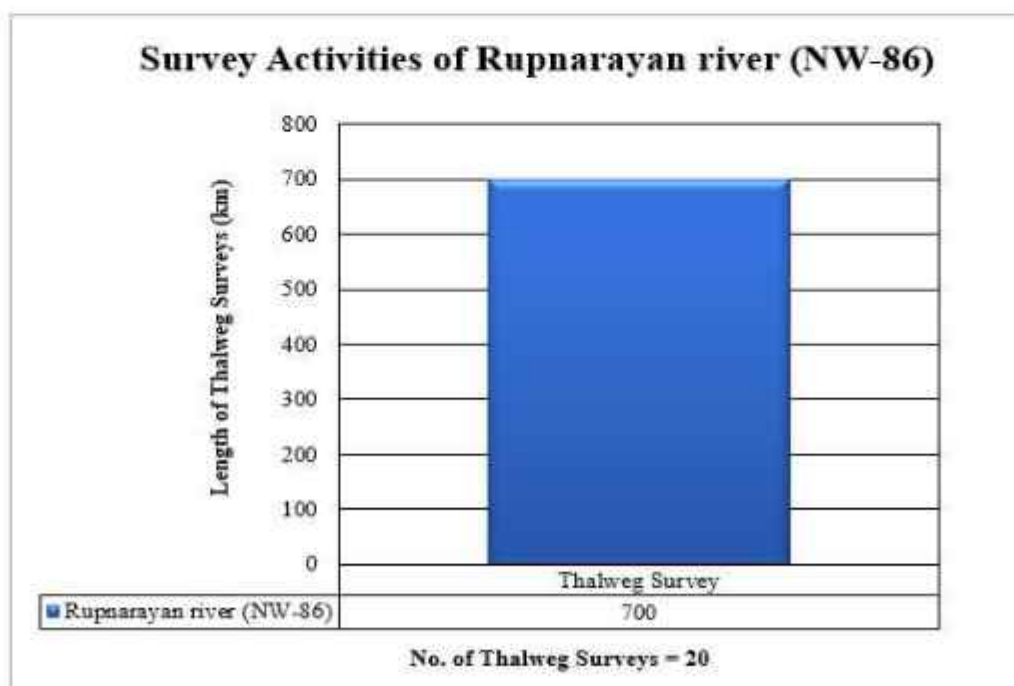
01 nos. detailed surveys have been carried in NW-44 during the year 2022-2023. The graphical representation of all the survey activities undertaken in NW-44 is shown in the bar chart below:



*Graph depicting various surveys activities in NW-44*

## 12.12 NATIONAL WATERWAYS-86 (River Rupnarayan)

During the year 2022-23, 20 nos. thalweg surveys of total 700 km were conducted and LAD & River Notices published on IWAI web site. The bar chart showing the thalweg survey details is given below:

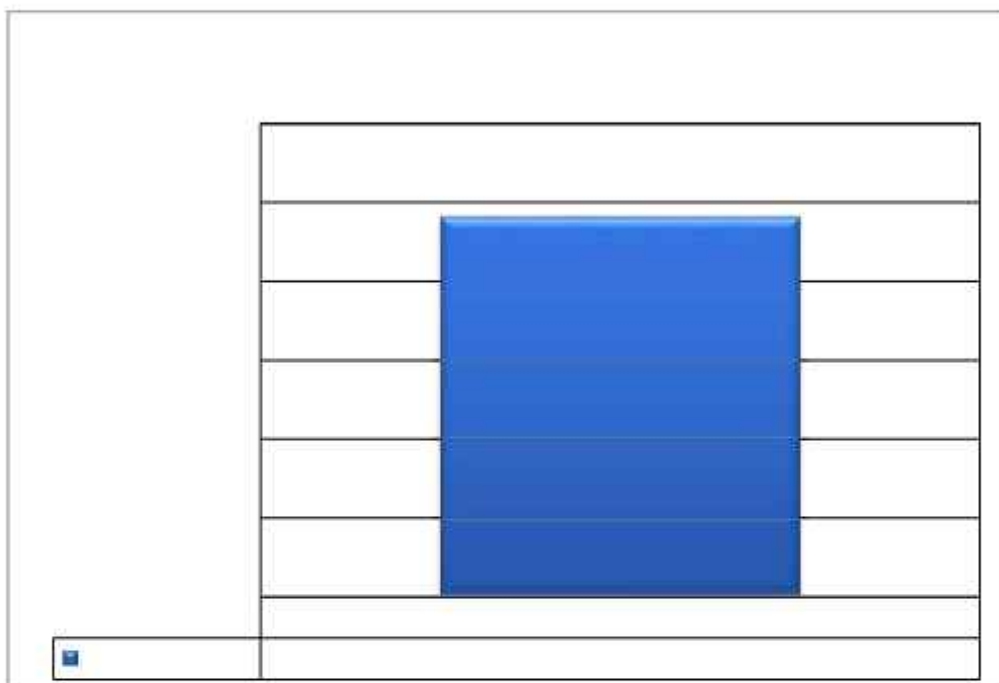


*Graph depicting various surveys activities in NW-86*

### 12.13 INDO-BANGLADESH PROTOCOL ROUTE (Sunderbans-NW-97)

#### Thalweg Survey

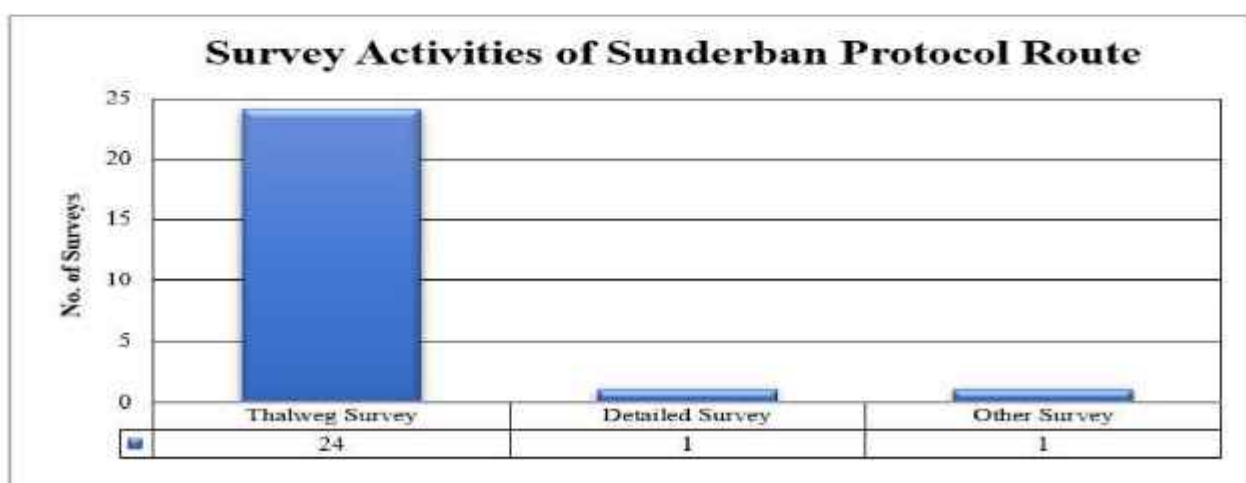
During the year 2022-23, 24 nos. monthly thalweg surveys were carried out in Indo-Bangladesh Protocol route from silver Tree point to Atharabanki Khal (NW-97) for a length of 201 km and LAD & River Notices published on IWAI web site. Total 4,824 km of Thalweg surveys were undertaken during the year 2022-23. The bar chart showing the thalweg survey details is given below:



Graph depicting thalweg survey details in Sunderban Protocol Route NW-97

#### Detailed Survey

01 no. detailed survey and 01 no. Reconnaissance (other) survey were also carried out in NW-97 during the year 2022-2023. The graphical representation of all the survey activities undertaken in NW-97 is shown in the bar chart below:

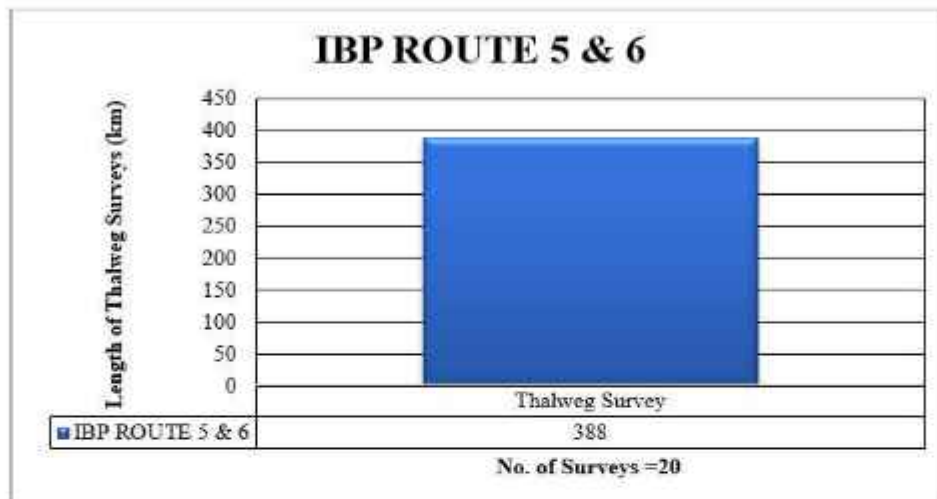


Graph depicting various surveys activities in Sunderban Protocol Route NW-97



### 12.14 INDO BANGLADESH PROTOCOL ROUTE NO. 5 & 6

20 nos. monthly thalweg surveys were carried out in D/s Khandua BOP - U/s Narulkhai BOP stretch and 19 nos. monthly thalweg surveys were carried out in D/s Nirmal Char BOP to U/s Tikli Char stretch of Indo-Bangladesh Protocol route No. 5 & 6 resulting in a total 388 km of thalweg surveys were undertaken during the year 2022-23. The bar chart showing the thalweg survey details is given below:

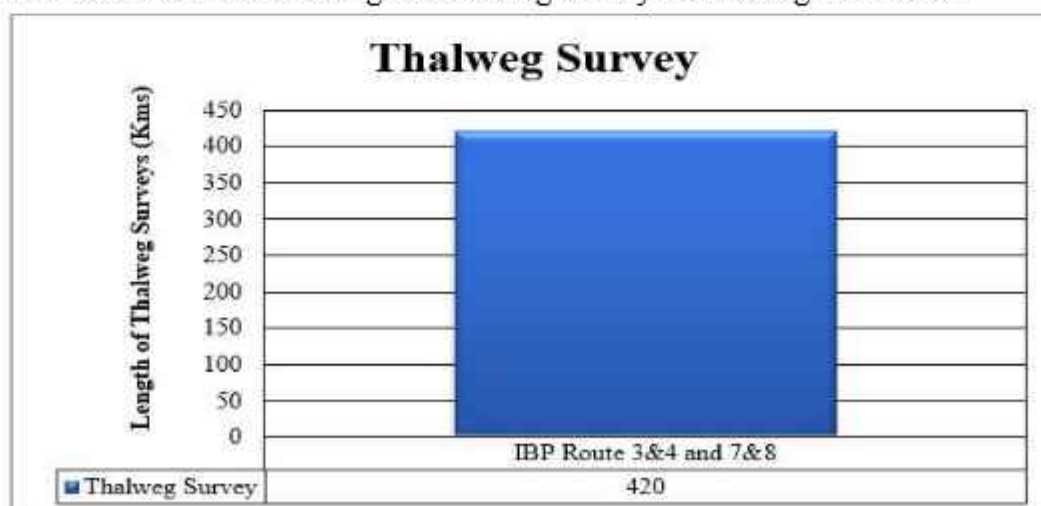


*Graph depicting thalweg survey details in Indo Bangladesh Protocol Route 5&6*

### 12.15 INDO BANGLADESH PROTOCOL ROUTE 3 & 4 and 7 & 8

#### ▪ Thalweg Survey

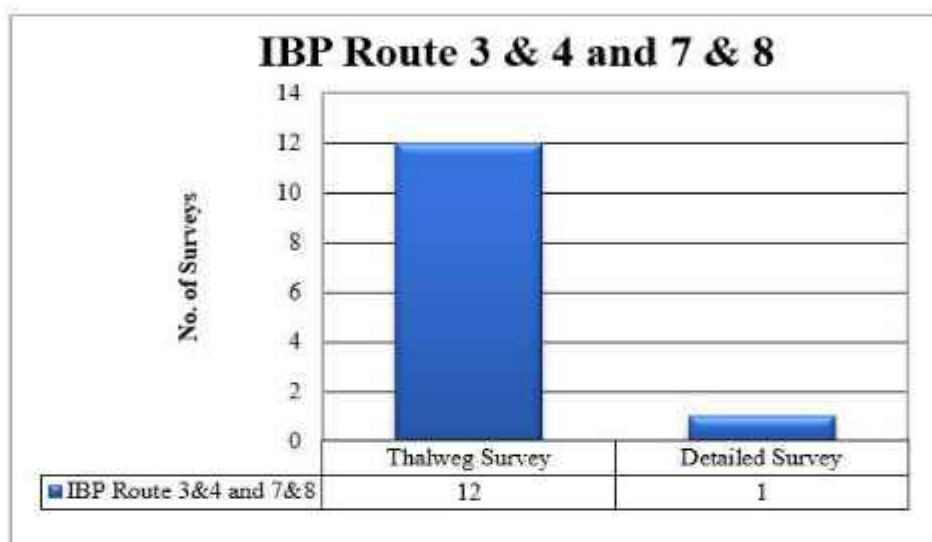
During the year 2022-2023, 12 nos. thalweg surveys of total 420 km were conducted in Indo-Bangladesh Protocol Route no. 3&4 and 7&8 and LAD & River Notices published on IWAI web site. The bar chart showing the thalweg survey details is given below:



*Graph depicting thalweg survey details in Indo Bangladesh Protocol Route IBP Route 3 & 4 and 7 & 8*

### ■ Detailed Survey

01 nos. detailed surveys have been carried in IBP 3&4 and 7&8 during the year 2022-2023. The graphical representation of all the survey activities undertaken in IBP 3&4 and 7&8 is shown in the bar chart below:



Graph depicting thalweg survey details in Indo Bangladesh Protocol Route 3 & 4 and 7 & 8

### 12.16 Survey Vessels

- IWAI has fitted with the state-of-the art survey equipment like Automated Hydrographic Survey System integrated with Digital Multi-Beam /Single Beam Echosounder, DGPS receivers, Side Scan Sonar, ADCP, Laptop / Desktop alongwith Hydrographic Survey Software for data collection in 29 vessels including 17 nos. Survey vessels. The vessels in NW-1 are monitored by RIS control stations.
- 02 nos. Survey vessels fitted with the state-of-the art survey equipment namely S.L. Ganga and S.L. Jhanvi are also deployed in NW-1 under Jal Marg Vikas Project.
- The following survey vessels in different waterways are operational and deployed for survey work:

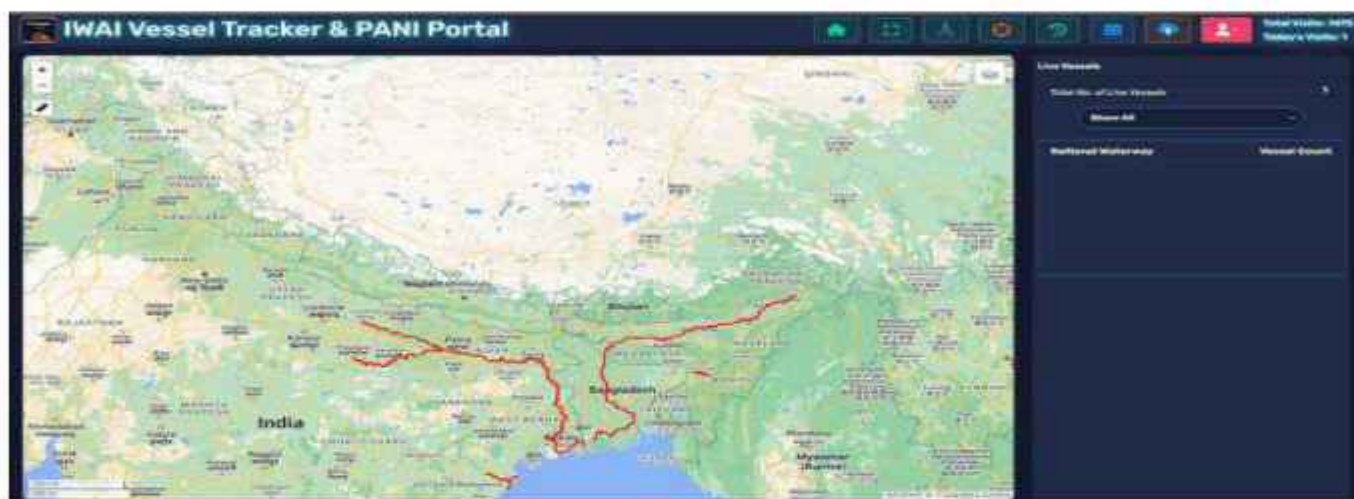
National Waterway	Name of Vessel			
NW-1	1) S.L. Koel	2) S.L. Gandak	3) S.L. Meghna	4) S.L. Anupallav
	5) S.L. Kamla	6) S.L. Ghaghra	7) S.L. Mandakini	8) S.L. Dwarkeswar
	9) S.L. Punpun	10) S.L. Rihand	11) S.L. Dihang	12) S.L. Ganga
	13) S.L.			
NW-2	1) S.L. Lohit	2) S.L. Barak	3) S.L. Subansiri	4) S.L. BurhiDihing
	5) S.L. Dibang			
NW-3	1) S.L. Pamba			





### 12.18 IWAI Vessel Tracker and PANI Portal in Public Domain

IWAI has introduced a new application named IWAI Vessel Tracker and PANI Portal which is used as an e-navigation software IWT sector. The data acquired during thalweg survey in all National Waterways are published in IWAI Vessel Tracker and PANI Portal periodically. The data is available for Voyage Planner. The portal is also useful for managing vessel traffic and tracking the movement of vessel. The admin portal of Vessel Tracker application is also made available for public access and the link is also updated in the IWAI website.



*River Cruise Ganga Vilas Sailing towards Dibrugarh.*



*S.L. Gandak*





*Reconnaissance Survey on Nw-44 (Ichamati River)*



*Detailed Survey at Jangipur Lock on Nw-1*



*Detailed Survey in Nw-3*

### 12.19 Cartographic Cells/Seminars/Training

- The Cartographic cell in IWAI Head Office Noida is equipped with modern equipment and software for preparation of Digital Charts using information System (GIS) & Image processing software like CARIS, ERDAS Imagine, AutoCAD, Global Mapper etc. The Cartographers of IWAI have been trained in using GIS software and Image processing software etc.
- In Cartographic section, the newly identified 106 Waterways have been explored and river course have been digitized using State-Of-The-Art computer hardware and software installed in Cartographic Lab for preparation of index map of New Waterways.



- The IWAI is carrying out surveys from 1986 for development of the National Waterways. Section 14(2)(c) of the IWAI Act 2016 envisages carrying out Hydrographic surveys and publishing of river charts & IWAI has Published River Atlas & river Pilots National Waterways No.- 1,2,3 and Sunderbans NW-97 for safe navigation purposes as follows:

Sl. No.	NW	Description	No. of Charts
1.	NW 1	Sagar to Allahabad (Paper Charts)	103
2.	NW 2	Bangladesh border to Sadiya (Paper charts)	40
3.	NW 3	Kottapuram to Kollam including Champakara and Udyogmandal canals (Paper Charts)	49
4.	SUNDERBANS	Namkhana to Athrabankikhan	25
5.	NW 1	Updation of Sagar to Farakka (Paper chart) Production of New ENC's	66
6.	NW 1	Farakka to Patna (Paper Chart and ENC's)	

- Satellite data from National Remote Sensing Centre, Hyderabad for Waterways was obtained and the same have been processed, digitized using GIS Software. The land marks, topographical features of Survey of India (SOI) digital data were compiled along with field survey data (from Hypack) and latest NRSC data for preparation of electronic Charts.
- During the year 2022-23, Satellite data from National Remote Sensing Centre, Hyderabad for Waterways was obtained and the same have been processed, digitized using GIS Software for analysis inland Navigation.
- IWAI is Corporate Member of Indian National Cartographic Association INCA has participated 42 INCA on held at NHO Dehradun in some to showcase the River Navigation Paper Charts & Inland Navigation Electronic Navigation Charts during the stall.



Visit of Vice Admiral Adhir Arora, Chief Hydrographer to the Govt. of India to IWAI stall at INCA



Visit of Hon'ble Governor, Uttarakhand Lt. Gen (Retd.) Gurmit Singh to IWAI stall at INCA



## 12.20 Navigational Software

E-Navigation is an indigenous software being developed by IWAI through NTCPC IIT Madras. The software is utilised by Masters of the passenger/Ro-Ro vessels for navigation along the proposed ferry routes. Although River Information System is in place but the basic requirement of AIS for tracking any vessel is must and keeping in view the procurement & annual license fee for AIS, small time operators were unable to bear the cost. It was accordingly felt that we may develop another software that may provide similar directions keeping in view the penetration of smart phones and internet across all sections of society as mandate of IWAI for safe navigation.

The software works on Android platform. In the first phase, NW-1 is intended to be covered as IWAI is holding a repository of Thalweg/Detailed survey detailed which is being utilised by NTCPC considering the navigational route in the development of software. The field trials are underway and recently a trial has been conducted by Hydrographic Chief IWAI in Patna.



## 13. NATIONAL INLAND NAVIGATION INSTITUTE (NINI), PATNA

The National Inland Navigation Institute (NINI) was set up by Inland Waterways Authority of India (IWAI) at Patna, Bihar in February 2004 with the view to Develop Human Resource for the Inland Water Transport Sector. The Institute is managed by Inland Waterways Authority of India (IWAI) under The Ministry of Ports, Shipping and Waterways, Govt. of India. The major achievements during the year 2022-23 were as below:

### 13.1. ACTIVITIES

#### (i) The following training activities were carried out:

- Induction Training GP Rating Course (35<sup>th</sup> & 36<sup>th</sup> Batch).
- The GP Rating (Inland Vessel) trainees were imparted practical training on board training ship HSD Sone.

- A course was conducted successfully for Bihar Government personnel for Training of Master Trainer for “Safe Swim” Programme.
- Equipment, Hypack & River Modelling Software Training for Hydrographic Surveyors.
- Training Program for Repairs and Maintenance of Vessels for Vessel Crew of IWAI.
- Conducting Jalayatri Sahayak Course for AIWTDS Personnel at ASDC Guwahati Assam.

**(ii) Basic Safety Course for Inland Vessels**

- Personal Safety & Social Responsibility for Inland Vessel
- Personal Survival Technique for Inland Vessel
- Fire Prevention & Fire Fighting for Inland Vessel
- Elementary First Aid for Inland Vessel
- SAS

**(iii) Preparatory Course for Inland Vessel Certificate of Competency.**

- Conducted the following Preparatory Courses for Inland Vessel Examinations
  - Serang
  - Master Class II
  - Master Class I
  - Second Class Engine Driver
  - First Class Engine Driver

## 13.2. TRAINING

- NINI conducts training on regular basis and advertises its course in National Newspapers.
  - Placement of trainees for undergoing Induction courses on Deck and Engine arranged with private barge operators.
  - Database of COC examination and certificates being maintained.

### Total trained detail for the F.Y. 2022-23

S N	Name of Courses	No. of Trainees
1.	Induction Training of Inland Vessel General Purpose Rating	37
2.	Preparatory course for Serang	65
3.	Preparatory course for Master II	19
4.	Preparatory course for Master I	27
5.	Preparatory course for Engine Driver II	53
6.	Preparatory course for Engine Driver I	21
7.	Preparatory Course for Inland Vessel Engineer	05
8.	Inland Vessel Maneuvering Simulator Course	28
9.	Training of Master Trainer for “Safe Swim” Programme	157
10.	Refresher Course – Equipment, Hypack & River Modelling Software training for Hydrographic Surveyors	18



11.	Training Program for Repairs and Maintenance of Vessels for Vessel Crew of IWAJ	28
12.	Jalayatri Sahayak Course for AIWTDS Personnel	21
13.	Personal Safety & Social Responsibility for Inland Vessel	33
14.	Personal Survival Technique for Inland Vessel	33
15.	Fire Prevention & Fire Fighting for Inland Vessel	33
16.	Elementary First Aid for Inland Vessel	33
17.	Security Course for Inland Vessel Personnel	33
<b>Total</b>		<b>644</b>

The number of candidate total trained in the various courses at NINI during the F.Y. 2022-23 is 644.

### 13.3. HUMAN RESOURCE

The Institute has developed a pool of Faculty Members and Instructors for Management of the Institute. The Institute deploys faculty in three categories namely regular consulting faculty, regular visiting faculty and need based visiting faculty.

### 13.4. AFFILIATIONS AND ASSOCIATIONS:

The ISO 9001:2015 certificate by American Bureau of Shipping (ABS) renewed subsequent to their inspection of the Institute.

NINI conducts the COC (Certificate of Competency) exams in NINI Campus on behalf of IWT, Bihar.







***SOME PHOTOGRAPHS OF NINI ACTIVITIES DURING THE F.Y. 2022-23***

### **Maritime Skill Development Centre (NER)**

A new Maritime Skill Development Centre for NER at Guwahati has been inaugurated by Hon'ble Prime Minister on 13th January 2023. The Skill Development Centre opened with a vision to enhance the skills of manpower involved in IWT Sector especially in NE State.

The Skill development courses have been commenced at Skill Development Centre, Guwahati from Feb-2023 and Total 21 nos. candidates trained under Jalyatri Sahayak course from Feb-23 to Mar-23 (F.Y. 2022-23).





*SOME PHOTOGRAPHS OF MSDC ACTIVITIES DURING THE F.Y. 2022-23*

## 14. DETAILS OF TRAFFIC, CARGO, MOVEMENT & OTHER HIGHLIGHTS DURING THE YEAR

### 14.1. Introduction

Inland Water Transport (IWT) is one of the most cost-effective and environment-friendly mode of transportation. As per a World Bank study, IWT mode has the least operational cost of USD 0.015/ ton-km, compared to USD 0.033/ ton-km for Road and USD 0.02/ ton-km for Rail. Globally, Inland Waterways have been recognized and developed as a mode of transportation to leverage these benefits. India has approximately 14,500 km of navigable waterways which comprise of rivers, canals, backwaters, creeks, etc. with significant potential to be developed as a mode of transportation. In the pre-independence years, IWT mode was used extensively in various parts of the country for transportation of both passengers and goods. However, post-independence, due to lack of adequate attention on developing the sector, the IWT mode lost recognition as a mode of transportation. As a result, despite the inherent advantages, the share of Inland waterway transport (IWT) mode in India is currently estimated to be around 2%. Inland Waterways Authority of India (IWAI), an authority under Ministry of Ports, Shipping & Waterways, was established in 1986 to develop and regulate the inland waterways for shipping and navigation. Recognizing the benefits and importance of inland waterways and to increase its modal share, the Government of India declared 106 new waterways as National Waterways (NWs) through the National Waterways Act, 2016 taking the total number of NWs to 111. Out of the 111 NWs, based on various technical-economic feasibility studies, IWAI has identified 23 NWs for further development. For the development of these NWs, IWAI has been undertaking various activities including detailed technical and commercial studies, identifying projects for development and providing navigational infrastructure in the form of adequate fairways, locks, river information system, terminals and allied infrastructure for facilitating transportation of cargo and passenger using the IWT mode. The impact of these interventions along with various market outreach activities conducted by IWAI to promote the IWT sector is gradually resulting in recognition of IWT mode as an alternate mode of transportation by the industry.



This report carries out a detailed analysis of the traffic movement on the 24 operational NWs in FY-23 and covers the details such as traffic quantity and trend vis-à-vis previous year, commodity profile and key origin and destination jetties/ locations on the operational NWs.

## 14.2. Traffic on National Waterways

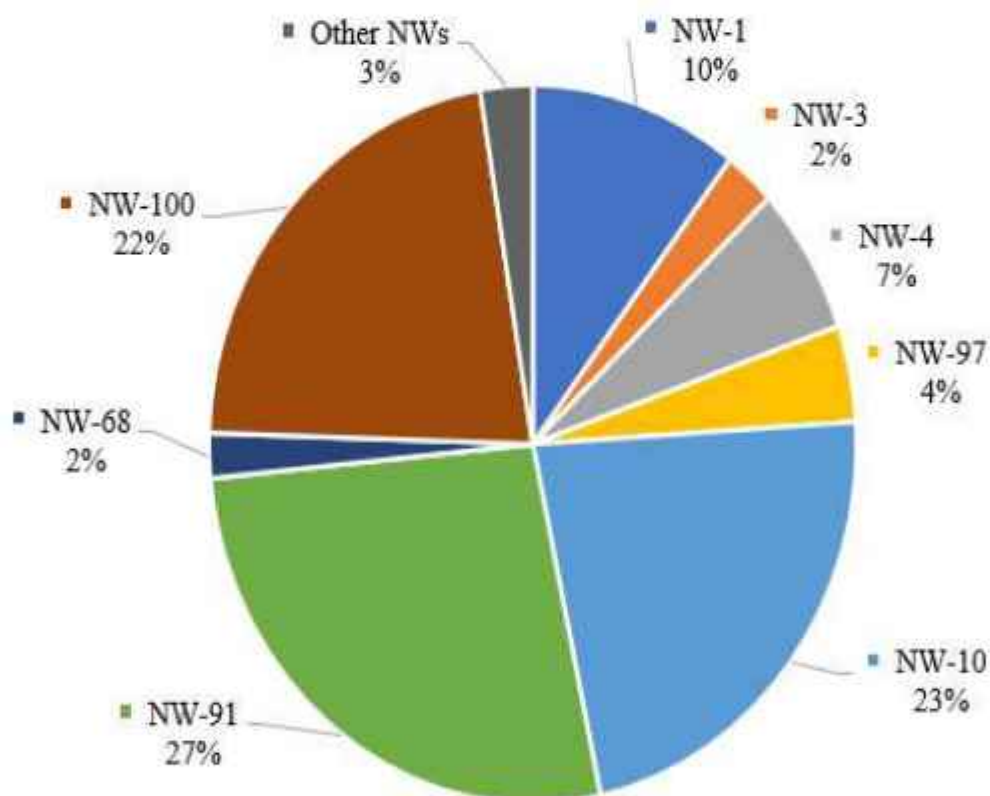
The total traffic movement on NWs in the FY 22-23 was recorded as 126.15 million tonnes against 108.79 million tonnes in FY 21-22 thereby recording a year-on-year (YoY) growth of approx. 25.71% from 2013-14. The following table presents the details of traffic movement on different NWs.

STATEMENT OF CARGO/TRAFFIC MOVEMENT FOR FY 2022-23			
National Waterways	FY2021-22 (Metric Tonnes)	FY 2022-23 (Metric Tonnes)	% Change
NW-1 (Ganga-Bhagirathi-Hooghly River System (Haldia-Allahabad))	1,09,27,788	1,31,69,853	21%
NW-2 (Brahmaputra River (Dhubri-Sadiya))	4,28,134	6,29,853	47%
NW-3 (West Coast Canal)	16,95,033	32,27,896	90%
NW-4 (Krishna Godavari River Systems)	1,12,33,685	84,18,067	-25%
NW-5 (East Coast Canal And Matai River/Brahmani-Kharsua-Dhamra Rivers/Mahanadi Delta Rivers)	14,923	4,02,619	2598%
NW-8 (Alappuzha-Changanassery Canal)	0	33,689	-
NW-9 (Alappuzha-Kottayam Athirampuzha Canal)	0	17,093	-
NW-14 (Baitarni River)	0	1,329	-
NW-16 (Barak River)	5088	11302	122%
NW-23 (Budha Balanga)	0	30,151	-
NW-31 (Dhansiri/Chathe)	0	521	-
NW-44 (Ichamati River)	8,17,950	4,62,546	-43%
NW-64 (Mahanadi River)	14,923	4,49,526	2912.30%
NW-86 (Rupnarayan River)	616	87,828	14157.79%
NW-94 (Sone River)	0	0	-
NW-97 (Sunderbans Waterway)	61,02,787	54,73,305	-10%
<b>Sub Total (National Waterways 1,2,3,4,5,8,9,14,16,23,31,44,64,86,94, &amp; 97)</b>	<b>3,12,40,927</b>	<b>3,24,15,578</b>	<b>4%</b>
<b>Maharashtra Waterways</b>			
NW-10 (Amba River)	2,02,29,460	2,85,44,304	41%
NW-83 (Rajpuri Creek)	2,28,505	2,41,110	6%
NW-85 (Revadanda Creek-Kundalika River System)	7,00,955	4,97,873	-29%
NW-91 (Shastri River - Jaigad Creek System)	2,24,47,037	3,38,65,863	51%
<b>Total Maharashtra Waterways</b>	<b>4,36,05,957</b>	<b>6,31,49,150</b>	<b>45%</b>



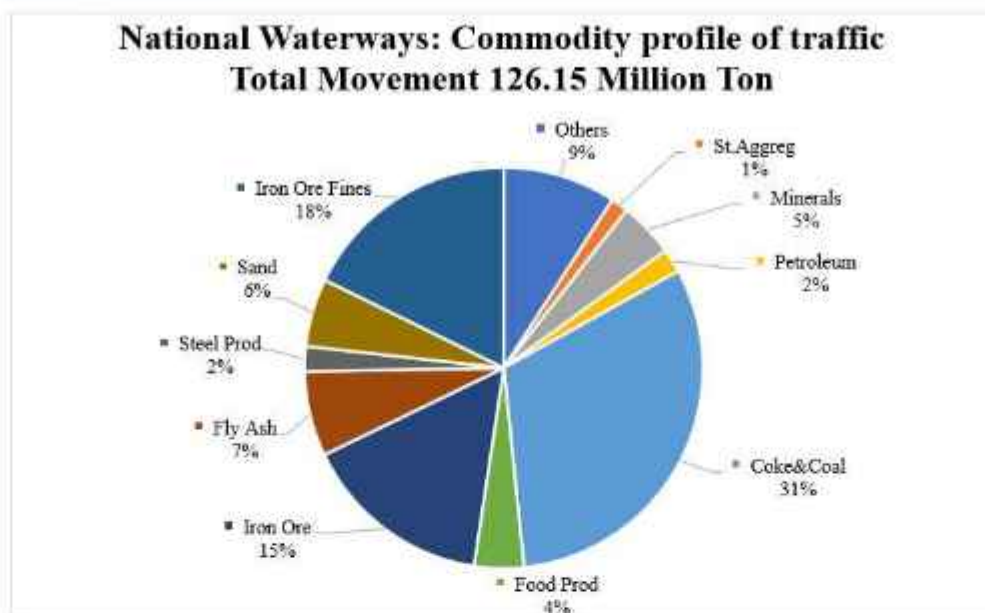
Goa Waterways			
NW-68 (Mandovi River)	26,21,634	25,42,291	-3%
NW-111 (Zuari River)	19,56,232	3,86,634	-80%
<b>Total Goa Waterways</b>	<b>45,77,866</b>	<b>29,28,925</b>	<b>-36%</b>
Gujarat Waterways			
NW-73 (Narmada River)	45,223	41,625	-8%
NW-100 (Tapi River)	2,93,22,174	2,76,15,806	-6%
<b>Total Gujarat Waterways</b>	<b>2,93,67,397</b>	<b>2,76,57,431</b>	<b>-6%</b>
Grand Total Metric Tonnes	10,87,92,147	12,61,51,084	15.96%
<b>Grand Total Million Metric Tonnes</b>	<b>108.79</b>	<b>126.15</b>	<b>15.96%</b>

### National Waterways-wise Share of Traffic



*National Waterway-wise Share of Traffic FY-23*

The share of Gujarat Waterways (2 Nos.) and Maharashtra Waterways (4 Nos.) have been increased to 72% of the overall IWT Traffic in FY-23 against that of over 67 % for FY-22.



*National Waterways-Commodity profile of traffic FY-23*

Predominantly bulk commodities viz. coal, iron ore, iron ores fines, sand, minerals & others are using the IWT mode in India.

The salient aspects of traffic movement recorded on NWs in FY-23 are as follows:

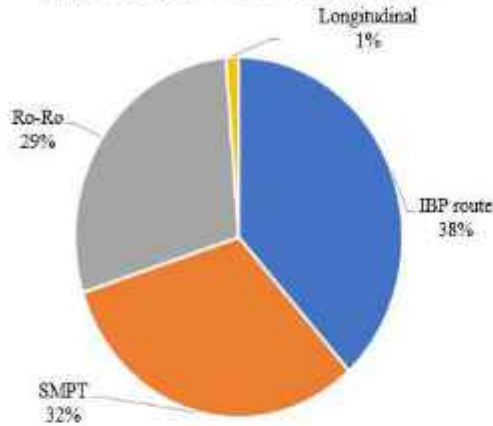
- The number of operational NWs in FY-23 increased to 24 against 19 in FY-22. Traffic movement on NW-8 (Alappuzha-Changanassery Canal), NW-9 (Alappuzha-Kottayam – Athirampuzha Canal), NW-14 (Baitarni River), NW-23 (Budha Balanga) and NW-31 (Dhansiri/Chathe) was included in FY-23.
- Maharashtra Waterways (NW-10 River Amba, NW-83 Rajpuri Creek, NW-85 Revdanda Creek and River Kundalika, NW-91 River Shastri – Jaigad fort Creek) and National Waterways (NW-1 Ganga-Bhagirathi-Hooghly river system, NW-2 River Brahmaputra, NW-3 West Coast canal, Champakara canal, Udyogmandal canal, NW-4 River Krishna and NW-5 (East Coast Canal Matai River/Brahmani-Kharsua-Dhamra Rivers/Mahanadi Delta Rivers) contribute more than 70 % of the entire National Waterways traffic followed by Gujarat Waterways (NW-73 River Narmada & NW-100 River Tapi) together constitutes 22% traffic on the National Waterways for the FY 2022-23.

### 14.3. National Waterway-1

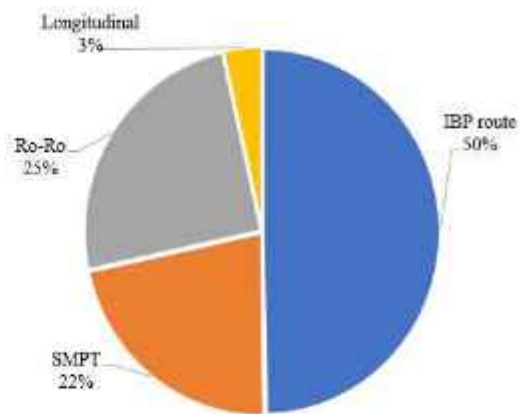
The Ganga-Bhagirathi-Hooghly River system between Haldia (Sagar) & Allahabad (1,620 km) is declared as the National Waterway No.1 (NW-1). The Haldia-Varanasi section of NW-1 is being developed under the Jal Marg Vikas Project (JMVP) for navigational purposes. The traffic on NW-1 can be categorized in 4 different sections, i.e., the traffic movement on the Indo-Bangladesh Protocol (IBP) route, which is primarily the movement of traffic from Kolkata/Haldia to different parts of Bangladesh, the transshipment/ lighterage traffic at Kolkata/Haldia Port, the Ro-Ro traffic on NW-1 and the longitudinal traffic between Haldia and Varanasi. The graphs and table given below show the split of traffic among these 4 sections in FY-22 and FY-23.



### NW-1 Section Wise Traffic for FY 2022-23



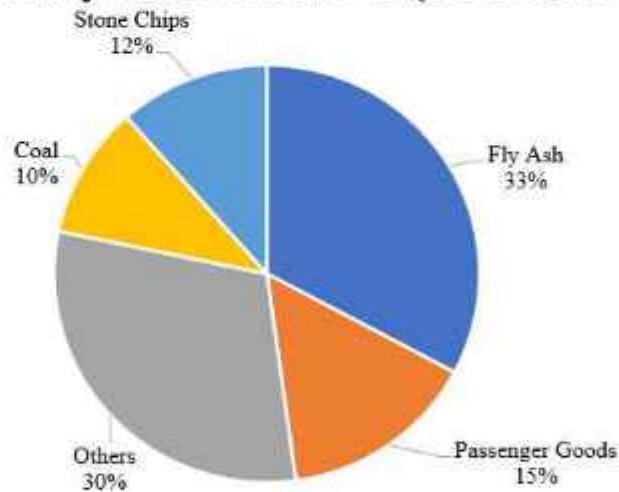
### NW-1 Section Wise Traffic for FY 2021-22



*NW-1: Section-wise traffic (FY-22 and FY-23)*

The commodity profile of NW-1 for the FY 2022-23 is as given below:

### Commodity Profile of NW-1 (FY 2022-23)



A detailed analysis of the traffic on the IBP route, Ro-Ro Traffic and the longitudinal traffic on NW-1 in FY-23 is given below:

	NW-1 Section	Quantity in million tonnes	
		FY 2021-22	FY 2022-23
1	Indo Bangladesh Protocol (IBP) route	5429287	5040124
2	SMPT (Transshipment/ lighterage)	2393000	4185000
3	Ro-Ro	2716675	3779603
4	Longitudinal (between Haldia and Varanasi)	388828	165126
	<b>Total</b>	<b>10927790</b>	<b>13169853</b>

It can be observed that the traffic moving on the Indo-Bangladesh Protocol route is the primary contributor to the NW-1 traffic, followed by the SMPT (Transshipment/ lighterage). The Ro-Ro movement on NW-1 is primarily movement of miscellaneous goods between multiple O-Ds located between Kolkata and Rajmahal (Jharkhand).

The longitudinal movement along NW-1 between Haldia and Varanasi primarily consists of sand movements originating from Koelwar (confluence point of River Ganga and River Sone in Bihar) and travelling to different points located on River Ganga (NW-1). In addition, few movements carrying ODC, stone chips, steel products and containerized cargo took place on NW-1.



*National Waterway-1: MMT Varanasi*

#### 14.4. Ro-Ro Traffic

In FY-23, approx. 3.8 million tonnes of traffic moved via Ro-Ro operations on NW-1. The graph below presents the month wise Ro-Ro traffic movement on NW-1.

##### **Over Dimensional Cargo (ODC) movement**

Inland Waterway Transport (IWT) mode is the preferred mode for transportation of Over Dimensional Cargo (ODC) because of multiple advantages vis-à-vis land transport. Rail transport doesn't have significant flexibility to accommodate ODC cargo because of standard wagon sizes. Road transport faces significant challenges such as route and time restrictions, requirement of multiple permissions and significant effort in carrying out route surveys to carry ODC cargo. IWT mode allows movement of ODC cargo in a relatively convenient manner.

In FY-23, sixteen shipments constituting of 5232.41 tonne of Over Dimensional Cargo moved on NW-1, NW-2, NW-5, NW-31, NW-64, MW-86 & IBP route.





*NW-1: ODC cargo movement*

In FY-23 products such as Transformers, Amonia converter, Batch Digestors, Chimneys, Power Generator Equipment, Diesel HDT Reactors, Grinding and coating plant etc. were transported using IWT mode from Kolkata/ Haldia port to destinations along NW-1, NW-2, NW-5, NW-31, NW-64, NW-86 & IBP route.

**The details of ODC movements during 2022-23**

Sl. No.	National Waterways	Month	Year	Origin	Destination	Commodity	Cargo in MT	Shipper
1	NW-5, NW-64	Apr	2022	Paradip	Luna Jetty	Amonia Converter	930	Talcher Fertilizers
2	NW-86, NW-1, IBP	Apr	2022	Kolaghat	Mongla	Generator Parts	458	India Bangladesh Friendship Power Co.
3	NW-86, NW-1, IBP	Apr	2022	Kolaghat	Mongla	GRP Chimney	85	India Bangladesh Friendship Power Co.
4	NW-1	Apr	2022	Kolkata	Kahelgaon	Generator Stator	397	Adani Power
5	NW-1	May	2022	Budge Budge	Buxar	Transformer	379	L&T Ltd.
6	NW-1, IBP	June	2022	Kolkata	Mongla	Generator Parts	83.34	India Bangladesh Friendship Power Co.

7	NW-1, IBP	July	2022	Kolkata	Mongla	Generator Rotor	212.56	India Bangladesh Friendship Power Co.
8	NW-1, IBP	July	2022	Kolkata	Mongla	GRP Chimney	68.81	India Bangladesh Friendship Power Co.
9	NW-1, NW-86	July	2022	Haldia	Kolaghat	Generator	460	Patraru Vidyut Utpadan Nigam Ltd
10	NW-1, IBP	Oct	2022	Kolkata	Mongla	GRP Chimney	61	India Bangladesh Friendship Power Co.
11	NW-1, IBP	Nov	2022	Kolkata	Mongla	GRP Chimney	49.9	India Bangladesh Friendship Power Co.
12	NW-1	Feb	2023	Kolkata	Semaria	Diesel HDT Reactors	703.5	Indian Oil Corporation
13	NW-1, IBP, NW-2 & NW-31	Feb	2023	Kolkata	NRL Jetty, Numaligarh	DHT Reactor	521	Numaligarh Refinery
14	NW-1	Feb	2023	Kolkata	Buxar	Generator Stator	379	Buxar thermal Power Project
15	NW-1	Feb	2023	Diamond harbour	Semaria	Reactor	384.3	Indian Oil Corporation
16	NW-1 & IBP	Feb	2023	Kolkata	Mongla	STPH-Pre-Crushing Grinding & Coating Plant	60	India Bangladesh Friendship Power Co.
<b>Total</b>							<b>5232.41</b>	

#### 14.5. National Waterway-2

National Waterway-2 is the 891 km stretch of River Brahmaputra between Bangladesh border near Dhubri and Sadiya. NW-2 has historically been a crucial mode of transportation for the state of Assam (in the North East India) and continues to remain so. IWAI maintains stretch-wise Least Available Depth (LAD) on NW-2 around the year, which has resulted in regular traffic movement.



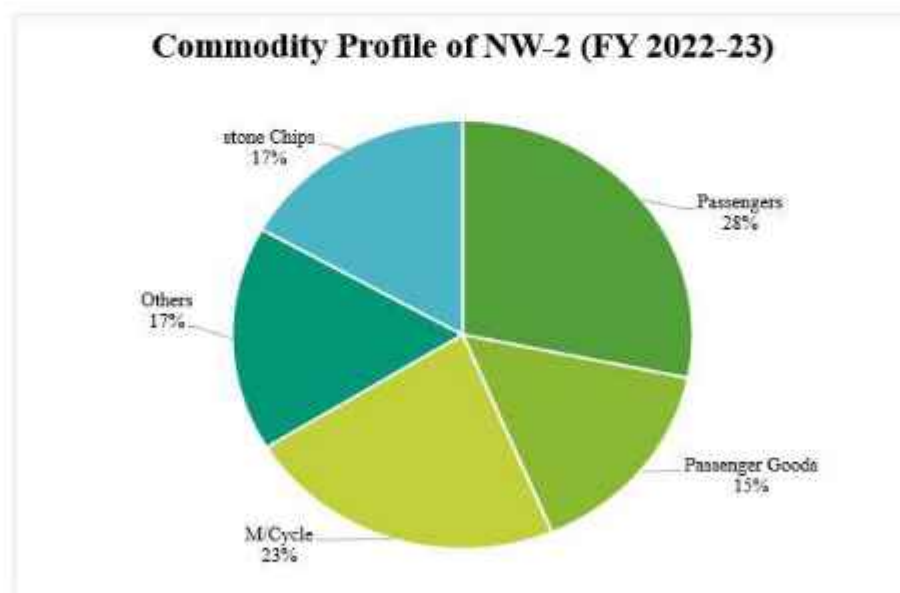
The traffic on NW-2 primarily consists of Bhutanese stone aggregates movement to Bangladesh, rice, passengers, vehicles and goods movement taking place through ferries.



*NW-2: RO-RO Movement*

The total traffic in FY-23 has increased by approx. 47% from 0.43 million tonne in FY-22 to 0.63 million tonne in FY-23. The increase in traffic is due to starting of movement of Bhutanese stone aggregates movement to Bangladesh and introduction of more Ro-Pax service. In July 2019, movement of Bhutanese stone chips & boulders started using IWT mode from Dhubri to destinations in Bangladesh.

The graph below presents the Commodity Profile of traffic moving on NW-2 in FY-2022-23.



*NW-2: Profile of traffic (FY-22)*

Passengers (28%) account for the highest share of traffic moving on NW-2 followed by passenger goods (15%). The goods movement on NW-2 is unorganized in nature consisting of personal items, vegetables, etc.



*NW-2: Cargo vessel movement*



*NW-2: MV Ganga Vilas*

**MV Ganga Vilas - the world's longest river cruise journey connecting NW-1 & NW-2 through IBP Route**



MV Ganga Vilas completed the longest river cruise in the world between Varanasi and Dibrugarh in Jan/Feb 2023. MV Ganga Vilas will continue to do voyages between Kolkata and Bangladesh. It was flagged-off by the Prime Minister of India Sri Narendra Modi on 13th January 2023 from Varanasi in Uttar Pradesh. MV Ganga Vilas traveled around 3,200 km in 51 days to Dibrugarh (Bogibeel) in Assam via Bangladesh. It explored forty historic sites on the banks of the river Ganga including, Mahabodhi Temple, Hazarduari Palace, Katra Masjid, Bodh Gaya, Chandanagar church, Char Bangla Temple and more. The 51 days cruise visited 50 tourist spots including World Heritage Sites, National Parks, River Ghats, and major cities like Patna in Bihar, Sahibganj in Jharkhand, Kolkata in West Bengal, Dhaka in Bangladesh and Guwahati in Assam. It has completed the successful journey till Bogibeel, Dibrugarh, Assam on 28.02.2023.



*The route of MV Ganga Vilas*

One ODC (over Dimensional cargo, 521 MT movements for Numaligarh Bio-refinery from Kolkata to NRL Jetty, Numaligarh, Assam also took place through NW-1, IBP route NW-2 and NW-31.

This initiative by IWAI (Ministry of Shipping) to commence movements to the North East via IWT mode has been appreciated by all stakeholders with great enthusiasm. IWAI is making concerted efforts to take up such movements to demonstrate the technical and commercial viability of Inland Waterways connectivity to NER to instill confidence in the industry for the modal shift of traffic and is at the same time engaging with stakeholders such as BIWTA, Customs authorities and Industry to address and resolve operational and procedural constraints.

### **Enabling Bhutan-Bangladesh trade via NW-2**

Bhutan has been exporting significant quantity of stone aggregates through the land route for different construction projects in Bangladesh. Stone exporters have identified Inland waterways as an alternate mode of transportation considering the benefits associated with waterways mode such

as lower transportation cost, larger shipment size compared to road, avoiding congestion on land routes etc.

In the first such movement of its kind, 1,005 tonne of crushed stone aggregates originating from Bhutan was transported from IWAI's jetty at Dhubri (Assam) on NW-2 to Narayanganj, Bangladesh on 11th July 2019. Stone aggregates were transported using trucks from Bhutan based stone quarries to IWAI's Dhubri jetty and subsequently loaded on IWAI's vessel MV AAI using mechanized loading system.

This movement evinced confidence in the Bhutanese exporters to increasingly shift to waterways mode and increase the trade of stone aggregates and other commodities between Bhutan and Bangladesh. As a result of the success of the first movement, movement of stone aggregates has become regular between Dhubri and Chilmari (Bangladesh) and 560 vessels loaded with 135112.63 MT Bhutanese Stone Aggregates have sailed from Dhubri to Chimari in Bangladesh during FY23.



*Vessel loaded with stone chips*

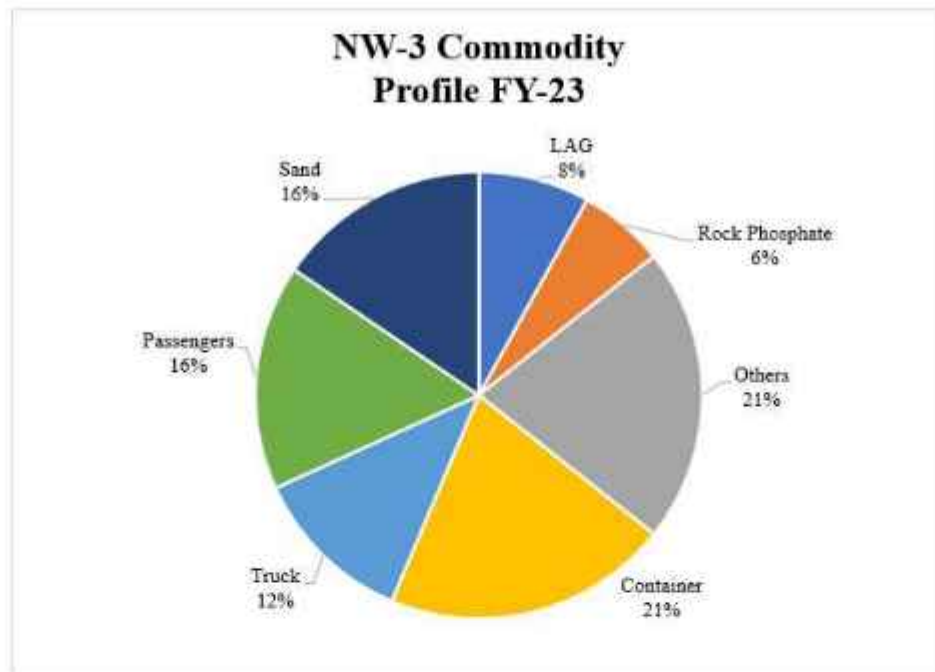
## 14.6 National Waterway-3

Kottapuram- Kollam stretch of the West Coast canal along with Champakara canal and Udyogmandal canal has been declared as the National Waterway-3 (NW-3). Approx. 3.23 million tonne traffic moved on NW-3 in FY-23. Traffic movement on NW-3 consisting Ro-Ro movement between Bolgatty and Willingdon Island, Passenger movements, unorganized movement and the movement of raw materials belonging to M/s Fertilizers and Chemicals Travancore Ltd (FACT) from Cochin port to the jetties at FACT factories.

The total traffic in FY-22 has increased by approx. 90 % to approx. 3.23 million tonne in FY-23 from approx. 1.70 million tonne in FY-22.



The graph below presents the commodity profile of traffic on NW-3 in FY-23.



*NW-3: Commodity profile of traffic (FY-23)*

The traffic moving on NW-3 is primarily the containers and trucks moved by the Ro-Ro service (43%) followed by Passenger movement (16%), sand (16%), raw materials moved by Fertilizers and Chemicals Travancore (FACT) to and in between their plants i.e., LAG (8%) and Rock Phosphate (6%). LAG is transported to FACT's Cochin Division and Petrochemical Division; Chemicals transported to FACT's Cochin Division and Udyog Mandal Division while most of the Rock Phosphate is transported to FACT's Cochin Division jetty.



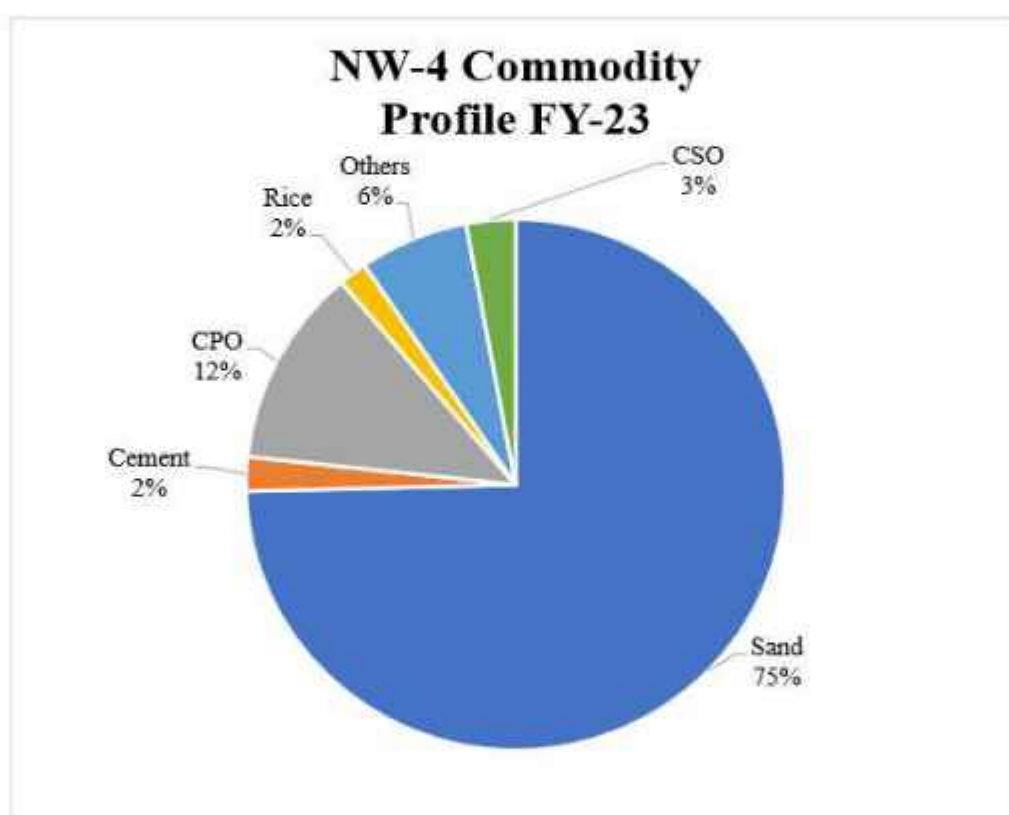
*Ro-Ro Vessel on NW-3*

### 14.7. National Waterway-4

National Waterway 4 (NW-4) is a 2,890 kilometers long waterway consisting of stretches of River Krishna, River Godavari, Commamur Canal and Buckingham Canal. It passes through the Indian states of Telangana, Andhra Pradesh, Tamil Nadu, Karnataka, Maharashtra and the union territory of Puducherry.

The traffic movement on NW-4 consists movement from Krishnapatnam port and unorganized movement of sand in country boats. In FY-22, traffic handled on NW-4 was 11.23 million tons, while in FY-23 traffic decreased to 8.42 million tons due to reduction in sand movement.

The graph below presents the commodity profile of traffic on NW-4 in FY-23.



NW-3: Commodity profile of

### 14.8. National Waterway-5 & 64

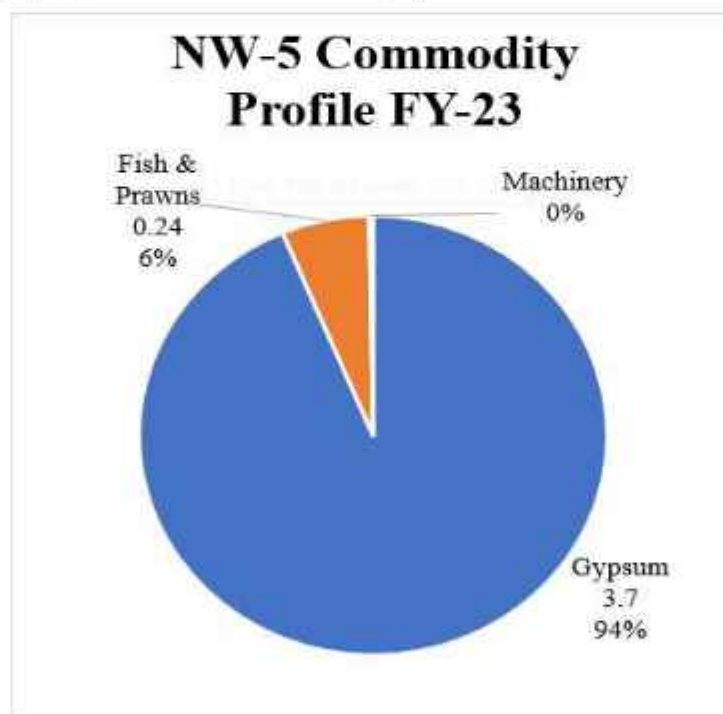
Gypsum generated from IFFCO plant started transporting through IWT mode from IFFCO Riverine Jetty (NW-64, Mahanadi R.) to Paradip Port (Berth- NQ-2 & Draft - 7.5 m) for a distance of 15.0 km by shipper namely M/s Orissa Stevedores Ltd (OSL). Hon'ble Union Minister of PS&W Shri Sarbananda Sonowal flagged off the first voyage of bulk cargo (Gypsum) by M.V. Dristi, River Sea Vessel-Type 4 (RSV-4) vessel on 25.04.2022. 377472 metric tons of have been transported during FY-23.





*Flagging-off the First Voyage of Bulk Cargo (Gypsum) by Hon'ble Minister of Ports, Shipping & Waterways*

The following graph presents the commodity profile of traffic on NW-5 in FY-23.

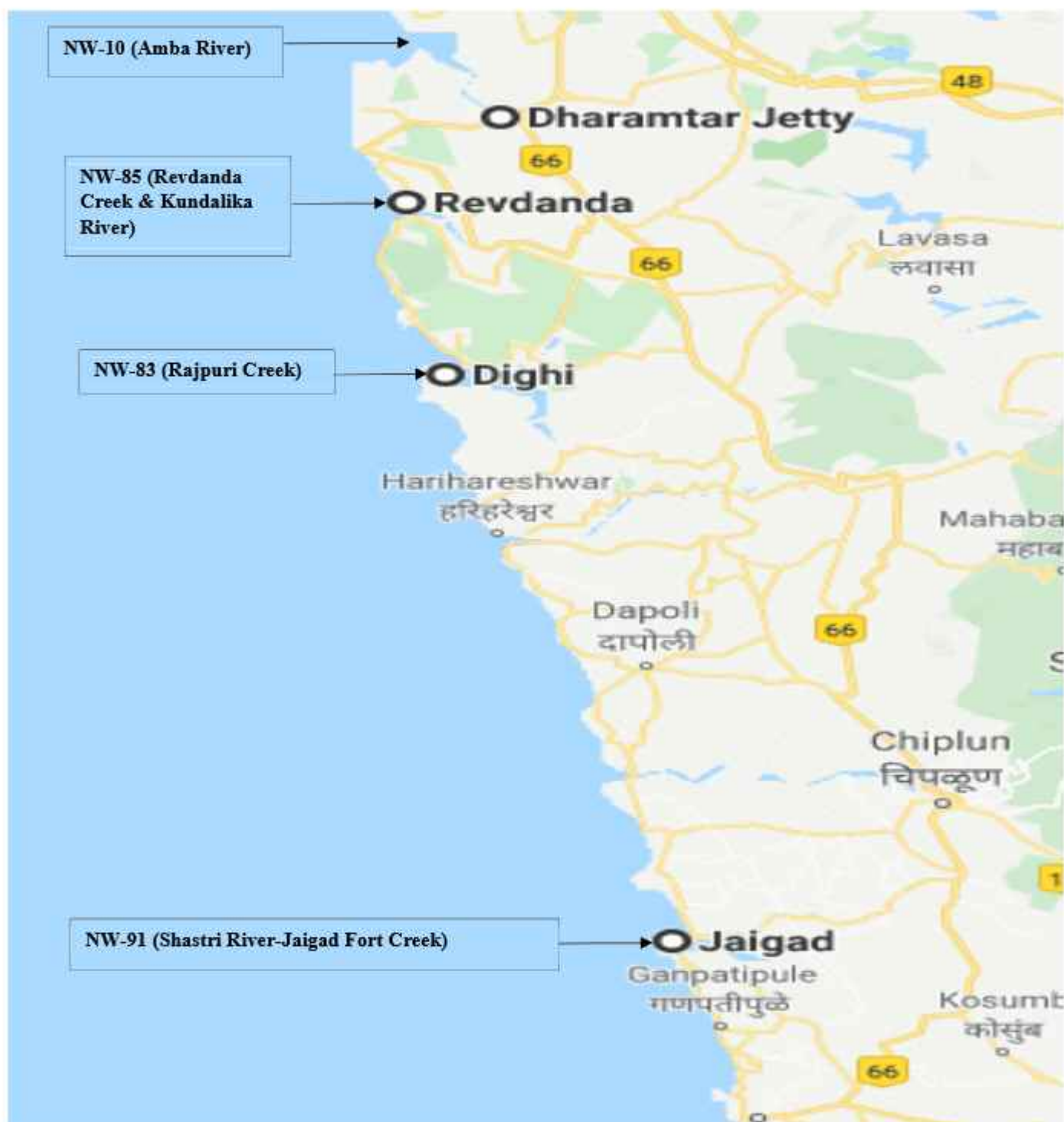


*NW-5: Commodity profile of traffic (FY-23)*

#### 14.9. Maharashtra Waterways

Maharashtra has 4 operational NWs which are NW-10 (Amba River), NW-83 (Rajpuri creek), NW-85 (Revdanda creek/ Kundalika River) and NW-91 (Shastri River/ Jaigad Fort Creek). Maharashtra Waterways constituted approx. 50% of the total traffic handled on all National

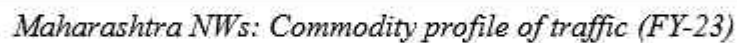
Waterways in the country in the FY-23. NW-91 handles approx. 53.6 % of the total traffic Maharashtra Waterways followed by NW-10 which handles 45.2%.



*Maharashtra NWs: Operational waterways*

In FY-22, traffic handled on the Maharashtra Waterways was approx. 43.61 million tonnes, while in FY-23 traffic increased to 63.15 million tonnes mainly due to increase in movement of imported Coal, Iron Ore and Sugar etc. The graph below presents the commodity profile of traffic on Maharashtra Waterways in FY-23.





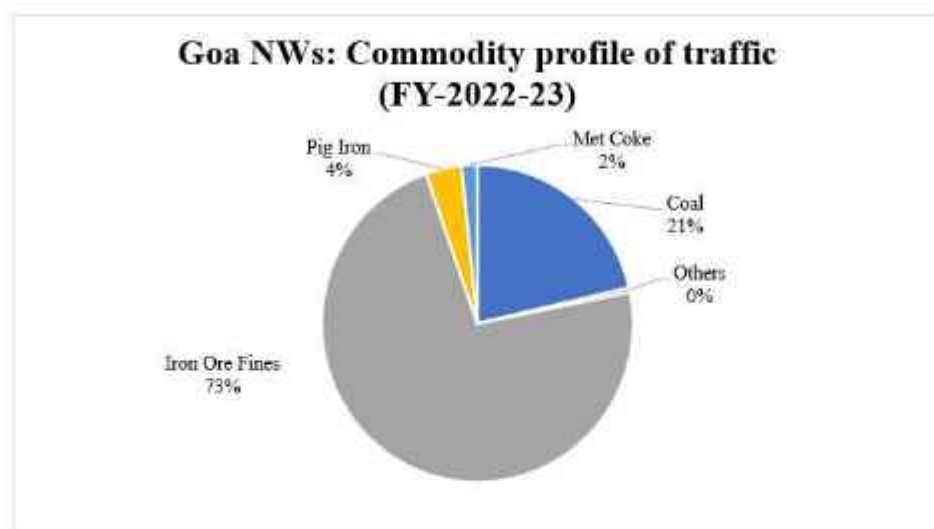
The map displays the coastline of Goa, India, with various towns and landmarks labeled. Two specific locations are highlighted with black boxes and arrows:

- NW-68 Mandovi River:** Located near Panaji, pointing to the Mandovi River.
- NW-111 Zuari River:** Located near Vasco da Gama, pointing to the Zuari River.

Other visible locations include Baga, Calangute, Candolim, Aguada Fort, Miramar Beach, Dona Paula Beach, St Cruz, Bambolim, Carambolim, Corlim, Mardol, Veling, Bandoda, and Dabolim. The map also shows the Mandovi and Zuari rivers flowing into the Arabian Sea.

With traffic movement of approx. 2.93 million tonnes, the Goa waterways constituted approx. 2.32 % of the total traffic on all NWs in FY-23. 87% (approx. 2.54 million tonne) of the total traffic on the Goa Waterways was handled on NW-68, whereas the remaining 13% (approx. 0.4 million tonne) was handled on NW-111.

The graph below presents the commodity profile of traffic on Goa Waterways in FY-23.



*Goa NWs: Commodity Profile of traffic (FY-23)*

It can be observed that the top two commodities on the Goa Waterways are Iron Ore (73%) and Coal (21%). Most of the Iron Ore is exported to foreign countries from Mormugao Port, whereas coal is imported from foreign ports to Mormugao Port. Other commodities handled in Goa Waterways are Pig Iron (4%) and Met Coke (2%).

#### 14.11. Gujarat Waterways

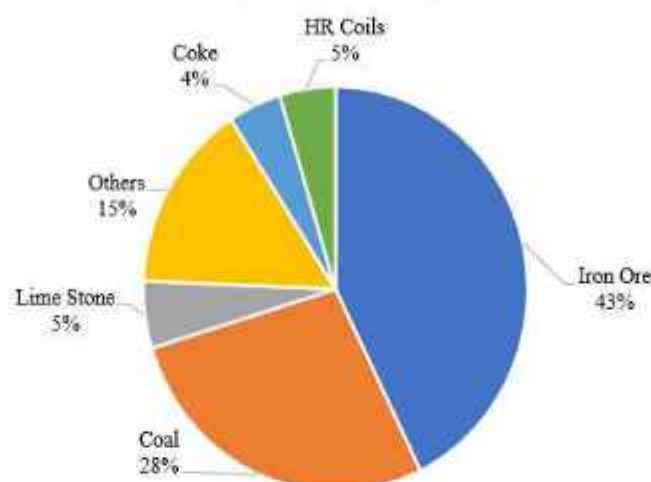
Gujarat has 2 operational National Waterways i.e., NW-73 (River Narmada) and NW-100 (River Tapi). With approx. 27.66 million traffic, the Gujarat waterways constituted 21.92% of the total traffic on all National Waterways in FY-23. Over 99% of the Gujarat Waterway traffic is handled on NW-100 (River -Tapi).

The graph below presents the commodity profile of traffic on Gujarat Waterways in FY-23.





### Gujarat NWs: Commodity profile of traffic (FY-2022-23)



*Gujarat NWs: Commodity profile of traffic (FY-23)*

It can be observed that the top two commodities i.e., Iron Ore (43%) and Coal (28%) form 71% of the total traffic moving on Maharashtra Waterways. These are followed by HR Coils and Limestone which account for 5% each. Other commodities are Coke, Clinker, Cement etc. Only 2 commodities were transported on NW-73 (Narmada River) in FY-22 of which Ethylene (99%) accounted for the highest share of the total traffic followed by Propylene (1%).

### 14.12 Newly Operational National Waterways

The number of operational NWs has increased to 24 in FY-23 with the inclusion of traffic on NW- (Budha Balanga), NW-8 (Alappuzha-Changanassery Canal), NW-9 (Alappuzha-Kottayam – Athirampuzha Canal), NW-14 (Baitarni River) and (NW-31 Dhansiri/Chathe).

### 14.13 Schedule Services

Six movements of schedule services have successfully been conducted on NW-1 and NW-2, the details of movements are as follows:

SL No.	Vessel / Voyage	Cargo Carried		Cargo / Commodity Types
		TEU	MT	
1	MV Lal Bahadur Shastri / 003 & 004 - on T/C in NW2	-	300	Coal / stone chips from Dhubri to Chilmari & Empty from Chilmari / Dhubri - 14.03.2022 - 09.04.2022
2	MV Lal Bahadur Shastri / 005 - on Pilot Project in NW2	-	300	Boulders from Dhubri to Chilmari - 10.04.2022 - 15.05.2022
3	MV Lal Bahadur Shastri / 005 - on Pilot Project in NW2	-	300	Boulders from Dhubri to Chilmari - 16.05.2022 - 15.06.2022

4	MV RN Tagore / 003 (West bound) / NW1	6	102	Assorted cargo A/c M/s. Emami Agro Tech from Kolkata to Patna - 03.04.2022 - 16.04.2022.
5	MV RN Tagore / 004 (East bound) / NW1	6	128.67	Broken Rice in 6 x 20' containers A/c M/s. IFB Agro from Patna to Kolkata - 06.05.2022 - 31.05.2022
6	MV RN Tagore / 004 (East bound) / NW2	10	-	Varanasi to PATNA Jan 23
<b>TOTAL</b>		22	1130.67	

#### 14.14 Initiatives for growth of traffic on National Waterways

To enhance the utilization of NWs for transportation of cargo and passengers, IWAI is pursuing multiple initiatives in consultation with different stakeholders. These initiatives are briefly summarized as follows:

- Augmentation of vessels fleet:** There is a scarcity of inland vessels for transportation of cargo on National Waterways and accordingly IWAI on various platforms proposed the following steps for increasing the inland vessel movement on National Waterways:
  - Revival of Inland Vessel subsidy scheme, which was there in the 9th Five Year Plan.
  - IWAI proposed to provide incentive for transportation on National Waterways in line with the scheme implemented by Government of Kerala by providing incentive of Rs. 1/- per ton per km for transportation on inland waterways.
- Extension of PIWT&T route:** Efforts have been taken to extend the Indo-Bangladesh Protocol route under PIWT&T from Kolkata to Varanasi, for which the Technical Team of Bangladesh has already visited Sahibganj and Varanasi during February, 2021. This subject was also discussed during SSLT held on 21st October, 2021 at New Delhi wherein Bangladesh side has informed that the facilities available are good at the said Ports but the proposed route appeared not to be economically viable to the Technical Committee at this stage. However, considering the future expansion of trade, PIWT&T route can be extended up to Varanasi from Kolkata and Sahibganj and Varanasi be included as new Ports of Call under PIWT&T.
- Extension of Customs facilities at Sagardeghi, Pakur, Sahibganj, Varanasi and Maia:** Initiative has been taken up with CBI/ Customs Dept. for providing Customs facilities at above mentioned IWT terminals for smooth transportation of cargo from these terminals to Bangladesh.
- Bangladesh side is continuously pursued for providing trans-shipment facilities at Munishganj and Pangaon** for the Indian cargo to be transited to North-Eastern Region till such time these facilities are made available at Ashuganj, which is already declared trans-shipment Port of Call under PIWT&T. Matter has been taken in Shipping Secretary Level Talk (SSLT) since last three meetings, however, Bangladesh side has not agreed for the same so far.
- Operationalization of Indo-Bangladesh Protocol (IBP) Route No. 9 & 10 (Gomti River) under PIWT&T:** In 21st Standing Committee Meeting, Government of Bangladesh has



agreed that the development activities in Bangladesh portion for Protocol Route no. 9 & 10 (length 93 km in Bangladesh and 1 km in India) from Bibir Bazar to Daudkandi for developing of fairway for 2.5 m depth and 30 m width at the cost of Government of Bangladesh. This needs to be expedited.

6. **Facilitation of Movement by Third Country “EXIM Trade on PIWT&T”:** The PIWT&T has the provision for the movement of third country cargo on Protocol Routes. This issue was discussed during 21st SCM as well as in SSLT and Bangladesh side desired to undertake further study, examination and stakeholders’ consultation before taking a view on issuing any notification or advisory to field formations or industry regarding the transportation of Third Country cargo on PIWT&T and on coastal shipping agreement.

After deliberations, it was decided that both the sides agreed that a composite team from Bangladesh side consisting of experts, relevant officials and stakeholders of Bangladesh will visit Krishnapatnam, Vishakhapatnam where the mother vessels are said to be calling regularly. The composite team will submit a report to the Ministry of Shipping in Bangladesh for further consideration. This matter needs to be expedited.

7. **Digital portal for dissemination of information to IWT users:** As a step towards improving the efficiency and effectiveness of various activities being performed by IWAI and to ensure Ease of Doing Business, IWAI has developed digital solutions to enable stakeholders to have access to key information for National Waterways using integrated digital platforms. The solutions were identified and developed in consultations with Shippers, Vessel Owners, Industries, Central & State Ministries, Maritime Boards and other internal and external stakeholders for the IWT sector.

8. **The key digital solutions developed by IWAI are:**

**A. CAR-D (Cargo Data) Portal – Web portal (<https://iwaicargoportal.nic.in>)**

CAR-D is a web-based portal for collection & compilation, analysis and dissemination of all the cargo and cruise movement data for IWAI and its stakeholders. It captures the traffic data for cargo and cruise from different terminal operators, regional offices & sub-offices and further analysis the data against key performance indicators. CAR-D helps in near real time capturing of cargo traffic and passenger traffic with the help of terminal operators, Maritime Boards and regional offices. It is accessible to the all the stakeholders and helps in understanding the traffic flow patterns, key commodities and potential, key logistics players in the sector and can facilitate cargo consolidation and promotion of potential of inland waterways transport.

**B. PANI (Portal for Asset & Navigation Information) – web portal & Mobile Apps (<https://pani.iwai.nic.in>)**

PANI is an integrated solution bringing river navigation and infrastructure information on a single platform. It provides detailed information on various features of the National Waterways (NWs) and the assets on these NWs, such as fairway, infrastructure facility, cross river structures, connectivity at jetties, emergency services for facilitating transportation of cargo and other vessels through inland waterways. The GIS based Bharat Map portal also helps external stakeholders in voyage planning, leading to ease of business. The open access platform brings transparency of information for timely decision making based on single source of truth and aims to facilitate transportation of



cargo and other vessels through inland waterways. It also helps users in assessing the feasibility of transportation on an anticipated date of journey by simulating historical data against required draught, vertical and horizontal clearance.

**C. IBP Permission Portal (<https://stagethree.ncog.gov.in/iwai>)**

IBP Permission portal is an online application portal that has been developed for granting of permission (Inward/Outward) to vessels plying on IBP route. The platform allows agents registration, vessels registration which are subsequently used for Inward/Outward permission through an authority-based approval workflow. This significantly reduces the processing time and manual interventions by bringing in transparency and standard operation procedures in a timely manner.

9. **Facilitation of Cargo transportation by the local community:** IWT has been traditionally used by the local community for transportation of their produce and passengers. Facilitation of movement of goods on waterways and local level as part of the Arth Ganga vision will further enhance use of IWT.

#### 14.15 Major Achievements During FY 2022-23

1. Approx. 5.20 million tonnes of traffic moved on the IBP route in FY-2022-23.
2. An MoU between IWAI & Ultratech Cement was signed for Movement of Cargo (Gypsum) from Paradip Fertilizer unit of IFFCO, on NW-64 through NW-5 to Cement Plants situated along the banks of NW-1, in Bihar and West Bengal.
3. Movement of 1862.91 MT Naphtha of Indian Oil Corporation was transported from Haldia to Mongla by BD Flag Vessel M.V. O.T. SHANGHAI - 8 through Protocol on Inland Water Transit & Trade (PIWTT) route for the first time.
4. Two trial movements of Indian Transit Cargo on Mongla – Tamabil (Single Container) and Mongla – Bibirbazar (Single Container) on Maritime and Multi-Modal Transport Routes have been performed as per 13th India-Bangladesh Joint Group of Customs meeting decision under the Agreement on the use of Chattogram and Mongla Ports (ACMP). {Bangladesh Flag Vessel MV Rishad Rayhan carrying 1441.125 MT of Project Cargo (Export Cargo) along with 2 nos. Container Cargo of 18.680 MT & 8.525 MT (Transit cargo meant for above trial runs) respectively sailed from Kolkata on 01.08.2022 and reached Mongla on 07.08.2022 through PIWT&T Route}.
5. Inauguration of Tourist Jetty at Bogibeel Riverfront (Railways) and Unveiling of Foundation Stone for Construction of Floating Jetties at Bogibeel & Guijan on NW-2 (IWAI) was held in the presence of Hon'ble Union Minister PS&W on 19th September 2022 at Bogibeel, Dibrugarh, Assam.
6. A successful trial run of a new cargo vessel "Pearl of Periyar" owned by The Fertilisers and Chemicals Travancore Limited (FACT) was conducted on 24.11.2022 on NW-3, carrying Liquified Ammonia Gas (LAG) from FACT PD (Udyogamandal Canal) to Ambalamugal (Champakara Canal) for a length of 36 KMs.
7. Hon'ble Prime Minister has inaugurated the Haldia Multi Modal Terminal (MMT) virtually on 13.01.2023.



8. Hon'ble prime Minister has inaugurated Community jetties in UP & Laid foundation of Community Jetties in Bihar on 13th Jan' 2023 virtually.
9. Hon'ble Prime Minister inaugurated three major projects in Assam virtually on 13th January 2023 viz. the Foundation Stone for the Construction of Ship Repair Facility at Pandu Port, Elevated Road Connecting Pandu Port with NH-27 and Maritime Skill Development Centre for the North East at Guwahati. The event was attended by Hon'ble Chief Minister Himanta Biswa Sarma, Hon'ble Minister of State for Ports, Shipping, Waterways and Tourism Shri Shripad Naik and Hon'ble Member of Parliament Queen Oja.
10. IWAI organized a reception for the World's Longest River cruise "MV Ganga Vilas" on successful completion its epic journey covered 3200 KM from Varanasi to Dibrugarh via Dhaka on 28th February 2023 at Bogibeel, Dibrugarh, which was flagged off by Hon'ble Prime Minister virtually on 13th January 2023 from Varanasi. Hon'ble Minister of Ports, Shipping, Waterways and Ayush Shri Sarbananda Sonowal and other central and state Ministers, MPs and other dignitaries were present.
11. An MoU was signed between IWAI and Central Marine Fisheries Research Institute (CMFRI) on 08.02.2023 for monthly transmittal of estimated monthly fish landings in Kerala.
12. Community jetties developed by IWAI at Charjatra Sidhi Ghat, Majherchar Ghat, Sharmababu Ghat and Saptarishi Ghat along NW-1 have been inaugurated by Hon'ble Minister of State (PSW), Shri Shantanu Thakur on 26.03.2023. Hon'ble Minister also witnessed the commencement of developmental activities along NW-44 (Ichamati River) on 26.03.2023.
13. The Waterways Conclave was held at Dibrugarh on 11th & 12th April, 2022. The event was attended by Hon'ble Union Minister of Ports, Shipping & Waterways and Ayush, Shri Sarbananda Sonowal, Hon'ble Chief Minister Himanta Biswa Sarma and other Dignitaries.
14. A stakeholders meeting was conducted at the conference hall of M/S Tata Steel, Kalinganagar on 24.04.2022. IWAI team headed by Chairman, representatives from M/S Tata Steel, Jindal, MCL and other stake holders were requested to participate in the development of National Waterways on PPP mode.
15. A Stakeholders Workshop on Enhancing Regional Freight Traffic through Waterways was held at Taj Bengal, Kolkata on 17.08.2022. Hon'ble Minister & Secretary of Ministry of Ports, Shipping & Waterways joined the Workshop virtually. Hon'ble Chairman & Vice Chairman, IWAI along with other government officials and stakeholders physically attended the Workshop.

#### Annexure

#### **A. Details of IWAI's permanent jetties (including facilities) on National Waterways.**

National Waterway-1				
Location	Jetty/ Terminal	Storage Facility	Equipment	Other Facilities
Varanasi MMT	RCC jetty (Length-200m, Width-35m)	No covered storage facility. Space	Two Mobile Harbour Cranes	Road connectivity,

	Passenger Jetty (Floating pontoons – length 20m, Width-10m)	available for development of covered storage.	of capacity 50 MT each	Rail connectivity (proposed)
<b>Gaighat, Patna</b>	Low flood level RCC jetty (Length - 46m, Width-15m) High flood level RCC jetty (Length-70m, Width – 30m)	Transit shed (length-45m, breath-15m)	One rubber tyre mobile crane of capacity 70 MT and Two 30 MT rubber tyre mobile crane	Road connectivity
<b>Sahibganj MMT</b>	RCC jetty (Length-270m, Width-25m)	Storage shed (132m X 30m), Stock yard development for stone chips & coal: 50,000 sqm.	One Mobile Harbour crane, eight front end loaders, Conveyor system with fixed hopper (1,200 TPH), Two weigh bridges	Road connectivity, Rail connectivity (proposed)
<b>Garden Reach Jetty II, Kolkata</b>	RCC jetty (Length-70m)	Storage shed (1,100 sqm.)	Screw Compressor, loader, Crane, Material handler	Road connectivity, Customs Notified
<b>MMT Haldia</b>	RCC Jetty (Length-465m)	Storage shed (3960 sqm.)	800m Conveyor gallery, 8 x 1200 MT silos	Road Connectivity
<b>National Waterway-2</b>				
<b>Location</b>	<b>Jetty/ Terminal</b>	<b>Storage Facility</b>	<b>Equipment</b>	<b>Other Facilities</b>
<b>Pandu, Guwahati</b>	Low level RCC jetty (Length-50m, Width-20m), High level RCC jetty (Length-50m, Width-20m)	2 nos. Transit Sheds (75m x 21m each), Open storage area: 553.90 sqm.	Two hydraulic shore cranes of 20 MT and 75 MT capacity, One Weigh bridge: 100 MT capacity	Road connectivity, Railway Broad Gauge (BG) siding Customs Notified
<b>Dhubri</b>	Ro-Ro RCC Jetty – (Length-186m, Width-15.6m)	2 nos. Transit Sheds (25m x 15m each), Open storage area: 553.90 sq. m.	One Shore crane – 20 MT capacity, One Weigh Bridge – 60 MT capacity	Road connectivity, Customs Notified



National Waterway-3				
Location	Jetty/ Terminal	Storage Facility	Equipment	Other Facilities
Kottapuram	RCC jetty: 30 m length	Covered storage – 300 sqm, Open Storage – 800 sqm	One Mobile hydraulic crane of capacity 18 MT, One forklift of capacity 3 MT	Road connectivity
Aluva	RCC jetty: 30 m length	Covered storage – 300 sqm, Open Storage 1500 sqm	One Mobile hydraulic crane of capacity 18 MT, One forklift of capacity 3 MT	Road connectivity
CSEZ (Kakkanad)	Land only. Temporary berthing jetty – 10 m length	Nil	Nil	Road connectivity
Maradu	RCC jetty: 30 m length	Covered storage – 300 sqm, Open Storage – 2000 sqm	One Mobile hydraulic crane of capacity 18 MT, One forklift of capacity 3 MT	Road connectivity
Vaikkom	RCC jetty: 30 m length	Covered storage – 300 sqm, Open Storage – 800 sqm	One Mobile hydraulic crane of capacity 18 MT, One forklift of capacity 3 MT	Road connectivity
Thannermukkom	RCC jetty: 30 m length	Covered storage – 300 sqm, Open Storage – 800 sqm	One Mobile hydraulic crane of capacity 18 MT, One forklift of capacity 3 MT	Road connectivity
Alappuzha	RCC jetty: 30 m length	Covered storage – 300 sqm, Open Storage – 2000 sqm	Nil	Road connectivity
Kayamkulam	RCC jetty: 30 m length	Covered storage – 300 sqm, Open Storage – 2000 sqm	One Mobile hydraulic crane of capacity 18 MT, One forklift of capacity 3 MT	Road connectivity
Chavara	Land Only	Nil	Nil	Road connectivity

<b>Kollam</b>	RCC jetty: 30 m length	Covered storage – 300 sqm, Open Storage – 2000 sqm	One Mobile hydraulic crane of capacity 18 MT, One forklift of capacity 3 MT	Road connectivity
<b>Bolgatty</b>	Ro-Ro/Lo-Lo landing point	Nil	Nil	Road connectivity
<b>Willingdon Island</b>	Ro-Ro/Lo-Lo landing point	Nil	Nil	Road connectivity
<b>National Waterway-16</b>				
<b>Location</b>	<b>Jetty/ Terminal</b>	<b>Storage Facility</b>	<b>Equipment</b>	<b>Other Facilities</b>
<b>Badarpur</b>	RCC jetty – (Length – 91 m, Width – 37 m)	Covered storage (29.84 m x 16.07 m), Open stack space	One shore crane, One floating pontoon, One forklift	
<b>Karimganj</b>	RCC jetty – (Length -136.5 m, Width - 14.5 m)	Covered storage (85 m x 23 m), Open stack area of 553.90 sq. m.	One shore crane, One floating pontoon, One forklift	Customs Notified

## B. Chainage-wise terminals (Permanent and Floating) on NW-1 and NW-2

<b>Chainage-wise terminals on NW-1</b>		
<b>Chainage</b>	<b>Permanent Terminal</b>	<b>Floating terminal</b>
0-100	MMT at Haldia	Haldia
101-200	GR Jetty - II	Botanical Gard., GR Jetty/BISN, Tribeni
201-300		Shantipur, Swaroopganj
301-400		Katwa
401-500		Hazardwari
501-600		D/s Farakka & U/s Farakka, Rajmahal
601-700	MMT Sahibganj	Sahibganj, Bateshwarsthan
701-800		Bhagalpur, Munger
801-900		Semaria
901-1000	Gaighat (Patna)	
1001-1100	Low level-high level jetty, IMT Kalughat (proposed)	
1101-1200	Inter-modal terminal (IMT) proposed	Buxar, Ghazipur



1201-1300		
1301-1400	MMT Varanasi	Rajghat, Varanasi
1401-1500		
1501-1620		Allahabad

❖ Suitable cargo handling arrangements such as crane pontoon etc. can be arranged at the floating terminals.

Chainage-wise terminals on NW-2		
Chainage	Permanent Terminals	Floating Terminals*
0-50	Dhubri	Hatsingimari, Dhubri
50-100		
100-150		Jogighopa
150-200		
200-250		
250-300	Pandu	
300-350		
350-400		
400-450		Tezpur, Silghat
450-500		Biswanath ghat
500-550		
550-600		
600-650		Neamati
650-700		
700-750		Bogibil
750-800		Sengajan, Dibrugarh/Oakland
800-850		
850-891		Oriumghat

❖ Suitable cargo handling arrangements such as crane pontoon etc. can be arranged at the floating terminals.

## 15. JAL MARG VIKAS PROJECT ON NW - 1

15.1. Inland Waterways Authority of India, a statutory body under administrative control of Ministry of Ports Shipping and Waterways is implementing Jal Marg Vikas Project for capacity augmentation of National Waterway -1 (from Haldia to Varanasi stretch of 1380 km) with technical assistance and financial support of the World Bank.

**15.2.** The proposal for implementation of Jal Marg Vikas Project at an estimated cost of Rs. 5369.18 crores as appraised and recommended by the Public Investment Board, and it was also approved by the Cabinet Committee on Economic Affairs on 03.01.2018 with the following funding pattern:

- a. IBRD Loan- Rs.2,512.00 crores i.e. (US\$ 375.00 million).
- b. Government of India Counterpart Funds (budgetary allocation and proceeds from issue of infrastructure bonds: Rs.2,556.00 crores i.e. (US\$ 380.00 million).
- c. Private sector participation under PPP mode is Rs. 301.00 crores i.e. (US\$ 45.00 million).

**15.3.** After due negotiations between Government of India and the World Bank, the Board of Executive Directors of International Bank for Reconstruction & Development approved loan of USD 375 million for the project on 12.04.2017. Loan Agreement between the World Bank and Government of India and Project Agreement between the World Bank and Inland Waterways Authority of India were signed on 02.02.2018. The Loan Agreement and Project Agreement were effective since 23rd March, 2018.

**15.4.** After successful implementation of Jal Marg Vikas Project enabled Ganga-Bhagirathi-Hooghly River system for Inland Water Transport, that may provide an alternative, cost-effective, safe and environment-friendly mode of transport options and it would be nurturing entire logistics framework and support for strengthening industries, new startup & economic clusters along the hinterlands of NW-1. Logistic players in and around the project corridor enables socio-economic growth in region covering the states i.e., Uttar Pradesh, Bihar, Jharkhand and West Bengal.

**15.5.** IWAI has continuously made a headway in completing the JMVP sub project despite lukewarm responses from the market pertaining to the procurement activities, the extension of project implementation schedule of Jal Marg Vikas Project up to December, 2026 is under consideration of the Government.

**15.6.** The Tripartite Project Review meeting & Project Review by PM Gatishakti have supported JMVP team for seamless implementation of project in the effective manner, inputs and advice received from World Bank enables JMVP team have better insights. As per the World Bank, the Jal Marg Vikas Project is first kind of project for river transport development in India, therefore it can be modelled for development of other National Waterways too. The World Bank advised that manpower and expertise working under JMVP have gained knowledge and have been trained in waterway sector and may become long term asset for the IWAI. The authority has to initiate action for retaining project manpower to best utilization of their institutional memory and knowledge in nation building. Presently waterway sector is at nascent stage and facing issues of inadequate trained professional and whole nation has lots of expectations from Inland Water Transport sector as a support engine for rapid economic growth.

**15.7.** Hon'ble Prime Minister of India chaired the first meeting of the National Ganga Council in Kanpur (Uttar Pradesh) on December 14, 2019, where it was urged for holistic development process for river Ganga. During that meeting, the concept of Arth Ganga being linked to IWT sector evolved. It is likely to impact more on socio-economic eco-system along the banks of NW-1. The Arth Ganga plans are afoot to energise economic activity along the corridors of National Waterway-1.

**15.8.** Jal Marg Vikas Project implementation have been decided in phased manner. The JMVP -I has responsibility for overall development of National Waterways where IWT infrastructure is being



created, whereas, JMVP – II (Arth Ganga Program) targets the development of community Jetty, Ro-Ro facility, rehabilitation of existing Navigational Lock Gate at Farakka and also develop cross section draft for smooth navigation etc. Both phases of project i.e. (JMVP-I & JMVP-II) have been targeted to be completed in revised timeline of December, 2026 and the further development will be aligned to achieve objectives of Maritime India Vision 2030.

**15.9** The detailed Engineering & FEED, ESIA and IWT Sector Development Strategy & Business Development Studies were carried out on NW-1 for project formulation. based on the outcomes of these studies, findings are under implementation with revised estimated cost of Rs. 4633.81 crores. The Jal Marg Vikas Project envisages to improve navigability of National Waterway-1 (NW-1) from Haldia to Varanasi (1380 Km) stretch along Ganga-Bhagirathi-Hooghly River system.

**15.10** The Mid-Term Review for Jal Marg Vikas Project was held during 8th to 21st December 2020 by the World Bank, where overall project development objective was rated as Satisfactory by the World Bank Group.

- (i) **Fairway development:** The project envisaging fairway development maintenance to provide navigable draft of 2.2 to 3 m at Haldia to Varanasi stretch, with bottom channel width of 35/45 meter, this component includes re-engineering of river bends, dredging and bandalling; the River Information System (RIS) and Vessel Traffic Management System (VTMS) etc. and to provides navigational supports to the vessels plying along NW-1.
- (ii) **Civil Construction Works:** The construction of logistics infrastructure such as MMT Varanasi, MMT Sahibganj and MMT Haldia is completed and remaining infrastructure i.e. IMT Kalughat, New Navigational Lock Gate Farakka, development of community jetties in U.P, Bihar, Jharkhand and West Bengal, Ro-Ro terminals is ongoing.
- (iii) **Fairway Development:** The five years least assured depth dredging projects along Farakka to Kahelgaon, Sultangaj to Mahenderpur and Mahenderpur to Barh are ongoing. The fairway development in remaining stretches are under different stages of tendering.
- (iv) **Improvement of investment climate for vessel design and development of PPP framework & procurement for IWT:** Marketing development efforts have been made continuously under this project by taking support from Asset Management expert & Consultants, the PPP frameworks is made for different asset class was envisaged, accordingly, tenders document was developed, marketing expert engaged has assisted during various tendering stages for attracting private sector participation and expected investment in IWT projects, the business development efforts has helped in harnessing private sector potential in development of ecosystem for Inland Water Transport in India. For promoting vessel construction industry in India, the project endeavor by developing 13 different standardization vessel design types concepts through consultant M/s DST- Germany, the authority has shared design on website for wider publicity to facilitate vessel construction activity.

**15.11** The issues for requirement of environmental clearance for maintenance dredging in rivers were also resolved, the Ministry of Environment, Forest & Climate Change (MoEF&CC) conveyed their decision that maintenance dredging in rivers do not require prior environment clearance and thus way cleared for the Jal Marg Vikas Project for implementation subject to compliance of certain environment safety measures by the project proponent agency, as prescribed by MoEF&CC. Further, the Hon'ble National Green Tribunal (Principal Bench), New Delhi, in their order dated 01.11.2018,

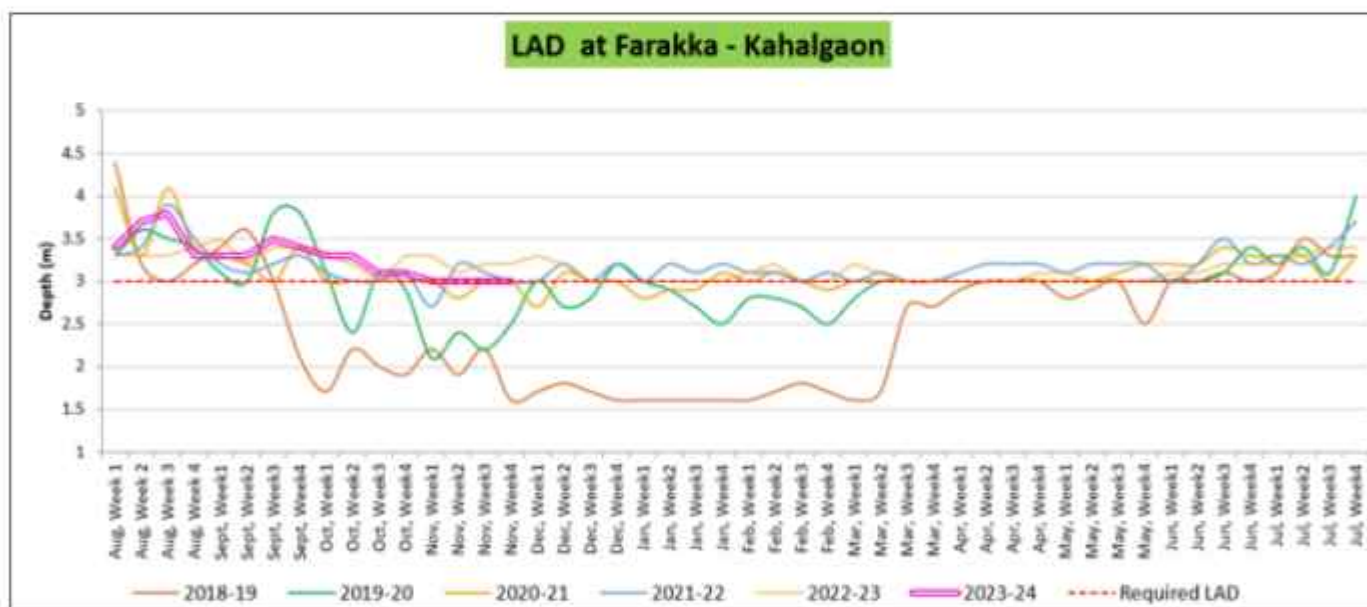


dismissed O.A. No. 487 of 2015 filed by Shri Bharat Jhunjhunwala & Ors. against IWAI & Ors. seeking a direction to the respondents to obtain prior environmental clearance for the Jal Marg Vikas Project under EIA Notification of 2006, as amended from time to time.

15.12 The sub component wise project progress achieved under the Jal Marg Vikas Project is summarized below:

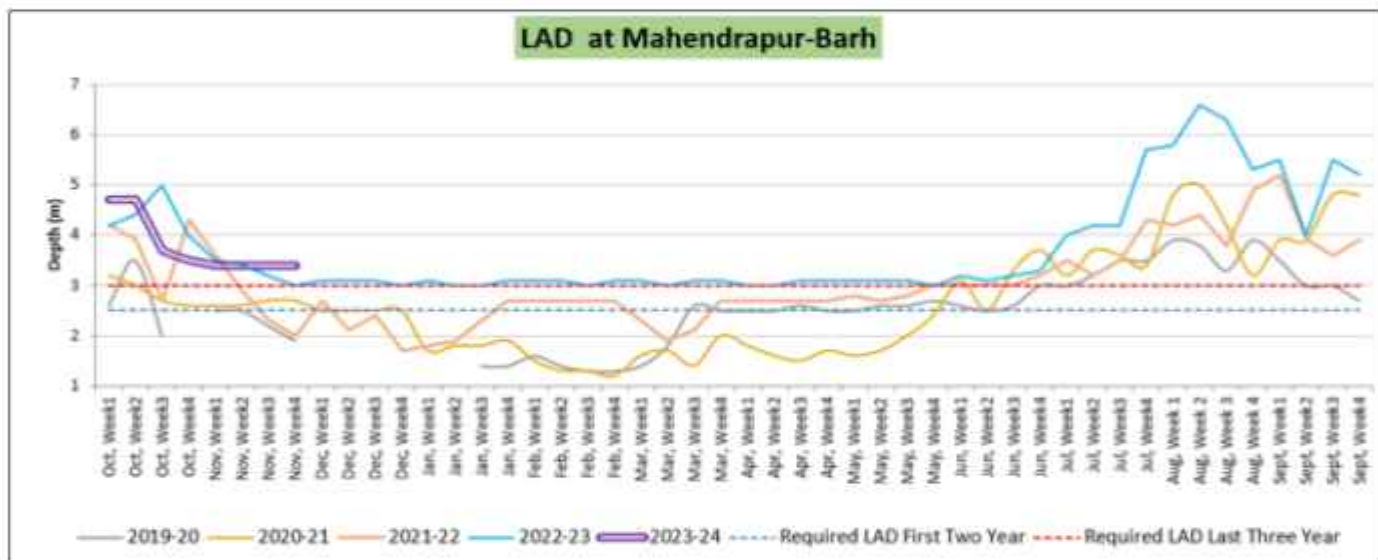
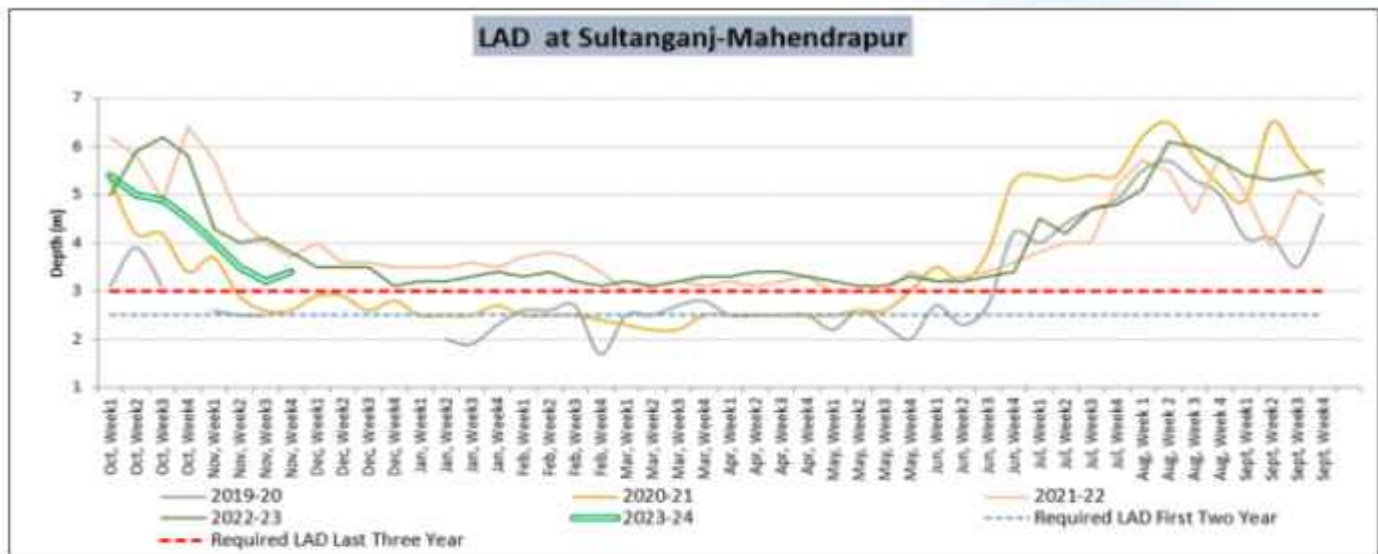
#### 1. Fairway Development: Dredging Management Plan for National Waterway-1

- Dredging Management Plan and Strategy for NW-1 was prepared in consultation of expert committee including NTCPCW, IIT Madras and DMP was approved by the IWAI Board in their 164th Board Meeting held on 02.06.2017, at agenda point 164.20 where board decision was taken up for the implementation of fairway development activities along NW-1.
- Dredging management plan was reviewed and approved by IWAI board in their 172nd board meeting at agenda item no. 172 on 08.09.2020.
- The contract for provision of maintaining Least Assured Depth (LAD) of 3 meter and bottom channel width of 35/45 meter from Farakka to Kahalgaon (146 Kms stretch) on performance based assured dredging contract was awarded to M/s Adani Ports & SEZ Ltd. on 09.04.2018 at a cost of Rs.150.00 crores. The physical progress of 95.29% was achieved as on 31.03.2023.



- The Provision for maintaining LAD of 3 meter and bottom channel width of 35/45 meter on the Sultanganj to Mahendrapur (74 Kms stretch) and Mahendrapur to Barh (71 km stretches) on performance based assured dredging contracts was also awarded to M/s Adani Ports & SEZ Ltd. on 12.04.2019 at a cost of Rs. 159.30 crores and Rs. 182.90 corers respectively. The physical progress of 71.62% for dredging on Sultanganj to Mahenderpur and Mahenderpur to Barh stretch has been achieved as on 31.03.2023. The contracts will be completed on 27 September 2024.





## 2. Navigational Aids & RIS

- The River Information System was made fully operational to monitor vessel movements through remote base stations at Haldia, Garden Reach (GR) Jetty, Tribeni, Swaroopganj, Kumarpur, Ballia and Farakka. These stations were integrated into two control stations at Farakka and GR Jetty. Both the control stations would monitor the vessels plying in this river stretch via Automatic Identification System (AIS) and communicate with vessels via VHF. The vessels owned by IWAI were already equipped with Inland AIS system, short range radar and VHF.





### 3. Development of Major Sub Projects:

#### a. Construction of the Multimodal Terminal at Varanasi:

- The multimodal Terminal Varanasi, (Phase-I) with terminal capacity of 1.26 MMTPA, constructed at Ralhupur Khas, Ramnagar, Varanasi, Uttar Pradesh. The total land requirement for the development of MMT is 67.12 ha of land and 20.039 ha for Phase-I and Phase-II including road connectivity to NH-7 have been acquired and registered in the name of IWAI.
- The civil construction work for Phase-I of the Multimodal Terminal Varanasi was awarded to M/s AFCONS Infrastructure Ltd. at a cost of Rs. 169.70 crores in May, 2016, and the construction of terminal was completed in the October, 2018 at revised cost of 186.61 cr.
- MMT Varanasi was Inaugurated by Hon'ble Prime Minister on 12.11.2018 in the presence of Hon'ble Chief Minister of Uttar Pradesh, then Hon'ble Union Minister for Road Transport & Highways, Shipping and Water Resources, River Development & Ganga Rejuvenation and the Hon'ble Member of Parliament, Chandauli, Uttar Pradesh.
- The work of MMT road connectivity to NH-7 was completed in December, 2018.
- The Rail connectivity from the IWT terminal to Jeonathpur Railway Station on the Eastern Dedicated Freight Corridor (EDFC) rail head connectivity is planned.
- M/s EPIL and M/s Aarvee Associates, the consultant has submitted DPR for railway connectivity in March, 2018, approved by DFCCIL. The Engineering scale plan submitted in March, 2019 approved by North Central Railway and DFCCIL. Final location survey and general arrangement drawing of bridges are under preparation by the consultant.
- The Standing Committee of National Board for Wildlife, in its meeting held on 15.05.2017, had recommended grant of permission for movement and plying of inland vessels through Kashi Turtle Wild Life Sanctuary at Varanasi subject to IWAI undertaking standard mitigation measures prescribed by the Wildlife Institute of India and conditions prescribed by the State Chief Wildlife Warden. IWAI has complied mitigation measures as per the stipulations, further government has de-notified the Kashi Turtle Wild Life Sanctuary on 17.03.2020 and planned to shift the sanctuary to Prayagraj, Bhadohi and Mirzapur region.



#### b. Construction of the Multimodal Terminal at Sahibganj:

- The multimodal terminal, with a terminal capacity of 3.03 MMTPA, is being constructed in two Phases in Samdanala village at Sahibganj district. Hon'ble Prime Minister has laid the foundation stone of this multimodal terminal on 06.04.2017.



- The construction work for Phase-I of the multimodal terminal, awarded to M/s Larson and Toubro on 27.10.2016 at a cost of Rs. 280.90.
- The construction of MMT Sahibganj is completed by M/s L&T Limited at revised cost of 278.56 Cr. and EPC contractor has handover the project site on 06.08.2022.
- 192.37 acres of land requisitioned for development of terminal and connecting road from terminal to NH-80, the land have been acquired and under the possession of IWAI. The terminal is connected with NH-80 through road and in future the terminal planned to be connected with Sakarigali railway station by railways.

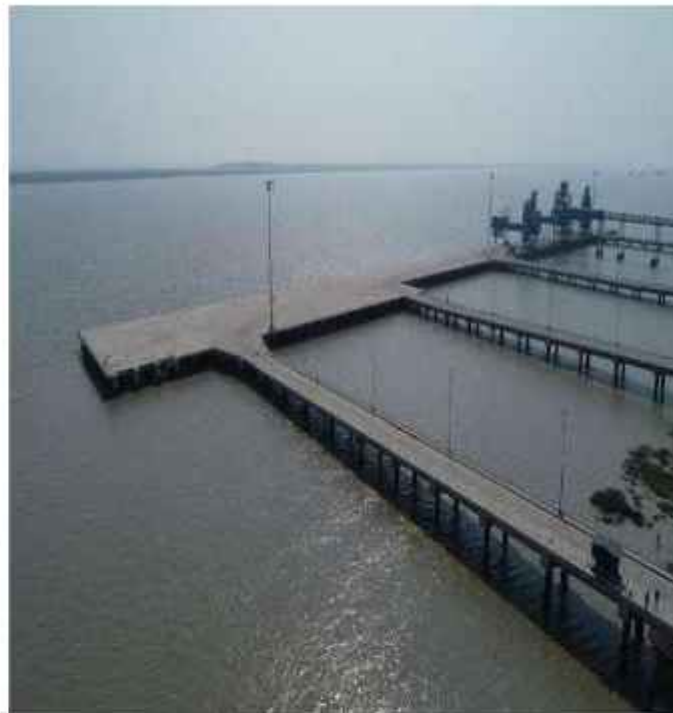


- Rehabilitation & Resettlement of 485 project affected families (PAFs) is being implemented by the District Administration, Sahibganj. IWAI has transferred Rs. 67.63 crores to District Administration for implementation of R&R. Out of 485 PAFs, R&R assistance paid to 417 PAFs. Two Resettlement Colonies with all required infrastructure and civic amenities are being developed on 32.28 acres of land in Samdanala and Paltanganj villages. Land for both the colonies have been acquired; plotting of the Samdanala colony was completed and plots allotted to 288 families in the joint names of husband and wife; plotting in the Paltanganj Resettlement Colony has been completed. The houses are be constructed by the District Administration at an approved cost of Rs. 5.93 lakh per house and handed over to the families. Contract for construction of 417 houses awarded by the District Administration, Sahibganj. The construction of 44 houses is completed and 44 PAFs are shifted from project land to R&R colony. The construction of the Primary School building with boundary wall, two community centers and two temples are completed in R&R colony.
- Rail connectivity: M/s RITES has been appointed on 25.07.2018 as the consultant for development of rail connectivity from the terminal to Sakrigali Railway Station. The consultant completed the field survey in August 2018 and out of the 3 alternate alignments, initially developed, one of the alignments was found feasible, the same was also approved in principle by Malda Division of Eastern Railways on 19.09.2018. Ministry of Road Transport and Highways also conveyed in principal approval for the construction of ROB at NH-80, Sahibganj on 29.11.2018, the observations made by Eastern Railways, M/s RITES resurveyed the site and submitted layout plan along with cost estimate for alignment with and without bridge over nala. Layout has been approved by IWAI and feasibility and DPR report is awaited from the consultant.



**c. Construction of the Multimodal Terminal at Haldia:**

- The multimodal terminal at Haldia, with a terminal capacity of 3.18 MMTPA, is being constructed in two Phases on a 61 acres land in the Haldia Dock Complex leased from the Kolkata Port Trust (KoPT) for 30-year tenure.
- The work on Phase-I, awarded to M/s ITD Cementations at a cost of Rs. 517.36 crores on 30.06.2017 with an original completion timeline of December, 2019, now in view of COVID-19 the project has achieved physical progress of 99.61% and financial progress of Rs. 509.05 crores as on 31.03.2023. The construction of terminal is substantially completed and project is ready for inauguration.
- MoEF&CC granted Coastal Regulation Zone clearance for the terminal on 06.11.2017 subject to IWAI taking prescribed standard mitigation measures. IWAI is complying mitigation measures as per the stipulations.



**d. Navigational Locks at Farakka:**

- The new navigational lock is being constructed on a 14.86 ha of land in the Farakka Barrage Project (FBP), taken on transfer from the FBP on 02.03.2016.
- The construction work of this lock, awarded to M/s Larsen & Toubro Ltd. on 24.11.2016 at a cost of Rs. 359.19 crores, with expected completion time line consider is FY 2022. Project has achieved physical progress of 96.73% as on March 2023 and financial progress of Rs. 351.83 crores as on March 2023. The lock has been successfully tested by passing of vessel through it on 31st March 2023 and completion of construction and commissioning expected by November 2023.
- The existing Navigational lock gate at Farakka, along with land measuring 7.155 ha, was handed over to IWAI on 06.04.2018 by Farakka Barrage Project. IWAI has initiated action for its modernization and rehabilitation to synchronize with commissioning of new navigational lock gate.
- On completion of work, navigational locks will provide two-way passage to the vessels across Farakka Barrage, thereby facilitating smooth and seamless passage of the IWT vessels.





**e. Intermodal terminal at Kalughat:**

- The terminal is being constructed on a 5.159 ha (12.80 acres) land in Kalughat, Saran district of Bihar, with road connectivity to NH-19.
- The construction work of this terminal, awarded to M/s Sanjay Constructions Ltd. on 10.09.2021 at a cost of Rs. 82.48 crores, with expected completion time line consider is December, 2023. The project has achieved physical progress of 36% as on March 2023.
- On completion of Intermodal Terminal, the Nepal bound container traffic will also handle here.



**f. Ro-Ro terminals:**

- The low-cost feasible solution for development of Ro-Ro terminals being deliberated under Arth Ganga Program of Jal Marg Vikas Project -II.

**4. Institutional strengthening and improving the investment climate; vessel design and procurement, asset management, market development and civil construction framework etc.**

The following consultancies are ongoing and the procurement actions were also initiated under this component, the works progress being achieved substantially despite Covid-19 pandemic impact.

**i. Design of Inland Waterway Vessels**

- M/s DST, Germany, the consultants engaged for developing design of Inland Waterway Vessels, submitted 13 designs of vessels prepared. These models were tested at the facilities of the Consultant in Nuremburg, Germany. The approved designs have been uploaded on IWAI website for public information, the prospective vessel builders and stakeholders may use these designs for construction of standardized vessels.
- In the meantime, after due assessment of market conditions, IWAI has come to the conclusion to procure vessel to kick start the vessel construction activity and demonstrate their effectiveness to the private vessel builders/shippers for developing low draft carrier, Accordingly, the process for getting vessels constructed within India has been initiated by IWAI.

**ii. Commercialization on NW-1**

- M/s Hamburg Port Consulting, German Consultants was engaged to provide consultancy services for planning and implementation for commercialization on NW-1, had recommended arranging 20 pilot movements of cargo vessels on NW-1 by IWAI to kick start commercialization aspects for National Waterway-1. Out of these, 18 pilot movements were



organized and successfully implemented, also demonstrate effectiveness of water transport for integrated supply chain.

- One of the historic pilot movements was witnessed in India, IWT vessel MV Rabindranath Tagore, since independence first time container movement on inland waterways, organized, the vessel has transported 16 containers (equivalent to 16 truckloads) of food and snacks transported from Kolkata to Varanasi. This container vessel was received by the Hon'ble Prime Minister of India Sh. Narendra Modi at Varanasi on 12th November, 2018.

**iii. Development of ferry services on NW-1**

- M/s Thompson Design Group and Massachusetts Institute of Technology/IAL, consultants provided consultancy services for development of ferry services on NW-1, the project has identified suitable locations for development ferry services at Varanasi, Patna, Munger, Bhagalpur, Kolkata and Haldia to decongest regional traffic of these cities.
- The detailed Project Report for Group-A City i.e Varanasi and Patna is completed and preliminary feasibility study and site analysis report for Group -B Cities i.e. Munger, Bhagalpur, Kolkata and Haldia is also completed.

**iv. Communications and Outreach Program**

- M/s. AMS Consulting (P) Limited, Lucknow, the Consultants was engaged to carry out Communications Needs Assessment Study for JMVP, had recommended number of measures. As per these recommendations, a 26- day Outreach Program was conducted from 16th July to 09th August, 2018 at various locations in the states of Uttar Pradesh, Bihar, Jharkhand and West Bengal.

**v. Designing the JMVP website**

- The website for JMVP designed by M/s. Compton Computers Pvt. Ltd, Kalkaji, New Delhi and website is live.

**vi. Consultancy services for study on the effect of navigational activities on dolphins on NW-1**

- M/s EQMS, who was engaged to carry out the study on 20.12.2017, submitted his report in July, 2018 and study is completed.

**vii. Risk Assessment and Disaster Management Plan for NW-1**

- M/s Kitco Limited, Kochi was awarded the Consultancy for the Risk Assessment and Disaster Management Plan for NW-1 on 04.04.2018 at a cost of Rs. 69.47 lakhs. The final report was submitted by the consultant.

**viii. Development of Asset Management Framework for NW-1**

- JV of M/s KPMG Advisory Services P. Ltd.; M/s Maritime & Transport Business Solutions B.V.; and M/s Advaita Legal was awarded the Consultancy for development of Asset Management Framework for NW-1 on 13.02.2018 at a cost of Rs. 7.95 crores.
- The Consultant has assisted IWAI during development of PPP framework, bidding document and concession agreement for hiring of PPP concessionaire for the asset constructed by Jal Marg Vikas Project along NW-1.



**Efforts for Operationalization of MMT Varanasi:** Asset Management consultant has assisted in development of bidding documents and model concessions agreements etc. the following attempts have been taken in process of hiring of PPP concessionaire for MMT Varanasi.

#### **First attempt**

- RFQ for Operation, Management and Development (OMD model) of Varanasi MMT was published on 11 July 2018.
- Four applications were received in response to the RFQ and found eligible for RFP stage.
- At the time of bid submission i.e. on 15 January, 2020 no bids were received.

#### **Second attempt**

- The procurement process had been initiated again on Equip, Operate and Transfer (EOT) model.
- Last date for receiving bids for the RFP was 4th January 2021.
- Only a single bid had been received.
- As a single bid was received, with the approval of IWAI Board, the bids were reinvited.

#### **Third attempt**

- The procurement process had been initiated again on Equip, Operate and Transfer (EOT) model, the transaction document published on 28.06.21.
- Last date of receiving of the bid was 25th August 2021, where no bid was received.

#### **Fourth attempt**

- Based upon market feedback gathered during multiple stakeholder conferences, the PPP model was changed to OMT model, the draft project appraisal memo, draft bidding document, draft concession agreement was sent to MoPSW on 10.01.2022 for approval of competent authority.
- The OMT model was appraised by the SFC on 19th May 2022.
- The procurement process was initiated on 24th December 2022.
- Last date of bid submission was 31st March 2023, the bid opening was scheduled for 3rd April 2023.

**Efforts for Operationalization of MMT Sahibganj:** Asset Management consultant has assisted in development of bidding documents and model concessions agreements etc. the following attempts have been taken in the process of hiring of PPP concessionaire for MMT Sahibganj

#### **First attempt**

- RFQ for Operation, Management and Development (OMD model) of Sahibganj MMT was published on 14th Aug 2019.
- Three applications were received in response to the RFQ.
- As only one application was found substantially responsive, re-tender process was initiated.

#### **Second attempt**

- RFQ was again invited with last date of submission as 30 March 2021.
- A single application was received.
- As a single application has been received at RFQ stage the tender was cancelled to ensure competitive price bid.



**Third Attempt:**

- The retendering was done again on 28.06.2021. where No bids were received.

**Fourth Status:**

- Based upon market feedbacks gathered during multiple stakeholders' conferences, the PPP model was changed from OMD to OMT, the draft project appraisal memo, draft bidding document, draft concession agreement was sent to MoPSW on 10.01.2022 for approval of competent authority.
- The OMT model of PPP for MMT Sahibganj was apprised by the SFC on 19th May 2022.
- The procurement process was initiated on 24th December 2022
- Last date of bid submission was 31st March 2023, the bid opening was scheduled for 3rd April 2023.

**Efforts for Operationalization of MMT Haldia:** The Equip, Operate & Transfer Model of PPP was adopted for engagement of concessionaire for O&M of MMT Haldia for a period of 10+2 Years. The tender for Haldia MMT EOT project had been published on 14.05.2020 and last date for submission of bids was 21.01.2021 where four bid was received.

The Letter of Award was issued to M/s IRC Natural Resource Pvt. Ltd (successful concessionaire) on 17.12.2021 for the same and concession agreement is expected to be signed soon.

**ix. Technical Support Services for execution of civil works under JMVP**

- JV of M/s Egis India Consulting Engineers Pvt. Ltd & Egis France International was awarded the consultancy contract for technical support services for the civil works on the MMT Varanasi and MMT Sahibganj on 22.01.2018.
- JV of M/s Arkitechno Consultants (I) Pvt. Ltd, Bhubaneswar and M/s IR CLASS Systems & Structures Pvt. Ltd., Mumbai was awarded the consultancy contract for technical support services for the civil works on the Navigational Lock Farakka to MMT Haldia on 08.11.2017.
- M/s INROSS Leckner SE Germany appointed on 06.01.2020 as technical support consultant for supervision of dredging contract on NW-1, currently three ongoing dredging contracts i.e Farakka to Kahalgaon, Sultanganj to Mahenderpur, Mahenderpur to Barh are being supervised.
- M/s Arkitechno Consultants (I) Pvt. Ltd, Bhubaneswar was awarded contract for technical support service consultancy for supervising construction activity of IMT Kalughat.

**x. Selection of NGO for Implementation of Resettlement Action Plan for Sahibganj**

- NGO M/s CRADLE has been engaged for carrying out the work for Implementation of Resettlement Action Plan (RAP) at Sahibganj on 16th December 2019. The NGO has at advance stage for completing assigned work and accordingly they have submitted their report.

**xi. ESIA, EMP and RAP for additional interventions in JMVP**

- Consultancy for additional interventions ESIA, EMP and RAP of was awarded to M/s Eco-chem sales and services on 27.02.2019, the study is completed.

**xii. Environmental Safeguard Measures Taken Under JMVP**



- The Environment Management Plan (EMP) is being strictly followed for environmental safeguards measures taken at every project site of Jal Marg Vikas Project, the contractor ensured to follow compliances of environmental obligation on intervention i.e. regular monitoring for Ambient air quality/DG Stack emission monitoring, surface/drinking/ground water quality monitoring, noise monitoring, green belt development, river sedimentation and soil quality, aquatic ecology monitoring etc. are done regularly.
- The environmental monitoring safeguard measures suggested by the World Bank being complied along with essential regulatory and statutory compliances. As per contract, the contractor has obtained essential regulatory permits to comply existing enactments on environmental protection and rules made thereunder, regulations, latest notifications and bye laws of the state/central government and local authorities etc.

**xiii. Measures for Environment Safeguard:**

**Deployment of equipment for collection & transportation of solid & liquid waste at the terminal site:**

- Truck Mounted Sewer Suction Machine
- Truck Mounted Oil Suction Machine
- Ride-on Type Road Sweeping Machine
- Truck Mounted Refuse Compactor
- Garbage bins suitable for lifting by garbage tippers of 1100 liters
- Garbage bins suitable for lifting by garbage tippers for (2X60) liters

**5. Monthly/Quarterly environmental compliance report of each project site is submitted with respect to EMP and world bank environment safeguards which consists of the following.**

**i. Statutory/Regulatory Requirements including standard operating procedure in accordance with EMP:**

- Tree felling permissions, if any.
- Labour License
- CTE & CTO for Batching Plant/Quarry if any
- PUC for vehicles
- Vendor agreement for waste collection
- Permission for extracting/purchasing water
- NOC for generation, storage & disposal of hazardous waste
- Costal Regulation Zone Clearance for the MMT Haldia
- Wildlife clearance from Kasi Turtle Sanctuary

**ii. Environment monitoring report:**

- Air Quality (Ambient, DG set)
- Water Quality (Surface water, Drinking water, Ground water)
- Noise (day /night, max/min)
- Soil (quality, texture, erosion)
- Greenbelt development
- Aquatic ecology study
- Integrity of embankment





*Ambient Noise Monitoring at project site (New Navigational Lock Farakka)*



*Aquatic Ecology Monitoring at Project site*



*Safety Month Celebration at Project Site*



*Fire Safety Training at project Site*





*Tree Plantation at Kalughat IMT*



*Eye checkup Camp at Kalughat IMT*



*Blood Donation Camp at Project Site*

- iii. **Compliance of Social Management Plan:** The Social Safeguard measures are well taken since from inception and continued the excellent works for taking social safeguards measures for project affected families, every project site has regular deployment of social development expert for addressing grievances of project affected families and workers working at every project site etc.
- Grievance register is available at every project site for registering social grievance, Toll free number is well displayed for public, the emergency contact number is also provided and project admin and ESH staffs are available at site for assistance etc.
  - Labour camps ensured for having basic amenities and facilities such as restroom areas, drinking water facility, toiletries and hygiene facilities including basic healthcare facilities etc.



- Induction trainings provided to the project workers; for safety the fire extinguishers are appropriately placed at project site, for tackling health and medical requirement tie up with local hospital are made where regular health check-ups of project workers being done and during course of for any emergency support taken from tie up hospitals. The first aid kits are always made available at project site.

**iv. Management of Labour camp during lockdown due to Covid-19:**

Jal Marg Vikas Project has ensured for management of covid 19 containment measures at every project intervention area, the following activities are being regularly ensured and monitored by the Project Management Unit from Noida.

- Screening of the workers and followed quarantine measures.
- Washing of hand with hand wash and sanitizer.
- Placed information board regarding corona virus in the labour camp for awerness.
- Provision of Separate quarantine room are made available.
- Social distancing was maintained in the labor camp and workers splits in various groups to maintain hygiene.
- Provided essential commodities to the workers in the labour camp during lockdown period.
- No outsiders were allowed to enter into the labour camp and the workers are also not allowed to go outside of labour camp providing of any emergency.
- Regular visit of trained medical professional ensured in the labour camp and awareness regarding covid-19 were made among project workers and the query of workers relating to containment of COVID-19 are well addressed.
- Wearing face mask was made mandatory at project site.
- Non-essential visitors are discouraged during Covid time.
- Usage of Gutka, Tobacco and spitting inside the project site was prohibited
- Compulsory thermal screening of all persons irrespective of cadre / status entering through gate.

**R&R Social Infrastructure Developed by Jal Marg Vikas Project at Sahibganj**



*Construction of Primary School in Resettlement Site at Sahibganj*



*Community Hall in Paltanganj Relocation Site at Sahibganj*





*Construction of Road in Resettlement colony, Sahibganj*



*Construction of Houses in Relocation Site at Sahibganj*



*Community based consultation for Grievances Redressal at Sahibganj*

**v. Institutional building and Training programs.**

The following three online training program were conducted for the capacity development for IWT sector employees.

- a. River Training program was organized on 14th October 2022
- b. Asset Management training workshop was organized on 21st October 2022
- c. Training on procurement management is conducted on 28th October 2022

**vi. Promotion of Curis Tourism along NW-1 “Launch of Ganga Vilas World Longest River Cruise Tourism from Varanasi”**

Under the dynamic leadership of Hon’ble Prime Minister, the luxury cruise MV Ganga Vilas was launched on 13th January 2023 at Varanasi, the initiative for development of key IWT infrastructure has led for witnessing new age of cruise tourism possibilities.



MV Ganga Vilas has covered the distance of more than 3200 Kilometer across 27 river system in five states in India and Bangladesh. The huge untapped potential of river cruise is set to get unlocked with the launch of this service.



*Flagging of world's largest cruise passing through 27 rivers in 51 days by the Hon'ble Prime Minister*

**vii. World's longest river cruise 'Ganga Vilas' has unlocked River Cruise tourism potential in between India & Bangladesh.**

- MV Ganga Vilas River cruise tourism launched by Hon'ble Prime Minister Sh. Narendra Modi on 13th January 2023.





- Luxury cruise has covered distance of more than 3200 kilometre across 27 river systems in 5 states in India and Bangladesh.
- Huge untapped potential of river cruise is unlocked with the launch of this service along National Waterways.
- MV Ganga Vilas is a first-of-its-kind river cruise service.

### **JAL MARG VIKAS PROJECT –II (ARTH GANGA PROGRAM)**

The Hon'ble Prime Minister during the first meeting of the National Ganga Council in Kanpur (Uttar Pradesh) on December 14, 2019, urged for a holistic thinking process where 'Namami Gange' evolves to 'Arth Ganga'. Arth Ganga implies a sustainable development model with a focus on economic activities in and around the river Ganga.

The Jal Marg Vikas Project (JMVP) is aimed at developing river Ganges as a commercially sustainable and safe mode of navigation. Arth Ganga program is being developed under JMVP as JMVP-II and focuses on sustainable development and boosting economic activities. Since efficient logistics and transport systems are a critical enabler for sustaining and accelerating the economic growth along the river Ganga, JMVP has the potential to greatly channelize economic activities along the river Ganga, thus align with the aim of Arth Ganga program.

Besides being a transport modal for large cargo movement, River Ganga will also provide opportunity for small dairy farmers to transport their produce through waterways which is cost effective and environment friendly. IWAI's internal communications studies have found that products like Marigold from Kaithi in Varanasi, vegetables from Ghazipur and Munger, Banana and Paan from Hazipur and fruits from Bhagalpur are transported in abundance in the nearby cities

JMVP-II (Arth Ganga) aims at setting up of small jetties along the River Ganga to boost the economic activities at the community level. The communities along the banks of Ganga are also availing skill development trainings for enhancing livelihood being facilitated by IWAI in coordination with State Livelihood Missions and other schemes like Pradhan Mantri Kaushal Vikas Yojana, Deen Dayal Grameen Kaushal Vikas Yojana, etc.

JMVP-II (Arth Ganga) will catalyze economic development in the Ganga basin to generate economic benefit to the locals, traders, boatmen, small scale industries, ferry operators etc. over the next 5 years. The project will also ensure large scale skill enhancement and public/private sector capability development.

JMVP-II (Arth Ganga) is being developed on an approach based on principles of sustainable development model that focus on economic activities in and around the hinterland of NW-1 by providing opportunity to local communities to transport their goods and passenger (including tourist) movements through waterways as well as skill development and public / private sector capability developments to support the following:

#### **Intended benefits of JMVP-II (Arth Ganga):**

- |    |   |
|----|---|
| 1. | Economic benefits to the farmers, traders and public living around the Ganga belt |
| 2. | Growth of small-scale industries  |
| 3. | Employment opportunities  |
| 4. | Easy, cost-effective and environment-friendly transportation of cargo             |
| 5. | Improved logistics through small jetties  |



## 6. Wider choice of logistics mode for cargo movement

The estimated cost of Arth Ganga JMVP-II was envisaged at a total cost of Rs. 746 crores which has been revised to 684.80 crores (Proposal sent to MoPSW with revised estimates and extension of time up to December 2026). The progress of various components of Arth Ganga program is summarized under the sub-sections below.

### Fairway Development

- I. This component includes improvement and maintenance of river fairway aims at reducing the transit time and increasing the reliability of the usage of waterways. The fairway development components include comprehensive study for JMVP-II, river conservancy works, design and development of mechanization of pontoon bridge opening to facilitate faster and sustainable movement of vessels.
- II. River conservancy works comprise of erection and maintenance of bandalling and day navigational aids along multiple locations of NW-1 (Kolkata – Farakka, Kahalgaon – Sultanganj, Barh – Digha, Digha – Majhaua, Majhaua – Ghazipur and Ghazipur - Varanasi). The works are currently in progress and expected to be completed by September 2023.
- III. The Centre for Inland and Coastal Maritime Technology (CICMT), IIT Kharagpur has been engaged for undertaking a detailed technical study for the mechanization of pontoon opening to create a system of mechanized pontoon swing bridges for easy and quick passage for the barges being called as Quick Pontoon Opening Mechanism (QPOM). The mechanization of the pontoon will reduce the transit time. The draft DPR has been submitted and finalization of tender is in progress.
- IV. The fabrication and execution work for the Quick Pontoon Opening Mechanism (QPOM) shall be initially carried out at 02 pilot locations and the balance 08 locations shall be taken up after successful commissioning and trial run of the QPOM at 02 pilot locations.

### Development and modernization of Community Jetties

This project component comprises of development and modernization of about 60 nos. of community jetties along the river Ganga to boost economic activities at the community level at locations spread across the states of Uttar Pradesh, Bihar, Jharkhand and West Bengal as mentioned in the table below.

Name of State	Community Jetties
<b>Uttar Pradesh</b>	15
<b>Bihar &amp; Jharkhand</b>	22
<b>West Bengal</b>	22
<b>Total</b>	<b>59*</b>
<b>Provision for additional jetties in future</b>	

The development of the community jetties will include offshore floating jetties and onshore terminal facilities. This development along the river Ganga in four states will improve facilities for the commuters and also bring down the logistics cost for farmers in the movement of local produce.



- a. **Offshore Floating Jetties:** The offshore floating jetties will be located in the river and anchored/moored with a suitable arrangement to the riverbank. The offshore floating jetties will comprise of a floating pontoon of suitable material and a gangway connecting the pontoon to the onshore area/terminal. The vessels can berth at the floating jetty and the passengers can safely embark or disembark the vessel and reach the onshore terminal area via the gangway. Currently, 11 jetties in Uttar Pradesh have been completed and works for 22 jetties in state of Bihar & Jharkhand are in progress.



*Inauguration of 7 jetties in UP on 11/11/2022 by Hon'ble Chief Minister of Uttar Pradesh*

**07 nos. of community jetties have been inaugurated for public use in Uttar Pradesh by Hon'ble Chief Minister of Uttar Pradesh on 11/11/2022:**

- Assighat/ St. Ravidas Ghat (District: Varanasi)
- Kaithy (District: Varanasi)
- Collector Ghat (District: Ghazipur)
- Ramnagar (District: Varanasi)
- Shivpur (District: Ballia)



- Ujjiyarghat (District: Ballia)
- Baluaghat (District: Chandauli);

**04 nos. of community jetties have been inaugurated for public use in Uttar Pradesh by Hon'ble Prime Minister on 13/11/2023:**

- Zamania (District: Ghazipur)
- Chochakpur (District: Ghazipur)
- Kanspur (District: Ballia)
- Saidpur (District: Ghazipur)



*Community jetty installed in UP for public usage*

- b. **Onshore Terminal Facilities:** The onshore facilities shall include a terminal developed on suitable land parcel adjacent to the offshore floating jetty. It shall have facilities such as waiting area, ticketing room, security office, administrative office space, pantry space, storage space public toilets, parking area based on location and site requirements. The terminal will be accessible by adequate road and required electricity supply, water supply and wastewater disposal system.

#### **Channel Stabilization Works on NW-1**

To facilitate smooth navigation of vessels, ecofriendly Channel Stabilization Works will be carried out for the maintenance of navigable channel under this project component. The bamboo submerged vanes and Balli screen are resorted in order to deepen the main channel duly harnessing the energy of the river itself and vetiver grass to avoid erosion and further strengthening of river banks.

This shall be done in two phases i.e Phase-I: 07 Locations and Phase-II: 17 locations. For the location identification, execution and monitoring and post execution output analysis of the work, IIT Roorkee has been engaged for technical assistance.



IIT Indore was engaged for carrying out the EIA & EMP for Channel Stabilization works at 07 locations. The study has been completed at the following 07 locations for carrying out Channel Stabilization Works (CSW).

- **Phase I:** Execution of works on following 07 Locations were started in June 2022 and completed in August 2022 under supervision and monitoring of IIT Roorkee:

S. No.	Locations (Uttar Pradesh)
1.	Mathara D/S Zamania
2.	Chhatarpur
3.	Raghunathpur
4.	Ghazipur-Khalishpur
5.	Arjunpur
6.	Srirampur
7.	Haldi

- **Phase II:** The location identification of the 17 locations has been done and design finalization by IIT Roorkee is under progress. The execution shall be done in the next pre-monsoon season under supervision and monitoring of IIT Roorkee.

### Ro-Ro Terminals

The establishment of RO-RO terminals on National Waterway-1 under the Arth Ganga program is to be undertaken with the objective of improving logistics, boosting economic activities and creating more employment opportunities within the local communities.

A market sounding exercise for these terminals was conducted with the various private sector stakeholders and based on response on the same stakeholders have shown interest for only 2 pairs i.e. Kahalgaon – Tintanga and Samdaghat – Manihari. The development of these Ro-Ro terminals is under planning stage.

### Operation and Maintenance (O&M) and Comprehensive Annual Maintenance Contract (CAMC) for River Information System (RIS) and Ship Stations on National waterway 1.

The work under this project sub-component consists of CAMC, operations & maintenance of 07 nos. of RIS stations and comprehensive Annual Maintenance of 30 nos. of Ship Stations. The works have been awarded and comprehensive maintenance is in progress. Further the work for CAMC and O&M of River Information Systems (RIS) Stations - Phase II (Farakka-Patna stretch of NW-1) has also been awarded and the same is in progress.

### Hydrographic Equipment, Automatic tide gauge, survey boats with ENC, IWN & river pilot agency.

This project component includes various works such as services for water level discharge and monitoring stations, procurement of FRP & Inspection (VIP) Boats, survey equipment, AIS equipment and carrying out bank to bank surveys.

Contracts for bank-to-bank survey, supply of FRP & Inspection (VIP) boats, survey equipment and AIS equipment have been awarded and works are under progress.

**Modernization and renovation work of existing Navigational Lock at Farakka** The component includes preparation of Detailed Project Report (DPR) for modernization of existing navigational lock at Farakka and execution of the works based on the DPR. The preparation of the DPR is under progress.

## **16. INDO-MYANMAR KALADAN MULTIMODAL TRANSIT TRANSPORT PROJECT**

The project is being implemented to provide an alternate connectivity to North East through Kaladan river & Sittwe Port in Myanmar. The project includes road connectivity from Mizoram to Paletwa (Myanmar), thereafter waterway connectivity from Paletwa to Sittwe (Myanmar) & coastal connectivity from Sittwe to any port in India and vice versa. IWAI is the Project Development Consultant (PDC) of Ministry of External Affairs (MEA) for implementation of Port & IWT components of Kaladan Multimodal Transit Transport Project in Myanmar. The project is piloted and funded by MEA. An agreement between MEA and IWAI in this regard was signed on 19th March, 2009 and supplementary agreement was signed on 28.04.2016.

The highlights of Phase – I works are as follows:

### **A. Phase – I Works**

#### **1. Sittwe**

- Construction of Port at Sittwe
- Construction of IWT Terminal at Sittwe.
- Dredging access channel and port basin at Sittwe port.
- Construction of backup facilities structures (Port Office, IWT Office, Covered Storage, Electrical & Generator Room, Canteen / Rest Room etc.)

#### **2. Paletwa**

- IWT Terminal
- Backup facility works like IWT office, Covered storage, Electrical & Generator Room, Canteen / Rest room etc.

#### **3. River dredging work**

#### **4. Construction of 6 nos. of Barges 300 T capacities.**

#### **5. Installation of Navigational aids.**

### **B. Phase – II works**

The Major works envisaged during Phase – II are as under:

- a) Construction of Container handling facility at Sittwe / Paletwa including preparation of Detailed Project Report (DPR) – DPR Accepted by MEA.
- b) Operation & Maintenance (O&M) of completed project components – The assets completed under phase-I have been handed over to port operator through Myanmar



Government departments on 31<sup>st</sup> Jan 2020 and Operation and maintenance has commenced from 1<sup>st</sup> Feb 2020.

IWAI in its role of PDC maintained regular coordination with all relevant stake holders like MEA, Embassy of India – Yangon, Ministry of Shipping, Ministry of DoNER, Govt. of Myanmar, Contractors and Consultants for implementation of the project.

## 17. FINANCIAL PERFORMANCE INCOME & EXPENDITURE

During the financial year 2022-23, a sum of Rs. 62063.99 lakh was received from the Government of India, Ministry of Shipping. A sum of Rs. 1397.04 lakh was earned by the Authority by way of interest on short term deposits, sale of tender forms, over dimension Cargo/general Cargo movement, berthing/Pilotage chargers etc; The major scheme-wise expenditure is indicated below:

Sl. No.	Name of the scheme	(Rs. in Lakh) Expenditure	
		Previous Year	Current Year
		2021-22	2022-23
<b>1</b>	<b>National Waterway No – 1</b>		
(i)	River Conservancy/Fairway	2295.53	1716.95
(ii)	Construction & Maintenance of Terminals	4733.91	1586.17
(iii)	Safe 24hrs Navigation	679.13	799.62
(iv)	NEW WATERWAYS (Ghagra)	0.00	165.13
(v)	Acquisition of vessels/ R & M of Vessels/Pontoons	517.29	1684.17
(vi)	NINI	204.49	172.78
(vii)	Cargo /IWT Promotion Activities	348.68	218.83
(viii)	Freight Village	27.10	36.59
(ix)	R & M Navigational lock		271.72
	<b>Sub-Total</b>	<b>8806.13</b>	<b>6651.97</b>
<b>2</b>	<b>National Waterway No – 2</b>		
(i)	River Conservancy/Fairway	1671.01	1968.63
(ii)	Construction & Maintenance of Terminals	743.45	631.45
(iii)	Development of IWT Terminal -Jogighopa	2800.00	
(iv)	Acquisition of Vessels/R & M of Vessels/Pontoons	94.63	1062.80
(v)	Safe 24hrs Navigation	588.16	625.01
(vi)	Information Technology Related Expenses	3.19	7.25
(vii)	IBP Route	421.77	446.98
(viii)	Cargo vessels and IWT promotion activities	233.70	715.19
(ix)	Renovation of Existing Shore Facility - NW-16	0.00	155.63
(x)	Development of Ship Repair facility-Pandu (Slipway)	1247.80	499.52
(xi)	Design, Construction & Deployment of Tourism-Cum-Cargo IET at Bogibeel	0.00	105.00
(xii)	Setting up of Centre for Logistics, Communication & Waterways at Tripura	0.00	3000.00
(xiii)	Design, Construction Supply Installation of 2 no. Flating Jetties	0.00	146.11
(xiv)	Design, Construction Development of IWT Terminal at Sonamura	0.00	81.52
(xv)	SKILL DEVELOPMENT	0.00	231.06
(xvi)	Construction of approach Road from Pandu Terminal to NH-31	0.00	19.65
(xvii)	Fairway Development NW-16 NW-16 & IBP Route	0.00	322.63
		<b>7803.72</b>	<b>10018.43</b>
<b>3</b>	<b>National Waterway No. – 3</b>		
(i)	River Conservancy/Fairway	232.56	343.34
(ii)	Construction of Terminals	541.60	165.43
(iii)	Construction & repairs of locks (Miscellaneous Development al Works	166.88	-322.86
(iv)	Acquisition of RO-Pax Vessels/R & M of Vessels	63.55	121.27
(v)	Safe 24hrs Navigation	78.31	72.48
(vi)	IWT Promotional, Cargo promotion Activities	0.00	1.43
(vii)	I.T. activities expenses	0.00	1.15
	<b>Sub-Total</b>	<b>1082.91</b>	<b>382.24</b>
<b>4</b>	<b>National Waterway No. – 4</b>		



(i)	Fairways Development work	307.85	103.00
(ii)	Construction & Maintenance of Terminals		-130.98
(iii)	Acquisition of Vessels/R & M of Vessels/Pontoons		9.81
	<b>Sub-Total</b>	<b>307.85</b>	<b>-18.17</b>
<b>5</b>	<b>National Waterway No. – 5</b>		
(i)	Development work	257.96	76.29
	<b>Sub-Total</b>	<b>257.96</b>	<b>76.29</b>
<b>6</b>	<b>Jal Marg Vikas Project</b>		
(i)	Lease land Haldia	0.00	
(ii)	Consultancy charges and incremental operating expenses	3295.65	4973.43
(iii)	Land Acquisition / MMT Varansi	3577.45	3022.19
(iv)	Fairway development in Kolkatta-Farakka, Farakka- Kahalgaon, Kahalgaon-Sultanganj, Sultanganj - Mahendrapur stretch	6748.65	13694.28
(v)	Construction of MMT- Haldia	3546.32	1620.60
(vi)	Construction of MMT – Sahibganj	1968.73	223.34
(vii)	Construction of New Navigational Lock at Farakka	3074.29	7946.61
(viii)	Construction of IMT Terminal - Kalughat	749.30	2081.40
(ix)	Construction of Floating Jetties		359.65
	<b>Sub-Total</b>	<b>22960.40</b>	<b>33921.50</b>
<b>7</b>	I.T. activities expenses	114.11	99.61
<b>8</b>	Setting up of National Technology centre	0.00	94.25
<b>9</b>	IWT Promotional/Cargo promotional Activities	210.64	127.93
<b>10</b>	Development of other Waterways	999.57	86.01
<b>11</b>	Establishment	5094.31	4899.72
<b>12</b>	Bond Related exp.	7634.91	7632.31
	<b>Sub-Total</b>	<b>14053.53</b>	<b>12939.82</b>
	<b>Grand Total</b>	<b>55272.50</b>	<b>63972.07</b>

## 18. Implementation of Official Language Policy of Union in the Authority

The Authority is committed to implement official language policy of the Union in all its activities in a progressive manner. Hindi workshops and other related activities were periodically organized at the head office and regional offices. Hindi fortnight/week/day was organized at the Head Office and Regional Offices. On this occasion different types of Hindi competitions were organized in all the offices.

The Authority has been entrusted with the additional responsibility of implementing the official language policy of the Union in all the member offices of the Town Official Language Implementation Committee (T.O.L.I.C.), Noida by the Department of Official Language of the Ministry of Home Affairs. The Chairman of the Authority is the Chairman of T.O.L.I.C.(Office), Noida. A half-yearly meeting was organized regularly to discuss problems and difficulties being faced by the different member offices of the T.O.L.I.C.(Office), Noida. In order to encourage personnel of the member offices to work more and more in Official Language different types of Hindi Competitions, Workshops and other related activities were organized from time to time under the auspices of T.O.L.I.C.(Office), Noida. Also, the children of the personnel of member offices who secure outstanding marks in 10th and 12th examinations are awarded each year with 'Hindi Pratibha Award'.

## 19. Personnel and Administration

The details of the 264 nos available Officers and staff of IWAI as on 31.03.2023 are appended below:

S.NO	GR.	DESIGNATION	Level in the pay matrix as per 7th CPC	As per 7th CPC	Available
1	2	3	5	6	8
<b>GROUP-A</b>					
1	A	SECRETARY	13	123100 - 215900	1
2	A	CHIEF ENGINEER	13	123100 - 215900	2
3	A	HYDROGRAPHIC CHIEF	13	123100 - 215901	1
4	A	CHIEF ACCOUNTS OFFICER	12	78800 - 209200	1
5	A	DIRECTOR	12	78800 - 209200	7
6	A	DIRECTOR (Hydrography)	12	78800 - 209200	2
7	A	DEPUTY SECRETARY	12	78800 - 209200	1
8	A	DEPUTY DIRECTOR	11	67700 - 208700	8
9	A	DEPUTY DIRECTOR (Finance / Accounts)	11	67700 - 208700	2
10	A	SENIOR HYDROGRAPHIC SURVEYOR (SHS)	11	67700 - 208700	3
11	A	PRINCIPAL PRIVATE SECRETARY (PPS)	11	67700 - 208700	1
12	A	ASSISTANT SECRETARY	11	67700 - 208700	3
13	A	ASSISTANT DIRECTOR (Engg.)	10	56100 - 177500	7
14	A	ASSISTANT HYDROGRAPHIC SURVEYOR (AHS)	10	56100 - 177500	9
15	A	PROGRAMMER CUM SYSTEM ANALYST (PCSA)	10	56100 - 177500	-
16	A	SENIOR ACCOUNTS OFFICER	10	56100 - 177500	2
17	A	HINDI OFFICER	10	56100 - 177500	1
<b>Total</b>					<b>51</b>
<b>GROUP - B</b>					
18	B	ACCOUNTS OFFICER	7	44900 - 142400	2
19	B	SECTION OFFICER	7	44900 - 142400	5
20	B	INLAND DREDGE MASTER	7	44900 - 142400	3
21	B	PRIVATE SECRETARY / SENIOR PERSONAL ASSISTANT	7	44900 - 142400	3
22	B	JUNIOR ACCOUNTS OFFICER	6	35400 - 112400	3
23	B	TECHNICAL ASSISTANT	6	35400 - 112400	19
24	B	JUNIOR HYDROGRAPHIC SURVEYOR (JHS)	6	35400 - 112400	24
25	B	LICENCE ENGINE DRIVER	6	35400 - 112400	-
26	B	DRAFTSMAN GRADE - 1st	6	35400 - 112400	1



27	B	ELECTRONIC DATA PROCESSING ASSISTANT (EDPA)	6	35400 - 112400	1
28	B	JUNIOR HINDI TRANSLATOR	6	35400 - 112400	-
29	B	ASSISTANT	6	35400 - 112400	8
30	B	ACCOUNTS ASSISTANT	6	35400 - 112400	15
31	B	DREDGE CONTROL OPERATOR	6	35400 - 112400	8
32	B	PERSONAL ASSISTANT	6	35400 - 112400	3
33	B	MASTER 1st CLASS	6	35400 - 112400	2
34	B	DRAFTSMAN GRADE - IIInd	6	35400 - 112400	5
<b>Total</b>					<b>102</b>
<b>GROUP-C</b>					
35	C	STENOGRAPHER GRADE 'D'	4	25500 - 81100	-
36	C	UPPPER DIVISION CLERK	4	25500 - 81100	12
37	C	STORE KEEPER	4	25500 - 81100	1
38	C	DRAFTSMAN GRADE - IIIrd	4	25500 - 81100	5
39	C	PIPELINE INCHARGE	4	25500 - 81100	1
40	C	MASTER 2nd CLASS	4	25500 - 81100	14
41	C	DRIVER 1st CLASS	4	25500 - 81100	10
42	C	LOWER DIVISION CLERK	2	19900 - 63200	2
43	C	PIPELINE ASSISTANT	2	19900 - 63200	1
44	C	ELECTRICIAN	2	19900 - 63200	1
45	C	STAFF CAR DRIVER	2	19900 - 63200	3
46	C	MASTER 3rd CLASS	2	19900 - 63200	2
47	C	MULTI- TASKING STAFF	1	18000 - 56900	24
48	C	LASCAR	1	18000 - 56900	8
49	C	PILOT INSPECTOR	1	18000 - 56900	2
50	C	SEACUNNY	1	18000 - 56900	1
51	C	HEAD PILOT	1	18000 - 56900	3
52	C	MARKING DANDI	1	18000 - 56900	12
53	C	COOK	1	18000 - 56900	3
54	C	MARKING MANJHY	1	18000 - 56900	4
55	C	PILOT	1	18000 - 56900	2
<b>Total</b>					<b>111</b>
<b>GRANT TOTAL</b>					<b>264</b>

## ACKNOWLEDGEMENT

IWAI places on record its appreciation of the sincere effort and contribution made by the employees at all Levels.

IWAI also acknowledges the assistance and support given by the Ministry of Ports, Shipping and Waterways, Comptroller & Auditor General of India and other Government Department & other Agencies.

FOR AND ON BEHALF OF  
INLAND WATERWAYS AUTHORITY OF INDIA

  
(Sanjay Bandopadhyaya)  
Chairman



**20. INLAND WATERWAYS AUTHORITY OF INDIA**  
**BALANCE SHEET AS AT 31st MARCH 2023**

(Amount in Rs.)

PARTICULARS	SCHEDULES	CURRENT YEAR	PREVIOUS YEAR
<b>1. SOURCES OF FUND</b>	<b>3</b>		
<b>i. CORPUS/CAPITAL</b>			
(a) CAPITAL U/S 11 (1) (C) OF IWAI ACT		94,37,244.00	94,37,244.00
(b) IWAI FUND U/S 19 OF IWAI ACT		25,87,80,58,944.00	22,42,24,23,023.00
<b>ii. RESERVES &amp; SURPLUS</b>	<b>4</b>	-	-
<b>iii. EARMARKED/ENDOWMENT FUNDS</b>	<b>5</b>	-	-
<b>iv. NON-CURRENT LIABILITIES AND PROVISIONS</b>			
(a) LONG - TERM BORROWINGS	6	10,00,00,00,000.00	10,00,00,00,000.00
(b) OTHER NON-CURRENT LIABILITIES	7	73,51,19,260.00	76,35,37,557.00
(c) LONG TERM PROVISIONS	8	-	1,79,47,467.00
<b>v. CURRENT LIABILITIES &amp; PROVISIONS</b>			
(a) SHORT TERM BORROWINGS	9	25,09,66,575.00	25,09,66,575.00
(b) SUNDRY CREDITORS	10	71,19,00,861.00	61,49,86,444.00
(c) OTHER CURRENT LIABILITIES	11	56,92,05,073.00	50,74,51,693.00
(d) PROVISIONS	12	9,97,01,449.00	3,17,98,993.00
<b>TOTAL</b>		<b>38,25,43,89,406.00</b>	<b>34,61,85,48,996.00</b>
<b>2. APPLICATION OF FUND</b>			
<b>i. FIXED ASSETS</b>	<b>13</b>		
(a) TANGIBLE ASSETS GROSS BLOCK		18,53,60,34,241.00	17,86,02,73,911.00
LESS: DEPRECIATION		(4,41,14,71,262.00)	(3,98,67,39,660.00)
(b) INTANGIBLE ASSETS GROSS BLOCK		2,43,28,229.00	1,81,18,302.00
(c) CAPITAL WORK - IN - PROGRESS	14	18,88,79,83,829.00	15,52,18,54,317.00
(d) INTANGIBLE ASSETS UNDER DEVELOPMENT	14	-	
<b>ii. NON-CURRENT ASSETS, LOANS AND ADVANCES</b>			
(a) NON-CURRENT INVESTMENTS	15	16,25,16,414.00	12,56,08,484.00
(b) DEPOSITS, LOANS AND ADVANCES	16	2,65,88,76,809.00	2,67,99,06,442.00
(c) OTHER NON-CURRENT ASSETS	17	10,64,14,821.00	17,39,35,635.00
(d) MISCELLANEOUS EXPENDITURE (to the extent not written off or adjusted)			
<b>iii. CURRENT ASSETS, LOANS AND ADVANCES</b>			
(a) CURRENT INVESTMENTS	18	2,01,15,865.00	3,69,07,930.00
(b) INVENTORIES	19	6,20,85,220.00	2,96,59,418.00
(c) SUNDRY DEBTORS	20	14,06,10,020.00	13,89,86,780.00
(d) CASH AND CASH EQUIVALENTS	21	1,10,62,76,500.00	1,04,98,00,662.00
(e) DEPOSITS, LOANS AND ADVANCES	22	89,51,29,664.00	97,49,49,047.00
(f) OTHER CURRENT ASSETS	23	8,10,25,724.00	93,71,765.00
<b>TOTAL</b>		<b>38,25,43,89,406.00</b>	<b>34,61,85,48,996.00</b>

<b>Note:</b>			
(A) Significant Accounting Policy	1		
(B) Notes to accounts forms an integral part of the financial statements	2	-	-

For and on behalf of the Authority



(Jatinder Verma)

**CAO**



(Praveen Nandwana)

**Member (Finance)**



(Ashutosh Gautam)

**Member (Technical)**



(Sanjay Bandopadhyaya)

**Chairman**



**21. INLAND WATERWAYS AUTHORITY OF INDIA**  
**INCOME & EXPENDITURE ACCOUNTS FOR THE YEAR ENDED 31<sup>ST</sup> MARCH 20232**

(Amount in Rs.)

PARTICULARS	SCHEDULES	CURRENT YEAR	PREVIOUS YEAR
<b>1. INCOME</b>			
(a) REVENUE GRANTS/SUBSIDIES			
- FROM CENTRAL GOVERNMENT		76,32,99,000.00	1,27,37,53,679.00
- FROM STATE GOVERNMENT(S)			
- INTERNATIONAL ORGANIZATIONS			
- OTHERS (SPECIFY)			
(b) TRANSFERRED FROM IWAI FUND		38,62,57,337.00	38,26,59,229.00
(c) OTHER INCOME (NATURE TO BE SPECIFIED)			
<b>TOTAL INCOME (A)</b>		<b>1,14,95,56,337.00</b>	<b>1,65,64,12,908.00</b>
<b>2. EXPENDITURE</b>			
(a) OPERATIONAL & MAINTENANCE EXPENSES	24	1,34,23,19,423.00	1,18,31,05,859.00
(b) PERSONNEL & ADMINISTRATIVE EXPENSES	25	48,58,71,301.00	50,18,61,183.00
(c) FINANCE CHARGES	26	76,32,69,954.00	76,34,90,886.00
(d) DEPRECIATION	13	38,62,57,337.00	38,26,59,229.00
(e) SUBSIDIES		-	-
(f) EXPENDITURE ON GRANT, SUBSIDIES ETC.		-	-
<b>TOTAL EXPENDITURE (B)</b>		<b>2,97,77,18,015.00</b>	<b>2,83,11,17,157.00</b>
<b>EXCESS OF INCOME OVER EXPENDITURE/EXCESS OF EXPENDITURE IF IT EXCEEDS INCOME (A-B)</b>		(1,82,81,61,678.00)	(1,17,47,04,249.00)
ADD/LESS: PRIOR PERIOD ITEMS	27	14,57,45,449.00	37,08,638.00
ADD/LESS: EXTRAORDINARY ITEMS			
ADD/LESS: TRANSFER TO/FROM SPECIAL RESERVES (NATURE TO BE SPECIFIED)		-	-
ADD/LESS: TRANSFER TO/FROM GENERAL RESERVE			
BALANCE BEING SURPLUS/ (DEFICIT) TRANSFERRED TO IWAI FUND			
		(1,68,24,16,229.00)	(1,17,09,95,611.00)
<b>Note:</b>			
(A) Significant Accounting Policy	1	-	-
(B) Notes to accounts forms an integral part of the financial statements	2	-	-

For and on behalf of the Authority



(Jatinder Verma)

CAO



(Praveen Nandwana)

Member (Finance)



(Ashutosh Gautam)

Member (Technical)



(Sanjay Bandopadhyaya)

Chairman

## 22. INLAND WATERWAYS AUTHORITY OF INDIA

### RECEIPT AND PAYMENT ACCOUNT FOR THE YEAR ENDED 31<sup>ST</sup> MARCH 2023

(Amount in Rs.)

PARTICULARS	CURRENT YEAR	PREVIOUS YEAR
<b>RECEIPTS</b>		
<b>I. OPENING BALANCE</b>		
(a) CASH IN HAND		
- INR	18,216.00	14,426.00
- FOREIGN CURRENCY	-	-
(b) STAMPS IN HAND	-	-
(c) CASH WITH BANK	30,16,03,235.00	(23,63,03,249.00)
(d) SHORT TERM DEPOSIT WITH BANK	74,81,97,427.00	2,49,04,61,667.00
(e) REMMITANCE IN TRANSIT	-	-
<b>II. GRANTS RECEIVED</b>		
(a) FROM CENTRAL GOVERNMENT	6,20,63,99,000.00	5,44,30,00,000.00
(b) FROM STATE GOVERNMENT	-	-
(c) INTERNATIONAL ORGANIZATIONS	-	-
(d) <b>OTHER GRANTS</b> (NATURE TO BE SPECIFIED)	4,91,45,000.00	-
<b>III. RECEIPT FROM BORROWINGS</b>		
(a) FROM BONDS/SECURITIES		-
(b) FROM LOANS	-	1,80,000.00
(c) FROM OTHERS (IWAI FUND & Other)	4,66,05,40,708.00	1,84,23,36,400.00
<b>IV. INTERNAL RECEIPTS</b>		
(a) <b>RENT RECEIVED</b>		
- RENTAL INCOME (BUILDING)	54,79,717.00	55,95,910.00
- RENTAL INCOME (OTHER TO BE SPECIFIED)	4,57,276.00	4,02,363.00
(b) <b>INTEREST INCOME RECEIVED</b>		
- INTEREST ON SHORT TERM DEPOSITS	4,93,44,711.34	4,70,61,799.00
- INTEREST ON STAFF ADVANCE	-	-
- INTEREST ON MOBILISATION ADVANCE	58,22,848.00	-
- OTHER INTEREST RECEIVED (TO BE SPECIFIED)	1,26,82,297.00	39,28,464.00
(c) <b>OTHER INTERNAL RECEIPTS (NATURE TO BE SPECIFIED)</b>		
- INCOME FROM INVESTMENTS	-	-
- CONSULTANCY CHARGES	-	-
- WATERWAY USES CHARGES	-	-
- BERTHINGE CHARGES	-	-
- TOWAGE CHARGES	-	-
- PILOTAGE CHARGES	-	-
- TERMINAL CHARGES	-	14,539.00
- TRANSIT SHED CHARGES	-	-
- MOVEMENT OF OVER DIMENSIONAL CHARGES (ODC)	74,784.00	7,27,57,401.00
- CRANE (INCLUDING PONTOON CRANE) HIRE CHARGES	-	-
- CONTAINER CRANE CHARGES	-	-
- FORK LIFT CHARGES	-	-
- ELECTRIC SUPPLY TO THE VESSEL	-	-
- WHARFAGE	-	-
- DEMURRAGE	-	-
- SALE OF TENDER FORMS	2,57,345.00	2,29,037.00
- PROTOCOL FEES	-	100.00
- SALE OF NAVIGATION CHARTS	-	-



- VESSELS HIRE CHARGES	-	-
- HOSTEL ETC. CHARGES	-	-
- TUTION FEES	-	-
- UNIFORM CHARGES	-	-
- CLAIMS RECOVERABLE	79,37,032.00	-
- DUTIES AND TAXES	19,47,001.00	-
- RECEIPTS ON SALE OF FIXED ASSETS	23,95,926.00	-
- SECURITY DEPOSITS RECEIVED	3,02,85,204.00	2,13,04,281.00
- EARNEST MONEY RECEIVED	2,35,15,704.00	14,04,687.00
- RECOVERY OF ADVANCES	3,06,86,325.00	-
- RECOVERY FROM DEBTORS	-	-
- RECOVERY FROM NPS TRUST	-	-
- MISCELLANEOUS RECEIPTS	8,93,610.00	43,67,893.00
- OTHER INCOME	4,15,752.00	10,97,677.00
<b>TOTAL</b>	<b>12,13,80,99,118</b>	<b>9,69,78,53,395.00</b>
<b>PARTICULARS</b>	<b>CURRENT YEAR</b>	<b>PREVIOUS YEAR</b>
<b>PAYMENTS</b>		
<b>I. EXPENDITURES</b>		
(a) OPERATIONAL AND MAINTENANCE EXPENSES	4,02,58,17,292.00	3,06,85,61,554.00
(b) PERSONNEL EXPENSES	20,65,73,246.00	22,80,52,698.00
(c) FINANCE CHARGES	40,050.00	25,67,27,158.00
(d) PRIOR PERIOD EXPENSES	1,15,078.00	-
<b>II. REPAYMENTS OF BORROWINGS</b>		
(a) REPAYMENTS OF BOND/SECURITIES	-	-
(b) REPAYMENTS OF LOAN	-	-
<b>III. INVESTMENTS &amp; DEPOSITS MADE</b>		
(a) OUT OF EARMARKED FUNDS.	-	-
(b) OUT OF OWN FUNDS.	-	-
<b>IV. EXPENDITURE ON FIXED ASSETS &amp; CAPITAL WORK-IN-PROGRESS'</b>		
(a) PURCHASE OF FIXED ASSETS	52,97,533.00	23,35,50,089.00
(b) EXPENDITURE CAPITAL WORK-IN-PROGRESS'	13,30,891.00	10,50,973.00
(c) FLOTING JETTIES	-	-
(d) INVENTORY	4,56,050.00	2,410.00
<b>V. PAYMENTS OF LOAN &amp; ADVANCE</b>		
(a) HOUSE BUILDING ADVANCE	9,66,585.00	18,14,939.00
(b) DEPARTMENTAL ADVANCE	59,45,819.00	50,87,413.00
(c) TRAVELLING ADVANCE	56,61,125.00	12,89,613.00
(d) LTC ADVANCE	22,01,998.00	4,45,671.00
(e) MEDICAL ADVANCE TO STAFF	2,02,139.00	2,72,000.00
(f) PERSONAL COMPUTER (P.C) ADVANCE	2,00,000.00	-
(g) OTHER ADVANCE TO STAFF	5,36,019.00	7,03,029.00
(h) ADVANCE TO SUPPLIERS & CONTRACTORS	51,20,99,823.00	20,69,72,321.00
(i) PAYMENT ON GPF CONTRIBUTION	2,40,77,279.00	-
(j) PAYMENT OF VARIOUS RECOVERIES(CLAIMS)	39,22,153.00	34,65,223.00
<b>VI. REFUND OF UNUTILISED GRANTS /SUBSIDY</b>		
(a) TO THE GOVT. OF INDIA	-	-
(b) TO THE STATE GOVT.	-	-
(c) TO OTHER PROVIDERS OF FUNDS	-	-

<b>VII. OTHER PAYMENTS</b>		
(a) REFUND OF SECURITY DEPOSIT	88,32,501.00	42,69,172.00
(b) REFUND OF EARNEST MONEY	1,16,80,324.00	15,82,118.00
(c) SECURITY DEPOSIT PAID	7,03,53,220.00	19,49,98,646.00
(d) DUTIES AND TAXES PAID	30,96,84,993.00	21,97,71,884.00
(e) PREPAID EXPENSES	-	-
(f) PAYMENT TO MINISTRY OF SHIPPING (INTERNAL RECEIPT)	-	4,90,97,740.00
(g) PAYMENT ON PENSION CONTRIBUTION		-
(h) PAYMENT ON BEHALF OF THIRD PARTY		-
(i) PAYMENT ON GPF CONTRIBUTION		82,30,761.00
(j) PAYMENT ON GPF ADVANCE RECOVERY		-
(k) PAYMENT OF WITHHELD TAXES	70,111.00	23,09,55,014.00
(l) PAYMENT TO SUPPLIERS & CONTRACTORS		-
(m) PAYMENT OF BOND RELATED EXPENSES	8,791.00	5,658.00
(n) PAYMENT OF VARIOUS RECOVERIES TO RELATED DEPARTMENTS		-
(o) PAYMENT FOR PROVISIONS	27,93,113.00	5,05,48,645.00
(p) PROTOCOL EXPENSES		-
(q) OTHER EXPENSES	41,58,513.00	48,80,857.00
(r) UNSPENT GRANT PAYABLE TO GOI	2,52,93,607.00	52,99,62,000.00
(s) INTEREST PAID	62,48,20,736.00	36,14,26,483.00
<b>VIII. CLOSING BALANCE</b>		
(a) CASH IN HAND		
- INR	13,313.00	18,216.00
- FOREIGN CURRENCY	-	-
(b) STAMPS IN HAND	-	-
(c) CASH WITH BANKS	25,07,91,931.00	30,16,03,235.00
(d) SHORT TERM DEPOSIT WITH BANK	85,54,71,257.00	74,81,97,427.00
(e) REMITTANCE IN TRANSIT	-	-
(f) CLOSING BALANCE H.O. WITH R/O	5,17,86,83,628.00	2,98,43,10,448.00
<b>TOTAL</b>	<b>12,13,80,99,118.00</b>	<b>9,69,78,53,395.00</b>

For and on behalf of the Authority



(Jatinder Verma)

**CAO**


(Praveen Nandwana)

**Member (Finance)**


(Ashutosh Gautam)

**Member (Technical)**


(Sanjay Bandopadhyaya)

**Chairman**



## 23. “SIGNIFICANT ACCOUNTING POLICIES”

### Schedule – 1

#### 1. **Basis of Preparation of Financial Statements:**

The financial statements have been prepared in accordance with Indian Generally Accepted Accounting Principles (GAAP) under the historical cost convention on the accrual basis and the applicable accounting standards issued by the Institute of Chartered Accountants of India (ICAI) except reported otherwise. These accounting policies and standard have been consistently applied.

#### 2. **IWAI FUND U/S 19 of the IWAI Act, 1985:**

Inland Waterways Authority of India Fund constituted under Section 19 of the Act. There shall be credited there to:

- a. Any Grants received from Government (s) for acquiring assets, development and maintenance of infrastructure facility.
- b. All fees and charges (all internal receipts) received by the Authority under the IWAI Act.
- c. All sums received by the Authority from such other sources as may be decided upon by the Central Government.
- d. Any other grants received.
- e. Any surplus of “Income and Expenditure Accounts”

**There shall be debited there to:**

- a. Any amount payable to Government of India (GOI) as per their instructions.
- b. Amount equivalent to depreciation on fixed assets which are purchased out of grants.
- c. Book value of fixed assets, which is sold/written off during the year and the assets have been purchased earlier out of grant.
- d. Any deficit of “Income and expenditure” Account

#### 3. **Government Grants:**

Government grants related to revenue, i.e., for employee cost, general administrative expenses and any other grants specified as revenue grants shall be recognized in the “Income and Expenditure Accounts” as revenue grants.

Grants for acquiring assets, development and maintenance of infrastructure facility. In connection to the Government grants that are in relation to the acquisition of assets, development and maintenance of infrastructure and related activities shall be credited to IWAI fund, and Deferred Income Method of accounting of such grants has been adopted by the Authority.

#### 4. **Property, plant and equipment (Fixed Assets):**

- a. Property, Plant and Equipment is initially measured at cost of acquisition/ construction including any cost directly attributable to bringing the assets to the location and condition necessary for it to be capable of operating in the manner intended by the management.
- b. After initial recognition, fixed asset is carried at cost less accumulated depreciation/amortization and accumulated impairment losses, if any.
- c. Property, Plant and Equipment have been capitalized on the date of transfer of ownership or date of put to use whichever is earlier.
- d. Capital Work- In-Progress (CWIP):

Cost of material, construction/erection charges and other expenses incurred for the construction of fixed assets are shown as CWIP based on progress of construction/erection work till the date of capitalization.

e. **Depreciation/Amortization:**

- Depreciation has been charged on straight line method of depreciation.
- Depreciation has been provided at the rates and in the manner specified in Schedule II of the Companies Act 2013 using the useful lives and residual values as basis except where the useful life of the asset is defined by the IWAI Board.
- Depreciation is provided on the pro-rata time proportion basis in case of the new assets acquired or disposed of during the year.
- Intangible assets are amortized over their respective individual estimated useful lives on straight line method, commencing from the date the asset is available to the authority for its use but not exceeding a period of ten years.

5. **Inventory Valuation:**

Inventories viz. Stores, Spares and tools (including machinery spares) etc. are valued at cost.

6. **Revenue Recognition:**

All Revenue has been recognized on accrual basis.

7. **Investment**

Investments classified as “long term Investments” are carried at cost. Provision for decline, other than temporary, is made in carrying cost of such investments.

8. **Lease:**

Lease rental are expensed with reference to lease terms.

9. **Retirement benefits:**

Provisions for all employee’s benefits are created as per applicable Accounting Standard-15.

10. **Prior Period Items:**

Prior period items are income or expense (more than Rs. 25000/-) which arise in the current period as a result of errors or omissions in the preparation of the financial statements of one or more prior periods. The nature and amount of prior period items, wherever applicable, are separately disclosed in the statement of income and expenditure account in a manner that their impact on the current surplus or deficit can be perceived in accordance with the provisions of applicable Accounting Standard.

11. **Treatment of expenses:**

Expenditure on hydrographic survey, studies (i.e., feasibility study, DPR, EIA, SIA etc.) bandalling, bottom-paneling, dredging, operation and maintenance of terminals, temporary structure in channel marking and maintenance of vessels etc. is treated as revenue expenditure whereas expenditure on creation of permanent structures in channel marking, terminal construction and land, cost of vessels, survey launches, tugs, barges, dredgers, etc. is treated as capital expenditure. Further, Salary, Wages & Other Administration Expenses incurred on various projects of waterways is allocated to each waterway as per deployment.



**12. Provision for Bad or Doubtful Debts:**

Provision for bad and doubtful debts is recognized on the basis of management estimates which would be based upon the past experience of the management and any event or dispute arising with the debtors.

**13. Provisions, Contingent Liabilities and Contingent Assets:**

A provision is recognized if, as a result of a past event, the authority has a present legal obligation that can be estimated reliably, and it is probable that an outflow of economic benefits will be required to settle the obligation. Provisions are determined by the best estimate of the outflow of economic benefits required to settle the obligations at the reporting date. Where no reliable estimate can be made, a disclosure is made as contingent liability. A disclosure for a contingent liability is also made when there is a possible obligation or a present obligation that may, but probably will not, require an outflow of resources. Contingent assets are neither recognized nor disclosed in the financial statements.

**14. Foreign Currency Transactions:**

Foreign exchange transactions relating to purchase of/acquisition of or in relation to fixed assets, goods and services are accounted for at the exchange rates prevailing as on the date of the transaction.

For and on behalf of the Authority



(Jatinder Verma)

**CAO**



(Praveen Nandwana)

**Member (Finance)**



(Ashutosh Gautam)

**Member (Technical)**



(Sanjay Bandopadhyaya)

**Chairman**

## 24. Notes to Accounts form Integral part of Financial Statements as on 31.03.2023

### Schedule-2

1. (i) During F. Y. 2022-23, the Authority incurred the following expenditure in respect of Key Management Personnel (KMP) and full time Members:

(Figures in Rs.)

SL No.	Name of the Official	Designation	Period (From – To)	Emoluments	Travelling Expenses	Total
1.	Sh. Sanjay Bandopadhyaya	Chairman	April 22 to March 23	44,32,500.00	14,73,907.00	59,06,407.00
2.	Sh. Jayant Singh	Vice-Chairman	April 22 to March 23	35,70,768.00	9,26,952.00	44,97,720.00
3.	Sh. Praveen Nandwana	Member (Finance)	April 22 to March 23	39,14,026.00	14,100.00	39,28,126.00
4.	Sh. Ashutosh Gautam	Member (Technical)	April 22 to March 23	38,89,460.00	1,14,216.00	40,03,676.00
5.	Sh. Vinayak Azaad	Member (Traffic)	February 23 to March 23	3,39,456.00	1,05,961.00	4,45,417.00
<b>Total</b>				<b>1,61,46,210.00</b>	<b>26,35,136.00</b>	<b>1,87,81,346.00</b>
<b>Total (Previous Year)</b>				<b>1,23,81,038.00</b>	<b>7,81,691.00</b>	<b>1,31,62,729.00</b>

Chairman visited Norway in connection with Indian Delegation for participating in non-shipping during the period from 04.04.2022 to 07.04.2022. He also visited Singapore in connection with Study Tour to Inland Water Transport System in Singapore during the period from 12.07.2022 to 15.07.2022.

Vice-Chairman visited Singapore in connection with Study Tour to Inland Water Transport System in Singapore during the period from 12.07.2022 to 15.07.2022.

(ii) No member of IWAI Board has outstanding debts/ loans/ advances against her/him.

2. Department of Economic Affairs conveyed approval to IWAI for raising of EBR to the extent of Rs.1,000.00 crore during 2016-17 vide their OM no.F.15(4)-B(CDN)/2015 dated 03.10.2016.

As per OM No. F.No.15(4)-B(CDN)/2015 dated 20.10.2016 “Separate Government Guarantee is not required for issue of bonds to raise Extra Budgetary Resources as these bonds will be fully serviced (Principal of Interest) by Government of India through General Budget”.

Ministry of Shipping shall suitably make budgetary provisions for the half yearly interest payment and issue expenses and other miscellaneous expenses during the tenure of Bonds and repayment of principal at the time of maturity.

IWAI went for electronic bidding and successfully raised EBR worth Rs. 340.00 crore through “GOI Fully Serviced Bonds” in private placement mode on 01.03.2017 in F. Y. 2016-17 with tenure of 10 years at a coupon rate of 7.90 percent (Semi Annually). In F. Y. 2017-18, the Authority requested Ministry of Shipping to allow raising of EBR for balance Rs.660.00 crore on same terms and



conditions as earlier. Out of approval of Rs.1,000.00 in F. Y. 2016-17. Ministry of Shipping vide letter no. IWT/45/2016-IWT (Vol-II) Part dated 27.07.2017 conveyed Cabinet approval to the proposal of re-validation of permission to raise Extra Budgetary Resources (EBRs) worth Rs.660.00 crore for F. Y. 2017-18. After receiving the approval IWAI successfully raised EBRs of Rs.660.00 crore through “GOI Fully Serviced Bond” in Private Placement Mode on 13.10.2017 on the electronic bidding platform and raised fund with a tenure of 10 years at a coupon rate of 7.47 percent (Semi Annually). In F. Y 2022-23 Authority has not raised any funds through extra Budgetary resource (EBR) and fund raised through EBRs has been fully utilized.

3. The Jal Marg Vikas Project (JMVP), announced by the Hon’ble Finance Minister in his budget speech of July, 2014, was originally conceived to cover the entire stretch of NW-1 (Haldia-Allahabad stretch of Ganga-Bhagirathi-Hooghly River system-1620 km), to be implemented over a period of six years, at an estimated cost of Rs. 4,200 crores with the technical and investment support of the World Bank. Subsequently, on the recommendation of the World Bank, it was decided to implement the project on the Haldia-Varanasi stretch.

Ministry of Shipping, through a Gazette Notification dated 15.10.2014, designated Inland Waterways Authority of India (IWAI), with a Project Management Unit (PMU), as the Implementing Agency for the JMVP. The following institutional arrangements have been made to successfully implement the project:

- (i) PMU at the IWAI Head Office is headed by the Vice Chairman as Project Director. Project Director is assisted by Member (Technical) as Dy. Project Director, Chief Engineer as Project Manager, Member (Finance) and domain experts in Administration, Finance & Accounts, Engineering, Procurement, Marketing & Business Development, Environment, Social Development and Communications.
- (ii) Project Oversight Committee consists of Chairperson and Senior Officers of IWAI, representatives of Ministry of Shipping, Central Water Commission, Governments of Uttar Pradesh, Bihar, Jharkhand and West Bengal to provide critical guidance and evaluation of the project.
- (iii) Project Implementation Units at Patna, Kolkata, Varanasi, Sahibganj, Farakka and Haldia are under the charge of the respective Directors, assisted by domain experts in the fields of Engineering, Land Acquisition, Livelihood management, Social Development etc.

As part of the pre-investment activities, the consultants in Engineering, FEED and ancillary works; ESIA; and Marketing & Business Development undertook studies on the Haldia-Varanasi stretch. Based on the reports submitted by these Consultants, the estimated cost of JMVP on Haldia-Varanasi stretch of the project was revised to Rs. 5,369.18 crore, the same was further revised to Rs. 4,633.81 crore in midterm review of the project. The interventions now proposed include fairway development to provide LAD of 2.2 m to 3 m and bottom channel width of 45 meter for the entire stretch; construction of five multimodal/intermodal terminals; construction of a new navigational lock at Farakka etc. The revised project cost includes components of Arth Ganga costing Rs. 746 crores consist Fairway Development, River Training, Modernization of existing Farakka Lock, Ro-Ro Terminals, Community Jetties, floating Terminals etc.

The cost of the project is being financed through the following sources:

- (i) IBRD Loan of Rs. 2,125.37 crore (US\$ 317.22 million).
- (ii) Government of India Counterpart Funds (budgetary allocation and proceeds from bond issue: Rs. 2,207.58 crore (US\$329.49 million) and
- (iii) Private sector participation under PPP mode: Rs. 300.86 crore (US\$ 44.90 million).



The IBRD Loan component was appraised by the DEA on 27.09.2016; loan negotiations were held between the World Bank and Government of India on 15.03.2017; The Board of the Executive Directors of International Bank for Reconstruction & Development approved the loan (Loan No.8752-IN) on 12th April, 2017. The Cabinet Committee on Economic affairs approved the Project implementation at an estimated cost of Rs. 5,369.18 crore on 03.01.2018. The Loan Agreement and the Project Agreement relating to the IBRD Loan of USD 375.00 million were signed on 02.02.2018 between the World Bank and the Department of Economic Affairs & IWAI and both these documents became effective from 23rd March, 2018. The estimated cost of the project was revisited during midterm review of the project and the revised estimated cost of Rs. 4,633.81 crore was communicated to MoPSW on dated 11.06.2020. The MoPSW had forwarded the proposal to Department of Economic Affairs. Further, the revised cost proposal was sent to World Bank by Department of Economic Affairs on dated 11.06.2020. The amendment of the loan agreement was signed on dated 03.09.2020. Under the active financing clause of the Loan agreement, JMVP has submitted a claim of Rs. 1,021.99 crore to CAAA out of the same an amount of Rs. 1,017.44 crores which includes retroactive and project preparatory advance has been credited in Consolidated Fund of India up to end of March, 2023. For the above project the Authority received fund through Budgetary resource under the Budget head made for the above project and Extra Budgetary resource available with authority. In F.Y. 2022-23, Authority got sanctioned budget of Rs. 285.00 crores and same has been released by the Government of India through Ministry of Ports, Shipping & Waterways.

Major projects of JMVP, which are under execution during the current financial year are construction of Multimodal Terminal at Sahibganj at a cost of Rs. 278.56 crore; Multimodal Terminal at Haldia at a cost of Rs. 481.37 crore; and new navigational lock at Farakka at a cost of Rs. 374.40 crore, Inter-modal terminal at Kalughat at a cost of Rs. 82.48 crore, LAD dredging contract at a cost of Rs. 177.00 crores between Farakka-Kahalgaon, Rs. 159.30 crores between Sultanganj – Mahendrapur and Rs. 182.90 crores between Mahendrapur – Barh.

Besides this, Contract for Execution & Maintenance of Bandalling & Navigational Aids between Kolkata – Farakka, Kahalgaon - Sultanganj and Barh – Varanasi Stretch Rs. 13.72 crore (excluding GST), Development of 21 no HDPE Community Jetties Rs. 8.68 crore (excluding GST), design, construction, transportation and installation of 13 nos. steel pontoons for Rs. 21.97 crore (excluding GST), Development of Navigational Channel Rs. 9.40 crore (excluding GST), Supply of FRP Inspection Boats Rs. 3.00 crore (excluding GST), Bank to Bank Hydrographic Survey between Tribeni to Varanasi Rs. 3.64 crore (excluding GST), Procurement of Survey Equipment's Rs. 8.63 crore (excluding GST), Operation & Maintenance along with CAMC of RIS Stations Rs. 23.34 crore (excluding GST) and Project Management Consultancy Services Rs. 10.95 crore (excluding GST) has been awarded.

Expenditure on the project have been treated as capital expenditure. Since the inception of the project total expenditure of Rs. 2,45,002.86 lakh (previous year Rs. 2,13,413.86 lakh) has been incurred as of 31st March 2023 against which an expenditure of Rs. 31,589.00 lakh (Previous year Rs. 22,960.40 lakh) has been incurred in the financial year 2022-23. (Ref: Schedule-13, 14, 16 & 22

Further, a proposal for extension of currency of the JMVP till 31.12.2026 has been forwarded to MoPSW vide letter dated 14.03.2023. In this proposal, the estimated project cost has been revised to Rs. 5,362.27 crore (which is less than original approved cost by CCEA of Rs. 5,369.18 crore) including awarded cost/ executed cost/ current expenditure of original sanction works, works dropped from original sanction and new works under Arth Ganga etc.

4. An amount of Rs. 9.37 Crore paid to Divisional Forest Officer, Kashi Wild life division,



Ramnagar Varanasi to set up a Trust for Turtle Wildlife Sanctuary Management along with additional amount of Rs.0.89 Crore on 02.08.2018. Further it is to inform that Writ petition has been filed for de-notification of Turtle wildlife sanctuary and the case is pending in Hon'ble high court and the Rs. 9.37 crore is reflecting under Claim recoverable in our books of Accounts, adjustments, if any, will be made in Accounts on decision of the case.

5. A sum of Rs. 4,818.19 lakh (previous year Rs. 4,816.19 lakh) towards the cost of land for 11 terminals and land for widening of narrow canal made as advance to Government of Kerala. Out of above, 12.3589 hectares of land capitalized for Rs. 2,365.90 lakh till 31.03.2023 (Previous Year Rs. 2,212.04 lakh). For widening of canal, 21.5305 hectares land acquired at the cost of Rs.1,785.47 lakh (previous year Rs.1,785.47 lakh). An amount of Rs.1,621.11 lakh has been charged to revenue expenditure since the land is sub-merged in water after widening of waterways up to 31.03.2023. Authority may be liable to pay interest and enhancement of cost on land acquired if the orders of various courts in Kerala so directs. A sum of Rs. 666.82 Lakh is available with various District Collectors in Kerala (Ref: Schedule - 13 and 16).

6. A sum of Rs. 3,442.05 lakh (previous year Rs. 3,440.02 lakh) has been paid as advance to CPWD for construction of terminals. A sum of Rs. 3,288.41 lakh (previous year Rs. 3,288.41 lakh) has been capitalized (Terminals and Buildings) and Rs.101.52 lakh have been shown as revenue expenditure till 31.03.2023. An amount of Rs. 8.51 lakhs towards the cost of Construction of Approach Road to IWT Kayamkulam Terminal and Rs. 9.51 Lakhs towards the cost of Construction of Alappuzha Terminal is payable to CPWD as on 31.03.2023 (Ref: Schedule - 16)

7. A sum of Rs. 1,660.00 lakh (Previous year Rs. 1,660.00 lakh) paid as deposit to Cochin Port Trust for construction of Jetty at Bolgatty and Willington Island. Out of the same Rs. 1,575.02 lakh has been Capitalized till date and balance Rs. 84.98 available with CPT (Ref: Schedule-16).

8. A Sum of Rs.138.75 lakh (previous year Rs.138.75 lakh) has been paid as advance to Executive Engineer, Harbour Engineering Division, Assramam, Kollam Govt of Kerala for the construction of a single lane bridge across NW-3 at Kovilthottam, Chavara (Ref: Schedule-16).

9. A sum of Rs. 3,800 lakh (previous year Rs. 3,300 lakh) has been released to Director, Inland Navigation Directorate, Kollam, Asramam Govt of Kerala for the reconstruction of Navigational Lock at Thrikkunnappuzha of NW-3. The expenditure incurred till 31.03.2023 Rs.1,874.67 lakhs booked as Capital Work in Progress and an amount of Rs. 293.15 lakh (up to Previous year 224.91 Lakh) has been accrued as interest from the above deposit up to 31.03.2023 and out of which Rs. 224.91 lakh) was remitted to GOI and Rs.1925.33 lakh is available with Director, Inland Navigation Directorate, Kollam, Govt of Kerala as on 31.03.2023 (Ref: Schedule -14 and 16).

10. (i) A sum of Rs. 597.06 lakh (previous year Rs. 515 lakh) has been released to M/s. KSEB Ltd towards the cost of shifting of HT lines across Champakkara canal of NW-3, up to 31.03.2023 an amount of Rs. 417.06 (previous year Rs. 417.06 lakh) lakh has been booked as Revenue Expenditure and balance of Rs.180.00 lakh is available with M/s. KSEB Ltd. (Ref: Schedule -16)

(ii) A sum of Rs.12.27 lakh (previous year Rs.12.27) has been released to M/s. Cochin Port Trust towards the cost of rectification of damage occurred in Ro-Ro Jetty at Bolgatty &



replacing of damaged fenders in mooring of dolphins at Willingdon Island.

11. 53 flats at Sector - 34, Noida were taken over on December, 2002 from Director General of Light Houses & Light Ships (DGLL), Ministry of Shipping for the staff of IWAI at a total transfer price of Rs. 225.28 lakh plus transfer fee, stamp duty etc. The title deed is yet to be executed.

After completing major repairs of the houses, a sum of Rs. 307.33 lakh (up to previous year Rs. 307.33 lakh) has been capitalized. However, transfer in the name of IWAI could not be registered since the flats have not yet been registered in the name of the first owner DGLL. After persuasion with DGLL for making payment of land rent, etc. to Noida, the initial registration will be taken-up with Noida. The actual liability for registration of flats will be taken care at the time of registration.

12. Ministry of External Affairs (MEA), Government of India in March, 2009 through an agreement appointed the Authority as Project Development Consultant for implementation of multi-modal transit transport facility on Kaladan river between Sittwe and Paletwa in Myanmar. This is known as "Kaladan Multi Modal Project".

The above project is being implemented in two phases. Phase -1 work has been executed in two parts viz (i) Initial work and (ii) Additional works. Initial awarded work of Port & IWT component and additional under phase -1 work like staff quarters, slope protection work, bank protection work, fuel bunkering station, workshop, etc. have been completed.

The phase -2 works involving construction of container terminal at Sittwe & Paletwa, removal of two wrecks at Sittwe and O&M of assets completed under phase -1 works. Wreck removal work has been completed. The assets completed under phase -1 of Port & IWT components of KMTTP have been handed over to appointed port operator through Myanmar Government departments on 31.01.2020 and work commenced from 01.02.2020.

The above Expenditure of Project Development Consultants is met from Consultancy fees (6% of project cost) received from MEA as per Agreement. Further since Receipts & expenditure on the above project is not a part of Grants received by IWAI, the yearly surplus/deficit on the project cannot be taken to IWAI fund. Therefore, the Income & Expenditure related to Kaladan project were not included in annual accounts of IWAI since inception of the project because if the same is included it would result in inflating figures on both side of income & expenditure account and its transfer of yearly surplus/deficit to IWAI fund is not advisable. Authority maintains separate Books of Accounts on the project and Annual Accounts on the same is duly audited and certified by Independent Chartered Accountant Firm.

The tentative approved project cost has been Rs. 39,641 lakh (Phase -I) and Rs. 47,870 lakh (Phase -II). Out of the above, work to the tune of Rs. 30,000 lakh relating to Container handling facility, has been kept on hold by MEA till further order. However, the final project cost shall be arrived at after settlement of final bill(s) by the MEA.

As per the agreement between IWAI and MEA, the PDC fee Rs. 3,553.00 lakh @ 6% of effective estimated cost of project. The Authority, so far, has received to the tune of Rs. 2,904.98 lakh towards PDC fee (including Rs.199 lakh towards Container handling facility, which has been kept on hold by the MEA) and towards reimbursement on account of Service Tax Rs. 211.44 lakh; GST Rs. 171.75 lakh and Hydrographic Survey Expenditure Rs. 98.87 lakh. In addition, there has been internal receipts of Rs. 294.68 lakh (previous year Rs. 282.73 lakh) which is mainly bank interest generated on the project till 31.03.2023. The final outcome of the project will be duly reflected/adjusted after completion/closure of the project in the annual accounts of the Authority.

Out of the above, an expenditure of Rs. 3,024.69 lakh has been incurred and the fund of Rs. 410.09



lakh has been utilized in F.Y. 2022-23. Further, an amount of Rs. 294.68 lakh earned on PDC fee from Bank Interest and Other Receipts has been shown as Internal Receipts in Annual Accounts of IWAI of FY 2022-23. In addition to above, it is also to mentioned that the PDC Fees has been claimed from MEA in FY 2022-23 against the claim MEA has agreed for Rs. 8.078 crore the same is yet to be released. Audited Annual Accounts of Kaladan Project by the Independent Chartered Accountants Firm is enclosed at “**Annex-A**”.

13. Authority has taken policies from LIC for Pension, Gratuity and Leave Encashment for IWAI employees. LIC has provided actuarial valuation for all the three policies. As per actuarial valuation as on 31.03.2023, an amount of Rs. 16,170.00 lakh for Pension (previous year Rs. 15,465.00 lakh), Rs. 1,861.20 lakh for Gratuity (previous year Rs. 2,277.69 lakh) and Rs. 1,823.32 lakh for leave encashment (previous year Rs. 1,622.31 lakh) is required.

Authority has established a Trust in the name of “IWAI-Employees’ Pension fund” with effect from 25.03.2003 for administering and managing the pension/gratuity fund in respect of employees of the Authority. IWAI-Employees’ Pension Fund and leave encashment is managed by LIC of India. As per IWAI-Employees’ Pension Fund account, a fund of Rs.15,697.00 lakh and Rs. 1,819.87 lakh is available with the Trust for pension and gratuity respectively and Rs.1,731.20 lakh is available with LIC for leave encashment fund. In F. Y. 2022-23, Provisions for Pension Rs. 284.00 lakh, provision for gratuity Rs. 41.32 lakh and provision for Leave encashment Rs. 92.12 lakh has been provided. (Ref: **Schedule-12**)

For Actuarial Valuation, the assumptions are:

Mortality Rate	:	IALM (2006-08) ultimate.
Withdrawal Rate	:	1% to 3% for all age.
Valuation rate of Discount	:	7.25% p.a.
Salary Escalation	:	7% p.a.

14. Authority has appointed Actuarial Valuer for providing actuarial valuation of the post-retirement medical benefit (PRMB) to those retired employees of the Authority who opted to avail medical facilities. As per actuarial valuation certificate liability on post-retirement medical benefit to retired employees of the Authority is Rs. 326.77 lakh (previous year Rs. 290.25 lakh) as on 31.03.2023. Accordingly, during F.Y. 2022-23, an amount of Rs. 82.83 lakh (previous year Rs. 87.28 lakh) has been provided for the same. (Ref: **Schedule-12**)

15. Authority entered into shareholders’ agreement in three JV projects with three companies namely (I) M/s Royal Logistics (Ship) Ltd., Kolkata (ii) M/s SKS Waterways Ltd., Kolkata and (iii) M/s Vivada Logistics Pvt. Ltd. Kolkata. As per the shareholders’ agreement with M/s Royal Logistics (Ship) Ltd, Kolkata and M/s SKS Waterways Ltd, Kolkata the initial authorized share capital of each company was Rs.5.00 lakh and same was required to be contributed in the ratio of 70% by the J.V. partners and 30% by IWAI. Accordingly, Authority contributed its share of Rs. 1.50 lakh each as initial authorized share capital in M/s Royal Logistics (Ship) Ltd., Kolkata and M/s SKS Waterways Ltd. Kolkata.

The firms viz., M/s Royal Logistics (Ship) Ltd. and M/s SKS Waterways Ltd. were requested vide letter dated 22.08.2016 and email dated 17.01.2017 to take expeditious action for settlement of the accounts of equity amount held by them and to arrive at a decision for termination of JVs as no progress was made.

In response, M/s Shahi Shipping Ltd. (formerly SKS Logistics Ltd.) vide their letter dated 16.06.2017



16. There are three Arbitration cases pending before the Arbitrators having contingent liability upon IWAI and claim by IWAI as on 31.03.2023. These are (i) dredging work in NW-3 (DDCL), (ii) construction of vessels (Neptune Maritime), and (iii) dredging work in Barak (RDL-SPV). At present case related to LAR/LAA with Sub-Court, Kerala is pending having contingent liability. The list of pending court cases with liability thereon shown in tabulated format as below: -

Courts	No. of case	Liability upon IWAI	Claim by IWAI
Hon'ble Supreme court	03	-	-
NGT, Delhi	01	-	-
NGT Southern Zone, Chennai	01	-	-
Hon'ble High Court, Delhi	04		
Hon'ble High Court, Kerala	16	-	-
Hon'ble High Court, Patna	06		-
Hon'ble High Court, Allahabad	10		-
Hon'ble High Court, Kolkata	09		
Hon'ble High Court, Guwahati	04		-
Hon'ble High Court, Hyderabad	02		-
Additional-III Chief Metropolitan Magistrate Gajuwaka Visakhapatnam	01		
District Court, Varanasi	06	-	-
ADJ-14 Varanasi (Raj-Rajeshwar)	01		
District Court/City Court Guwahati	01		
Office of ALC, Guwahati	02	-	-
Office of ALC, Allahabad	01		
City Court, Kolkata	01	-	-
CGIT cum Labour Court, Kolkata	03	-	-
Munsiff Court, Kerala	04	-	-
Magistrate Court, Kerala	03		
ACJM, Jangipur Murshidabad (Kolkata)	01		
Assistant Labour Commissioner (Central) Kolkata	03		
Commercial Court Alipore (Vizag Roadlines)	01	3.28	
** Commercial Court GB Nagar IWAI Vs RDL	03	20.14	
*** Commercial Court Alipore 24 South Paragana West Bengal - Arbitration between IWAI Vs. RDL NW-5	03	The case having similar ground to above	
Commercial Court GB Nagar IWAI Vs Yojaka	01	4.73 (Awarded)	
Arbitration between IWAI vs DDCL	01	-	-



Arbitration between IWAI vs M/s Neptune Maritime (Opposite party was not appearing so long time and not traceable)	01	-	-
Arbitration between Reach Dredging Barak SPV Private Vs IWAI	01	14.91	71.04
Sub Court, Kerala (LAR/LAA cases)	03	0.0667	0.00
Sub Court, Varanasi (LARR cases)	06		
Sub Court, Saran Chapra (LAR Cases Patna)	01		
<b>Total</b>	<b>104</b>	<b>43.1267</b>	<b>71.04</b>

informed that they intend to close JV firms viz Royal Logistics and SKS Waterways for which necessary formalities are being completed from their end.

\*\* the Arbitral Award dated 28.07.2022 has been passed in the Arbitration between Reach Dredging Limited JV Vs IWAI for NW-5 As per Arbitral Award, RDL JV has been entitled for award amount of Rs. 20,14,73,447/- (i.e., Rs. 6,38,71,912/- (Stretch-A) + Rs. 6,62,21,757/- (Stretch-B) + Rs. 7,13,79,778/- (Stretch-C) NW-5. The applications have been filed before Hon'ble Commercial Court Gautam Budha Nagar on 24.01.2023 by IWAI under section 34 of Arbitration Conciliation Act, 1996 for Challenge the abovesaid Arbitral Award dated 28.07.2022.

\*\*\* Filed by RDL in the Commercial Court Alipore 24 South Paragana West Bengal. to Execute of Arbitral Award dated 28.07.2022.

Presently the matter is sub-judice, final outcome will be reflected in the Books of Accounts after decision. However, IWAI may have to pay Rs. 4.72 crore, if the Court of Law so directs.

17. During the F.Y. 2022-23, the Authority received funds of Rs. 62,063.99 lakh from Govt. of India under different Budget Heads. During the year, capital expenditure of Rs. 39,514.92 lakh and

<b>Abstract of Fund received and Expenditure in F. Y. 2022-23</b>		
		<b>(Figures in lakh)</b>
<b>Particulars</b>		<b>Total</b>
<b>Funds received</b>		
(a) Plan/Other	62,063.99	
(b) Deficit of F.Y. 2021-22	(3,959.22)	<b>58,104.77</b>
<b>Less: - Expenditure incurred</b>		
(a) Revenue expenditure	24,457.15	
(b) Capital expenditure	39,514.92	<b>63,972.07</b>

revenue expenditure of Rs. 24,457.15 lakh was incurred by the Authority. During the year, Authority generated Internal Receipts of Rs.1,397.04 lakh. The same has been shown as liability since the amount is payable to Government of India as per directions of MoS vide their letter no. G-20017/7/2013-IWT dated 06.12.2013. Summarized details are as under: -

18. During the F. Y. 2022-23, Internal Receipts of Rs.1,397.04 lakhs (previous year Rs 1,182.34 lakhs) have been generated. As per letter no. G-20017/7/2013-IWT dated 06.12.2013 of Ministry of Shipping the same has to be deposited in Government Account. The amount of Internal Receipts has been shown as liability to Government of India. The details of Internal Receipts are as under: -

(Ref: Schedule-3).

Sl. No.	Internal Receipts	Amount (in Rs.)
1	Pilotage Charges	13,81,576
2	Birthing Charges	2,33,34,949
3	Over Dimension Cargo Income	34,30,846
4	Protocol Fees	35,90,700
5	Lock gate Charges	5,07,285
6	Misc. Receipts	7,93,148
7	Rent Received Terminal	40,45,403
8	Sale of Tender Forms	3,81,186
9	Sale of Navigation Chart	7,000
10	Course Fee & Hostel Charges NINI	44,38,906
11	Dry Cargo	16,25,207
12	Pontoon Hire Charges	28,90,759
13	Hiring of Vessels	2,12,67,341
14	Interest on Deposits/ Investment	5,17,28,110
15	Interest on Mobilization	1,50,90,839
16	Interest on Conveyance/HBA	7,41,077
17	Profit/Loss on sale of assets	7,017
18	Rent-Building	44,42,173
19	Storage and handling charges	342
<b>Total</b>		<b>13,97,03,864</b>

19. The Lease Land has been acquired at Noida, MMT Haldia, Patikhali Terminal Haldia and Princess Ghat Kolkata on upfront payment basis. The amount of lease rent pertaining to particular financial year is charged to revenue expenditure in respective financial year. (Ref: Schedule -13).

20. During past, three web-portal i.e., MIRS, PANI and CAR-D were envisaged to be developed by M/s. PwC within the existing contract, approved budget and by redeployment by their resources to best utilize the time and WFH facilities available during lock-down. The instant matter is under investigation.

In apropos, the capitalization (under the Head Intangible Assets) with a token amount of Rs. 1 each, has been done during the F.Y. 2022-23. However, after conclusion of above investigation, capitalization on the final concluded value, shall be carried out in the Books of Accounts of IWAI.



21. The work of Hydrographic survey for setting up of water Aerodromes has been assigned by Airport Authority of India to execute work on deposit basis. As per scope of work given therein, 5 nos. of location are assigned to Authority as under:-

- (i) Sardar Sarovar Dam – Statue of Unity, Gujarat
- (ii) Sabarmati River Front – Gujarat
- (iii) Shatrunjay Dam – Gujarat
- (iv) Guwahati River Front – Assam
- (v) Umrangso Reservoir – Assam

As the first seaplane services were to be inaugurated by Hon'ble PM between Sardar Sarovar Dam and Sabarmati River Front, the waterside infrastructure i.e., construction of floating jetties, provisions of navigational buoys were delegated to IWAI.

As the project was time bound, IWAI delegated the work of supply installation and commissioning of floating jetties to Mormugao Port Authority and the work of navigational buoys to DGLL both of which were successfully completed before the scheduled timeline.

Later on during the meeting chaired by then Secretary (Civil Aviation), the work of setting up of anchor buoys at both the locations were additionally entrusted to DGLL which as on date is under the process of implementation and is likely to be completed by 15th August 2023. The work for remaining 3 locations out of aforesaid 5 locations was entrusted to SPMPA by MoPSW. (Ref: Schedule-11).

22. A work of Development of Jetties at nine main points of embarkation/disembarkation of River Cruise on National Waterways no. 1 & 2 i.e. (i) Botanical Garden jetty (ii) Varanasi (iii) Allahabad-I (iv) Allahabad-II (v) Munger Terminal (vi) Neamati, Jorhat (vii) Bishwanath Ghat, Sonitpur (viii) Silghat, Nagaon and (ix) Pandu Terminal, Pandu has been assigned by ID-Division, Ministry of Tourism, Government of India to execute work on deposit basis. However, as per MoT's vide its letter dated 22.05.2023 has instructed not to take up the development of 2 jetties on NW-1 at this stage and to send DPR for development of 3 jetties for NW-110 (river Yamuna) for River Cruise/Ferry services in Mathura – Vrindavan region against CFA release for development of 3 jetties on NW-1 and to treat this as a separate project.

A sum of Rs. 700.76 lakh has been received as advance from Ministry of Tourism, Government of India being 25% of total CFA for above work and Rs. 47.48 lakh have been earned as Interest on Deposit. The same has been shown as advance received from Ministry of Tourism, Government of India. (Ref: Schedule-11).

23. IWAI has paid Rs. 2.17 crore to Kolkata Port Trust (KPT) in March, 2017 towards upfront Lease Rent for separate land parcels taken at Swaroopganj, Nadia District (West Bengal) on long term lease for 30 years. This has been shown as advance as the Lease Agreements is yet to be executed with KPT. (Ref: Schedule-16).

24. (i) ITAT, New Delhi for the assessment years 1988-89 to 1997-98 (excluding Assessment Year 1990-91) ruled in July, 2006 that the grants to the Authority is not revenue in nature and hence not taxable. While giving effect to the ITAT order, ACIT, Noida issued fresh assessment order in November, 2010 wherein the miscellaneous receipts of the Authority has been treated as income and action has been initiated to impose penalty. The due tax alongwith penalty has been collected. Thereafter, the Authority continuously pursued the matter through appeals and counter appeals in ITAT, New Delhi; CIT (Appeals), Ghaziabad; to get the order of ACIT (Exemption), Noida regarding treatment of miscellaneous receipts as income of the Authority



dismissed.

The Authority filed an appeal in ITAT, New Delhi against the order of CIT (Appeal). ITAT, New Delhi vide their order dated 21.11.2014 had passed the consolidated order with the view that miscellaneous receipts is adjusted/refunded to Government while releasing grant in subsequent financial year. Hence, the same cannot be treated as income for the Authority. The matter is pending with DCIT (Exemption), Ghaziabad for giving effect of the order of ITAT, New Delhi.

(ii) ACIT, Noida also imposed penalty in the fresh assessment order of November, 2010 and raised a demand of Rs.11.80 crore, the same has been collected by the I.T. department. The amount collected by Income Tax department was charged to Grant received in that particular financial year.

Subsequently, ACIT, Noida issued an order with the contention that no fresh adjudication of penalty u/s 271(1) (c) in view of ITAT direction is required. Against the said order of ACIT, Noida, the Authority has filed an application with ACIT, Noida/ Ghaziabad u/s 154 to review the matter in accordance with the directions of ITAT, New Delhi. The matter has been pursued by the authority with the Income Tax Department and at present it is pending with DCIT (Exemption), Ghaziabad.

(iii) The Authority has been exempted under 12(A) of the Income Tax Act, 1961 w.e.f. 01.04.1998 by the Department of Income Tax and also got exemption certificate under section 10(23) (C) (iv) from Central Board of Director Taxes from the A.Y. 1998 and onwards. Exemption has been extended to the Authority on 02.01.2022 for a period of 5 years i.e., A.Y. 2022-23 to A.Y. 2026-27 under clause (i) of first proviso to clause (23C) of Section 10.

(iv) The Authority filed an appeal before CIT (Appeals), NFaC, New Delhi against the Order passed by ACIT(Exemption), Ghaziabad for the AY 2016-17 and 2017-18. The ACIT vide their Order dated 31.03.2022, having reason to believe that IWAI has escaped income on its Old PAN-AAACI4690M and raised demand of Rs.15.21 Crores and Rs. 0.22 Crore for the AY 2016-17 and AY 2017-18 respectively. The Authority is hopeful of getting full relief in the Appeals. The matter is pending and yet to be heard by CIT(Appeals), New Delhi.

25. The Authority has Rs.8,554.71 Lakh as on 31.03.2023 (Previous year Rs. 7,481.97) in Short Term Deposit (Saving cum Flexi Bank Account) out of Bank Balance Rs.11,062.63 Lakh as on 31.03.2023 (Previous year Rs. 10,498.00). (Ref: Schedule-21).

## 26. Indo-Bangladesh Protocol Route (IBP):-

(i) A separate project has been sanctioned by Ministry of External Affairs at total cost of Rs. 305.84 crore (Out of Rs. 305.84 crore, India's share would be 80% ,i.e., Rs. 244.67 crore) for dredging of Ashuganj- Zakiganj / Karimganj stretch of Kushiya river and Sirajganj-Daikhowa stretch of Jamuna River in Bangladesh.

### A. Status of Ashuganj-Zakiganj (295km):

- Dredging commenced - March'2019
- Completion of initial dredging - April'2021
- Physical Progress Maintenance dredging 5 years – April' 2021 to April'2026 - in-progress
- Financial progress - 29.32%\* (Awarded Cost – BDT 95,49,37,000.00)

### B. Status of Sirajganj-Daikhowa (175 km):

- Dredging commenced - April'2019



- (b) Maintenance dredging 7 years – April' 2019\* to April' 2026
- (c) Physical Progress : 7 Years Maintenance up to 2026 - In progress
- (d) Financial progress : 28.16%\* (Awarded Cost – BDT 227, 46, 44,500.00)

\*Due to frequent change of channel condition, it was decided during 3rd meeting of JMC held at Dhaka on 20th February 2020 that only maintenance dredging shall be carried out in Sirajganj-Daikhowa stretch for keeping waterway operational.

- (ii) The development of IBP routes is as per Protocol Agreement between Bangladesh and India for mutual benefit of both the countries for efficient, economical & eco - friendly development of alternate route for enhancement of transportation of cargo passenger and tourism. IWAI & BIWTA act as an implementing for respective Government. For resolving day to day issues in operation of cited routes JMC, comprising member of the both the countries headed by Member (Technical), IWAI has been empowered to take the decision thereof.

## 27. Contingent Liabilities:

- (i) An MoU was entered between IWAI and CoPT for the operation of Ro-Ro service between Willington Island & Bolgatty Island during the month of Oct'2009 and work was awarded to M/s. Lots Shipping Company by CoPT in Nov' 2010 for a period of 10 years. Thereafter the contractor i.e., M/s. Lots Shipping Company raised an issue for not maintaining the draft and subsequently the issue was referred to an Arbitrator. As per the one-time settlement award dated. 25.09.2019, delivered by the Sole Arbitrator; IWAI is required to pay an amount of Rs. 57.99 lakh to M/s. Lots Shipping Company with an interest of 9% from the date of award till realization. Presently, CoPT has filed an appeal against the Arbitration Award.
- (ii) Inland Waterways Authority of India (IWAI) had taken over 103 acres of land from CIWTC Ltd. as custodian for development, maintenance and management of Multi Modal Logistic Park (MMLP) with National Highways & Infrastructure Development Corporation Limited (NHIDCL). In this regard the said parcel of land is under encroachment. Encroachers filed writ petition before High Court. However, the said writ petition was dismissed by Hon'ble high court vide judgement dated 03.03.2023 and 20.04.2023. In reference to meeting held among IWAI authority and Secretary Logistics a compensation amount of Rs. 264.51 lakhs paid to encroachers to free the parcel of land. However, 71 nos. encroachers amounting to Rs. 23.90 lakhs returned the cheques. Accordingly, Capital work-in Progress reduced by the said amount Rs. 23.90 lakhs during the F.Y. 2022-23. Accordingly, a liability to the tune of Rs. 23.90 lakhs may arise in future.

28. Construction of ship repair facility entrusted to Hooghly Cochin Shipyard Ltd (HCSL), a subsidiary of CSL, on deposit work basis. Agreement has been signed between IWAI & HCSL (A subsidiary of CSL) on 26.08.2021. Addendum - I to the Agreement has been signed on 16.02.2022. DIB for project at a total cost of Rs. 208.00 crore has been approved on 03.01.2023.

The Work has been awarded on 31.03.2023 to M/s L & T Geostructure Pvt. Ltd., Chennai by HCSL at a total cost of Rs. 145,49,50,258.00. **HCSL has handed over the site to M/s L & T Geo Structure on 04.05.2023.** Topography completed, under review with NTPCWC. Raw materials testing commenced and trail mix started from 23.05.2023. Piling equipment Mobilized on 19.05.2023. Likely completion by March, 2025. Total funds released to HCSL is Rs. 19.87 Crore.

29. A work order has been issued to IPRCL on 21.12.2022 and agreement has been signed between IWAI & IPRCL. FSR accepted by IWAI and directed to IPRCL for the preparation of DPR and Tender



documents on 08.02.2023. To complete the work in a very tight schedule IWAI, vide letter dated 24.02.2023, given go head for preparation of DPR and tender in parallel as per procurement policy of IPRCL. Accordingly, IPRCL invited tender for civil works on 08.03.2023 & sought IWAI's concurrence vide letter dated 15.04.2023 being 31.87% higher than estimated cost put to tender. In response to Ministry's letter no. IWT-11011/118/2023-IWT dated 11.05.2023 forwarding the Minutes of Meeting held on 09.05.2023 under Chairmanship of Secretary (IWT), Ministry wherein IWAI was directed to give their recommendation on the IPRCL's justification for cost escalation and take the IWAI Board's approval, and Agenda was placed in IWAI's Board meeting held on 31.05.2023 for approval of the IPRCL's proposal to award the cited work to L-1 bidder at a cost of Rs. 33,55,97,000.00 (28.09% higher than the estimated cost put to tender). Board resolution is awaited. An amount of Rs. 5.26 crore has been released to IPRCL against the demand of Rs. 9,72,45,120.

30. MoPSW vide letter dated 18.11.2022 communicated that Dredging Corporation of India Limited (DCIL) will execute the work on behalf of IWAI by following all the procurement rules as well as GFR, CVC guidelines and other guidelines of Government of India as issued from time to time. The project cost is Rs. 204.47 crore approx. [(Dhansiri River (NW-57), Kopili River (NW-57) R-Pax route Brahmaputra River (NW-2) and Barak River (NW-16)]

Approval of MoPSW dated 18.11.2022 was communicated to DCI on 22.11.2022. DCI shall carry out the said work on cost discovered through tender process and duly approved by the IWAI-plus 5% of discovered rate basis. Agreement between IWAI and DCI has been signed on 02.02.2023. The actual deployment/requirement of dredging in Dhansiri will be during the next flood season.

31. 'To promote Inland Water Transport (IWT) in the country, Government declared 111 (including 5 existing and 106 new) National Waterways (NWs) spread over 24 states under the National Waterways Act, 2016 w.e.f. 12.04.2016.

As per the outcome of the feasibility/DPR study subsequently, it has been established that around 18 new NWs in addition to 5 pre-existing NWs (No. 1 to 5) have been found to be potentially viable for cargo transportation as of now and other 25 new NWs has been found to be viable for the ferry/cruise etc and accordingly actions are being taken for their development. Development plans have been accordingly formulated for 26 NWs (including NW-1 to 5) to operationalize them by 2030. Further, 50 NWs have also been proposed/planned for development under Vision 2047 being finalised by the Government in which some NWs from Category C have also been selected.

The interim classification of 106 new NWs on completion of studies was for the purpose of identification of NWs for taking up for their priority of development wherein 18 NWs in Category A (most feasible for cargo movement), 23 NWs feasible for tourism/passenger movement and 63 NWs were kept under Category C which could not be considered for development at that point of time due to financial or economic constraints. Later, as per availability of finances and subsequent to development of NWs under Category A & B, the scenario will develop which help to take up remaining 63 NWs for their development and therefore declaring of these NWs as unfeasible forever does not seem appropriate. The declaration of these rivers and canals as NWs has also contributed to better regulate the development across the waterways in a manner to preserve their potential for future navigational requirement as and when need arises with growing economy and enhanced industrialization.'

32. The accounts have been prepared on the revised formats of accounts approved and duly vetted by CAG including Accounting Policy. The revised format of Accounts has been notified in the official Gazette on dated 13.07.2020.



33. The liability on the Capital awarded contracts, to be executed, is expected to be Rs. 34,283.67 lakhs at the end of March, 2023.
34. Bank Guarantee valued at Rs. 31,031.58 lakh (previous year Rs. 26,363.81 lakh) have been received from contractors / suppliers towards security deposit, Earnest money and Mobilization advance against the works / contracts awarded to them till 31st March 2023.
35. Inventories viz Stores (including POL), Spares and Tools (including machineries spares) etc. are valued at cost as per accounting policy of IWAI.
36. Details of location-wise Land/ Lease Land in the possession of the Authority as on 31.03.2023 is enclosed at **"Annex. - B"**.
37. Details of Fixed Assets along with depreciation thereon located in respective field offices as on 31.03.2023 is enclosed at **"Annex. - C"**.
38. IWT Section, Ministry of Ports, Shipping and Waterways (MoPSW) vide letter dated 23.06.2022 has designated the Inland Waterways Authority of India (IWAI) as "Central Nodal Agency" (CNA) for transfer of funds through assignment of drawing limits to the Sub-Agencies existing down the ladder as per the OM No. 1(18)/PFMS/FCD/2021 dated. 09.03.2022 issued by Department of Expenditure, Ministry of Finance for revised procedure for flow of funds under Central Sector (CS) Scheme.  
Pursuant to the Sanction Orders issued by IWT Section, MoPSW during F.Y. 2022-23; IWAI (being the CNA) had successfully assigned the drawing limits of Rs.16,46,000/- & Rs.4,74,99,000/- to the Sub-Agencies viz. Govt. of Mizoram and Govt. of Assam respectively in accordance with and aforesaid OM dated 09.03.2022. However, the entire fund of Rs.4,91,45,000/- sanctioned by the MoPSW is lying with the CNA as Sub-Agencies have not yet made any expenditure against this. Further, during the F.Y. 2022-23, an amount of Rs.7,31,542/- was earned as interest and the same shall be remitted to the Consolidated Fund of India (CFI).
39. Annual Accounts has been prepared as per Accounting Standards issued by the Institute of Chartered Accountant of India as far as possible.
40. Re-grouping and re-classification have been done where ever considered necessary.
41. All the figures are rounded off to the nearest rupee and figures in ( ) indicate negative figures.

For and on behalf of the Authority



(Jatinder Verma)  
CAO



(Praveen Nandwana)  
Member (Finance)



(Ashutosh Gautam)  
Member (Technical)



(Sanjay Handopadhyaya)  
Chairman

**25. INLAND WATERWAYS AUTHORITY OF INDIA**  
**SCHEDULES FORMING PART OF THE BALANCE SHEET AS AT 31st MARCH 2023**

(Amount in Rs.)

PARTICULARS		CURRENT YEAR	PREVIOUS YEAR
<b>SCHEDULE - 3 "CAPITAL"</b>			
1.	CAPITAL U/S 11 (1) (c) OF IWAI ACT	94,37,244.00	94,37,244.00
2.	IWAI FUND U/S 19 OF IWAI ACT		
	<b>OPENING BALANCE OF FUND</b>	22,42,24,23,023.00	19,81,20,59,194.00
	<b>ADD:</b>		
	CAPITAL GRANTS RECEIVED FROM GOI	5,44,31,00,000.00	4,16,66,32,495.00
	INTERNAL RECEIPTS (AS PER LIST)	13,97,03,864.00	11,82,33,829.00
	OTHER GRANTS RECEIVED (NATURE TO BE SPECIFIED)	4,91,45,000.00	
	OTHERS (NATURE TO BE SPECIFIED)	2,94,68,166.00	
	<b>LESS:</b>		
	AMOUNT PAYABLE TO GOI	(13,97,03,864.00)	(11,82,33,829.00)
	UNSPENT GRANT PAYABLE TO GOI	26,13,826.00	(26,13,826.00)
	TRANSFERRED TO INCOME & EXPENDITURE ACCOUNTS	(38,62,57,337.00)	(38,26,59,229.00)
	BOOK VALUE OF FIXED ASSETS SOLD/WRITTEN OFF DURING THE YEAR	(17,505.00)	
	OTHERS (NATURE TO BE SPECIFIED)		
	- ADJUSTMENT OF DEPRECIATION		-
	<b>ADD/LESS: SURPLUS/DEFICIT TRANSFERRED FROM INCOME &amp; EXPENDITURE ACCOUNTS</b>	(1,68,24,16,229.00)	(1,17,09,95,611.00)
	<b>CLOSING BALANCE OF IWAI FUND</b>	25,87,80,58,944.00	22,42,24,23,023.00
	<b>TOTAL</b>		
<b>SCHEDULE - 4 "RESERVES &amp; SURPLUS"</b>			
1	<b>CAPITAL RESERVES</b>		
	OPENING BALANCE		-
	ADDITION DURING THE YEAR	-	-
	REDUCTION DURING THE YEAR		-
	CLOSING BALANCE	-	-
2	<b>GENERAL RESERVE</b>		
	OPENING BALANCE	-	-
	ADDITION DURING THE YEAR	-	-
	REDUCTION DURING THE YEAR	-	-
	CLOSING BALANCE	-	-
3	<b>ANY OTHER RESERVES/FUND (NATURE TO BE SPECIFIED)</b>		
	OPENING BALANCE	-	-
	ADDITION DURING THE YEAR	-	-
	REDUCTION DURING THE YEAR	-	-
	CLOSING BALANCE	-	-
	<b>TOTAL (1+2+3)</b>		
<b>SCHEDULE - 5 "EARMARKED/ENDOWMENT FUNDS"</b>			
	OPENING BALANCE	-	-
	ADDITION DURING THE YEAR FROM DONATIONS/GRANTS	-	-
	INCOME FROM INVESTMENT MADE ON ACCOUNT OF FUNDS	-	-
	OTHER ADDITIONS (NATURE TO BE SPECIFIED)	-	-
	REDUCTION DURING THE YEAR	-	-
	CLOSING BALANCE	-	-
<b>SCHEDULE - 6 "LONG TERM BORROWINGS"</b>			
<b>A</b>	<b>SECURED</b>		
1	<b>LOANS FROM GOVT. OF INDIA</b>		
	OPENING BALANCE	-	-
	ADDITION, IF ANY, DURING THE YEAR	-	-



	REPAYMENTS MADE DURING THE YEAR	-	-
	INTEREST ACCRUED AND DUE	-	-
	CLOSING BALANCE	-	-
<b>2</b>	<b>LOANS FROM FINANCIAL INSTITUTIONS</b>		
	<b>(A) TERM LOANS</b>		
	OPENING BALANCE	-	-
	ADDITION, IF ANY, DURING THE YEAR	-	-
	REPAYMENTS MADE DURING THE YEAR	-	-
	INTEREST ACCRUED AND DUE	-	-
	CLOSING BALANCE	-	-
	<b>(B) OTHER LOANS (SPECIFY)</b>		
	OPENING BALANCE	-	-
	ADDITION, IF ANY, DURING THE YEAR	-	-
	REPAYMENTS MADE DURING THE YEAR	-	-
	INTEREST ACCRUED AND DUE	-	-
	CLOSING BALANCE	-	-
<b>3</b>	<b>LOANS FROM BANKS</b>		
	<b>(A) TERM LOANS</b>		
	OPENING BALANCE	-	-
	ADDITION, IF ANY, DURING THE YEAR	-	-
	REPAYMENTS MADE DURING THE YEAR	-	-
	INTEREST ACCRUED AND DUE	-	-
	CLOSING BALANCE	-	-
	<b>(B) OTHER LOANS (SPECIFY)</b>		
	OPENING BALANCE	-	-
	ADDITION, IF ANY, DURING THE YEAR	-	-
	REPAYMENTS MADE DURING THE YEAR	-	-
	INTEREST ACCRUED AND DUE	-	-
	CLOSING BALANCE	-	-
<b>4</b>	<b>LOANS FROM OTHER INSTITUTIONS &amp; AGENCIES</b>		
	OPENING BALANCE	-	-
	ADDITION, IF ANY, DURING THE YEAR	-	-
	REPAYMENTS MADE DURING THE YEAR	-	-
	INTEREST ACCRUED AND DUE	-	-
	CLOSING BALANCE	-	-
<b>5</b>	<b>BONDS/DEBENTURES</b>		
	OPENING BALANCE	-	-
	ADDITION, IF ANY, DURING THE YEAR	-	-
	REPAYMENTS MADE DURING THE YEAR	-	-
	INTEREST ACCRUED AND DUE	-	-
	CLOSING BALANCE	-	-
<b>6</b>	<b>OTHER LOANS (NATURE TO BE SPECIFIED)</b>		
	OPENING BALANCE	-	-
	ADDITION, IF ANY, DURING THE YEAR	-	-
	REPAYMENTS MADE DURING THE YEAR	-	-
	INTEREST ACCRUED AND DUE	-	-
	CLOSING BALANCE	-	-
<b>B</b>	<b>UNSECURED</b>		
<b>1</b>	<b>LOANS FROM GOVT. OF INDIA</b>		
	OPENING BALANCE	-	-
	ADDITION, IF ANY, DURING THE YEAR	-	-
	REPAYMENTS MADE DURING THE YEAR	-	-
	INTEREST ACCRUED AND DUE	-	-
	CLOSING BALANCE	-	-
<b>2</b>	<b>LOANS FROM FINANCIAL INSTITUTIONS</b>		
	<b>(A) TERM LOANS</b>		

	OPENING BALANCE	-	-
	ADDITION, IF ANY, DURING THE YEAR	-	-
	REPAYMENTS MADE DURING THE YEAR	-	-
	INTEREST ACCRUED AND DUE	-	-
	CLOSING BALANCE	-	-
	<b>(B) OTHER LOANS (SPECIFY)</b>		
	OPENING BALANCE	-	-
	ADDITION, IF ANY, DURING THE YEAR	-	-
	REPAYMENTS MADE DURING THE YEAR	-	-
	INTEREST ACCRUED AND DUE	-	-
	CLOSING BALANCE	-	-
<b>3</b>	<b>LOANS FROM BANKS</b>		
	(A) TERM LOANS		
	OPENING BALANCE	-	-
	ADDITION, IF ANY, DURING THE YEAR	-	-
	REPAYMENTS MADE DURING THE YEAR	-	-
	INTEREST ACCRUED AND DUE	-	-
	CLOSING BALANCE	-	-
	(B) OTHER LOANS (SPECIFY)		
	OPENING BALANCE	-	-
	ADDITION, IF ANY, DURING THE YEAR	-	-
	REPAYMENTS MADE DURING THE YEAR	-	-
	INTEREST ACCRUED AND DUE	-	-
	CLOSING BALANCE	-	-
<b>4</b>	<b>LOANS FROM OTHER INSTITUTIONS &amp; AGENCIES</b>		
	OPENING BALANCE	-	-
	ADDITION, IF ANY, DURING THE YEAR	-	-
	REPAYMENTS MADE DURING THE YEAR	-	-
	INTEREST ACCRUED AND DUE	-	-
	CLOSING BALANCE	-	-
<b>5</b>	<b>BONDS/DEBENTURES</b>		
	OPENING BALANCE	10,00,00,00,000.00	10,00,00,00,000.00
	ADDITION, IF ANY, DURING THE YEAR	-	-
	REPAYMENTS MADE DURING THE YEAR	-	-
	INTEREST ACCRUED AND DUE	-	-
	CLOSING BALANCE	10,00,00,00,000.00	10,00,00,00,000.00
<b>6</b>	<b>OTHER LOANS (NATURE TO BE SPECIFIED)</b>		
	OPENING BALANCE	-	-
	ADDITION, IF ANY, DURING THE YEAR	-	-
	REPAYMENTS MADE DURING THE YEAR	-	-
	INTEREST ACCRUED AND DUE	-	-
	CLOSING BALANCE	-	-
	<b>TOTAL (SCHEDULE - 6)</b>	<b>10,00,00,00,000.00</b>	<b>10,00,00,00,000.00</b>
	<b>SCHEDULE - 7 "OTHER NON-CURRENT LIABILITIES"</b>		
1	SECURITY DEPOSIT RECEIVED	21,28,86,005.00	21,43,07,897.00
2	EARNEST MONEY RECEIVED	18,87,751.00	19,08,144.00
3	MARGIN MONEY RECEIVED		
4	TAXES WITHHELD	1,70,72,244.00	3,50,51,288.00
5	LIABILITIES FOR EXPENSES	32,65,39,696.00	36,32,15,152.00
6	DUTIES AND TAXES PAYABLE	23,73,129.00	1,33,35,607.00
7	INTERNAL RECEIPT PAYABLE TO GOI	-	-
8	ADVANCE RECEIVED FROM CUSTOMERS	27,600.00	-
9	RETENTION MONEY	-	-
10	OTHERS		
	- LIABILITIES FOR LEAVE ENCASHMENT	16,22,16,414.00	12,36,29,303.00



	- CLAIM PAYABLE	1,21,16,421.00	1,20,90,166.00
	<b>TOTAL</b>	<b>73,51,19,260.00</b>	<b>76,35,37,557.00</b>
<b>SCHEDULE - 8 "LONG TERM PROVISIONS"</b>			
1	PROVISION FOR GRATUITY	-	-
2	PROVISION FOR LEAVE SALARY & PENSION CONTRIBUTION (FOR EMPLOYEES ON DEPUTATION)	-	-
3	PROVISION FOR PENSION CONTRIBUTION	-	-
4	PROVISION FOR LEAVE ENCASHMENT	-	-
5	PROVISION FOR NEW PENSION SCHEME	-	-
6	PROVISION FOR BONUS	-	-
7	PROVISION FOR DUTIES AND TAXES	-	-
8	PROVISION FOR INTEREST ON BONDS/DEBENTURES (i.e ACCRUED BUT NOT DUE)	-	-
9	PROVISIONS FOR BAD AND DOUBTFUL DEBTS	-	-
10	OTHER PROVISIONS	-	1,79,47,467.00
	<b>TOTAL</b>	<b>-</b>	<b>1,79,47,467.00</b>
<b>SCHEDULE - 9 " SHORT- TERM BORROWINGS"</b>			
<b>A</b>	<b>SECURED</b>		
<b>1</b>	<b>LOANS FROM GOVT. OF INDIA</b>		
	OPENING BALANCE	-	-
	ADDITION, IF ANY, DURING THE YEAR	-	-
	REPAYMENTS MADE DURING THE YEAR	-	-
	INTEREST ACCRUED AND DUE	-	-
	CLOSING BALANCE	-	-
<b>2</b>	<b>LOANS FROM FINANCIAL INSTITUTIONS</b>		
	<b>(A) TERM LOANS</b>		
	OPENING BALANCE	-	-
	ADDITION, IF ANY, DURING THE YEAR	-	-
	REPAYMENTS MADE DURING THE YEAR	-	-
	INTEREST ACCRUED AND DUE	-	-
	CLOSING BALANCE	-	-
	<b>(B) OTHER LOANS (SPECIFY)</b>		
	OPENING BALANCE	-	-
	ADDITION, IF ANY, DURING THE YEAR	-	-
	REPAYMENTS MADE DURING THE YEAR	-	-
	INTEREST ACCRUED AND DUE	-	-
	CLOSING BALANCE	-	-
<b>3</b>	<b>LOANS FROM BANKS</b>		
	<b>(A) TERM LOANS</b>		
	OPENING BALANCE	-	-
	ADDITION, IF ANY, DURING THE YEAR	-	-
	REPAYMENTS MADE DURING THE YEAR	-	-
	INTEREST ACCRUED AND DUE	-	-
	CLOSING BALANCE	-	-
	<b>(B) OTHER LOANS (SPECIFY)</b>		
	OPENING BALANCE	-	-
	ADDITION, IF ANY, DURING THE YEAR	-	-
	REPAYMENTS MADE DURING THE YEAR	-	-
	INTEREST ACCRUED AND DUE	-	-
	CLOSING BALANCE	-	-
<b>4</b>	<b>LOANS FROM OTHER INSTITUTIONS &amp; AGENCIES</b>		
	OPENING BALANCE	-	-
	ADDITION, IF ANY, DURING THE YEAR	-	-
	REPAYMENTS MADE DURING THE YEAR	-	-
	INTEREST ACCRUED AND DUE	-	-
	CLOSING BALANCE	-	-
<b>5</b>	<b>BONDS/DEBENTURES</b>		
	OPENING BALANCE	-	-
	ADDITION, IF ANY, DURING THE YEAR	-	-

	REPAYMENTS MADE DURING THE YEAR	-	-
	INTEREST ACCRUED AND DUE	-	-
	CLOSING BALANCE	-	-
<b>6</b>	<b>OTHER LOANS (NATURE TO BE SPECIFIED)</b>	-	-
	OPENING BALANCE	-	-
	ADDITION, IF ANY, DURING THE YEAR	-	-
	REPAYMENTS MADE DURING THE YEAR	-	-
	INTEREST ACCRUED AND DUE	-	-
	CLOSING BALANCE	-	-
<b>B</b>	<b>UNSECURED</b>		
<b>1</b>	<b>LOANS FROM GOVT. OF INDIA</b>		
	OPENING BALANCE	-	-
	ADDITION, IF ANY, DURING THE YEAR	-	-
	REPAYMENTS MADE DURING THE YEAR	-	-
	INTEREST ACCRUED AND DUE	-	-
	CLOSING BALANCE	-	-
<b>2</b>	<b>LOANS FROM FINANCIAL INSTITUTIONS</b>		
	<b>(A) TERM LOANS</b>		
	OPENING BALANCE	-	-
	ADDITION, IF ANY, DURING THE YEAR	-	-
	REPAYMENTS MADE DURING THE YEAR	-	-
	INTEREST ACCRUED AND DUE	-	-
	CLOSING BALANCE	-	-
	<b>(B) OTHER LOANS (SPECIFY)</b>		
	OPENING BALANCE	-	-
	ADDITION, IF ANY, DURING THE YEAR	-	-
	REPAYMENTS MADE DURING THE YEAR	-	-
	INTEREST ACCRUED AND DUE	-	-
	CLOSING BALANCE	-	-
<b>3</b>	<b>LOANS FROM BANKS</b>		
	<b>(A) TERM LOANS</b>		
	OPENING BALANCE	-	-
	ADDITION, IF ANY, DURING THE YEAR	-	-
	REPAYMENTS MADE DURING THE YEAR	-	-
	INTEREST ACCRUED AND DUE	-	-
	CLOSING BALANCE	-	-
	<b>(B) OTHER LOANS (SPECIFY)</b>		
	OPENING BALANCE	-	-
	ADDITION, IF ANY, DURING THE YEAR	-	-
	REPAYMENTS MADE DURING THE YEAR	-	-
	INTEREST ACCRUED AND DUE	-	-
	CLOSING BALANCE	-	-
<b>4</b>	<b>LOANS FROM OTHER INSTITUTIONS &amp; AGENCIES</b>		
	OPENING BALANCE	-	-
	ADDITION, IF ANY, DURING THE YEAR	-	-
	REPAYMENTS MADE DURING THE YEAR	-	-
	INTEREST ACCRUED AND DUE	-	-
	CLOSING BALANCE	-	-
<b>5</b>	<b>BONDS/DEBENTURES</b>		
	OPENING BALANCE	25,09,66,575.00	25,09,66,575.00
	ADDITION, IF ANY, DURING THE YEAR	-	-
	REPAYMENTS MADE DURING THE YEAR	(25,09,66,575.00)	(25,09,66,575.00)
	INTEREST ACCRUED AND DUE	25,09,66,575.00	25,09,66,575.00
	CLOSING BALANCE	25,09,66,575.00	25,09,66,575.00
<b>6</b>	<b>OTHER LOANS (NATURE TO BE SPECIFIED)</b>		
	OPENING BALANCE	-	-
	ADDITION, IF ANY, DURING THE YEAR	-	-
	REPAYMENTS MADE DURING THE YEAR	-	-
	INTEREST ACCRUED AND DUE	-	-
	CLOSING BALANCE	-	-
	<b>TOTAL</b>	<b>25,09,66,575.00</b>	<b>25,09,66,575.00</b>



<b>SCHEDULE - 10 "SUNDRY CREDITORS"</b>			
1	SUPPLIERS & CONTRACTORS	10,30,08,491.00	8,13,14,838.00
2	PROFESSIONALS	-	-
3	OTHERS	60,88,92,370.00	53,36,71,606.00
	<b>TOTAL</b>	<b>71,19,00,861.00</b>	<b>61,49,86,444.00</b>
<b>SCHEDULE - 11 "OTHER CURRENT LIABILITIES"</b>			
1	SECURITY DEPOSIT RECEIVED	8,56,61,848.00	8,36,19,728.00
2	EARNEST MONEY RECEIVED	1,19,78,923.00	4,84,032.00
3	MARGIN MONEY RECEIVED	-	-
4	TAXES WITHHELD	1,00,22,525.00	13,08,382.00
5	LIABILITIES FOR EXPENSES	13,35,95,404.00	15,70,20,469.00
6	DUTIES AND TAXES PAYABLE	4,84,80,696.00	2,66,72,950.00
7	INTERNAL RECEIPT PAYABLE TO GOI	13,97,03,864.00	11,82,33,829.00
8	UNSPENT GRANT PAYABLE TO GOI	-	26,13,826.00
9	ADVANCE RECEIVED FROM CUSTOMERS	8,28,17,977.00	5,26,13,810.00
10	RETENTION MONEY	-	-
11	OTHERS (NATURE TO BE SPECIFIED)	5,69,43,836.00	6,48,84,667.00
	<b>TOTAL</b>	<b>56,92,05,073.00</b>	<b>50,74,51,693.00</b>
<b>SCHEDULE - 12 "PROVISIONS"</b>			
1	PROVISION FOR GRATUITY	41,32,353.00	-
2	PROVISION FOR LEAVE SALARY & PENSION CONTRIBUTION (FOR EMPLOYEES ON DEPUTATION)	44,70,342.00	2,32,451.00
3	PROVISION FOR PENSION CONTRIBUTION	4,73,90,848.00	1,89,00,000.00
4	PROVISION FOR LEAVE ENCASHMENT	92,67,637.00	-
5	PROVISION FOR NEW PENSION SCHEME	2,99,226.00	-
6	PROVISION FOR BONUS	14,63,921.00	15,88,802.00
7	PROVISION FOR DUTIES AND TAXES	-	-
8	PROVISION FOR INTEREST ON BONDS/DEBENTURES (i.e ACCRUED BUT NOT DUE)	-	-
9	PROVISION FOR BAD & DOUBTFUL DEBTS	-	-
10	OTHER PROVISIONS (MEDICAL)	3,26,77,122.00	1,10,77,740.00
	<b>TOTAL</b>	<b>9,97,01,449.00</b>	<b>3,17,98,993.00</b>

For and on behalf of the Authority



(Jatinder Verma)

CAO



(Praveen Nandwana)

Member (Finance)



(Ashutosh Gautam)

Member (Technical)



(Sanjay Bandopadhyaya)

Chairman

**26. INLAND WATERWAYS AUTHORITY OF INDIA**  
**SCHEDULE OF FIXED ASSETS AS ON 31.03.2023**

SCHEDULE -13									
PARTICULARS	Gross Block			DEPRECIATION/AMORTISATION				NET BLOCK AS ON	
	As on 01.04.2022	Additions	Deductions	As on 31.03.2023	As on 01.04.2022	During the Year	Additions/ Deductions	As on 31.03.2023	As on 31.03.2023
	2	3	4	5 - (2+3-4)	6	7	8	9 - (6+7-8)	10 - (2-6)
<b>(A) TANGIBLE ASSETS</b>									
<b>Land &amp; Building</b>									
<b>Land</b>									
- Land (Widering, Kochi)	1,64,35,921	-	-	1,64,35,921	-	-	-	-	1,64,35,921
- Land Terminal (Kolkata)	1,24,83,75,749	1,08,23,700	-	1,25,91,99,449	-	-	-	-	1,25,91,99,449
- Land Terminal (Patna)	2,16,20,100	-	-	2,16,20,100	-	-	-	-	2,16,20,100
- Land Terminal (Guwahati)	12,85,49,214	3	-	12,85,49,217	-	-	-	-	12,85,49,217
- Land Terminal (Siliguri)	36,734	27,23,88,382	-	27,24,25,116	-	-	-	-	27,24,25,116
- Land Terminal (Kochi)	22,12,63,970	1,53,85,845	-	23,66,49,815	-	-	-	-	23,66,49,815
- Land Terminal (Alibab)	24,05,763	-	-	24,05,763	-	-	-	-	24,05,763
- Land Terminal (Varamana, JMVPI)	1,26,06,89,168	-	-	1,26,06,89,168	-	-	-	-	1,26,06,89,168
- Land Terminal (Kalyani, JMVPI)	6,00,14,617	-	-	6,00,14,617	-	-	-	-	6,00,14,617
- Land Terminal (Ramanagar, JMVPI)	1,46,01,610	20,97,41,480	(13,66,228)	22,07,79,862	-	-	-	-	22,07,79,862
- Land Terminal (Parsika, JMVPI)	2,35,80,160	-	-	2,35,80,160	-	-	-	-	2,35,80,160
- Land Terminal (Chazipir, JMVPI)	14,76,70,289	-	-	14,76,70,289	-	-	-	-	14,76,70,289
- Land Terminal (Sahibganj, JMVPI)	1,17,19,35,919	-	-	1,17,19,35,919	-	-	-	-	1,17,19,35,919
- Land Freight Village, Varanasi	29,72,38,163	-	(20,97,44,480)	8,74,93,683	-	-	-	-	8,74,93,683
- Land (MNI)	16,58,81,542	-	-	16,58,81,542	-	-	-	-	16,58,81,542
- Land (NW-4)	1,62,99,933	5,78,33,917	-	5,41,33,850	-	-	-	-	5,41,33,850
<b>(b) Leasehold</b>									
- Land (Widering)	-	-	-	-	-	-	-	-	-
- Land Terminal (Kolkata)	40,28,49,345	-	-	40,28,49,345	-	-	-	-	40,28,49,345
- Land (Haldia)	3,23,49,012	-	-	3,23,49,012	-	-	-	-	3,23,49,012
- Lease Land MMT Haldia Waterfront ( Usage Fee)	11,89,19,099	-	-	11,89,19,099	-	-	-	-	11,89,19,099
- Land (Princess Ghat)	2,75,72,520	-	-	2,75,72,520	-	-	-	-	2,75,72,520
- Land (Noda Office)	1,79,51,542	-	-	1,79,51,542	-	-	-	-	1,79,51,542
<b>Building</b>									
<b>(a) on Freehold Land</b>									
- Building	8,67,64,911	-	-	8,67,64,911	-	-	-	-	8,67,64,911
- Car Parking	-	-	-	-	-	-	-	-	-
- Workshop	11,37,39,075	-	-	11,37,39,075	-	-	-	-	11,37,39,075
- Temporary Structure	1,06,98,654	-	-	1,06,98,654	-	-	-	-	1,06,98,654
- Civil Structure (River Information System)	7,49,51,957	-	-	7,49,51,957	-	-	-	-	7,49,51,957
- Civil Structure (Digital Generator Protection)	-	-	-	-	-	-	-	-	-
- Others (to be Specified)	-	-	-	-	-	-	-	-	-
<b>(b) on Leasehold Land</b>									
- Building	12,30,46,693	-	-	12,30,46,693	-	-	-	-	12,30,46,693
- Car Parking	2,33,92,491	-	-	2,33,92,491	-	-	-	-	2,33,92,491
- Workshop	-	-	-	-	-	-	-	-	-
- Temporary Structure	-	-	-	-	-	-	-	-	-
- Civil Structure (River Information System)	1,98,69,240	-	-	1,98,69,240	-	-	-	-	1,98,69,240
- Civil Structure (Digital Generator Protection)	-	-	-	-	-	-	-	-	-
- Others (Temporary Structure-Noda)	-	-	-	-	-	-	-	-	-
<b>(c) Residential Quarters</b>									
- Noda	7,10,114	-	-	7,10,114	-	-	-	-	7,10,114
<b>TOTAL (I)</b>	5,76,10,91,419	66,50,95,426	(21,33,10,700)	6,21,28,76,137	17,25,61,876	4,69,06,599	-	21,84,68,475	5,99,34,07,662
<b>Terminals</b>									
- Civil Structures	5,38,11,89,670	13,38,35,601	-	5,51,50,25,271	1,23,12,13,779	16,77,22,606	-	1,39,94,36,385	4,11,55,88,886
- Others (Temporary Terminals)	22,95,158	-	-	22,95,158	16,13,418	1,38,244	-	17,51,662	5,43,496
<b>TOTAL (II)</b>	5,38,34,84,828	13,38,35,601	-	5,51,73,20,429	1,23,23,47,197	16,78,60,850	-	1,40,11,88,047	4,11,61,32,382
<b>Bridges, culverts, bunkers, etc.</b>									
- Foot Over Bridge, Thattapally	21,88,615	-	-	21,88,615	13,47,397	69,306	-	14,16,703	7,71,912
- Others (to be Specified)	-	-	-	-	-	-	-	-	-
<b>TOTAL (III)</b>	21,88,615	-	-	21,88,615	13,47,397	69,306	-	14,16,703	7,71,912
<b>Furniture and fittings</b>									
- Horse & system	10,91,994	-	-	10,91,994	5,71,896	93,049	-	6,64,945	4,27,049



- Furniture & Fixtures	3,22,86,921	22,42,860	(6,16,038)	3,39,13,743	2,30,86,142	21,93,437	(5,85,226)	2,46,94,373	92,19,370
- Others (to be Specified)	-	-	-	-	-	-	-	-	-
<b>TOTAL (A)</b>	<b>3,33,78,915</b>	<b>22,42,860</b>	<b>(6,16,038)</b>	<b>3,50,05,737</b>	<b>2,36,58,038</b>	<b>22,86,506</b>	<b>(5,85,226)</b>	<b>2,53,59,318</b>	<b>90,46,419</b>
<b>Motor Vehicles</b>									
- Motor Vehicles	1,03,53,640	63,43,323	(2,189)	1,03,53,640	63,43,323	7,96,512	(7,030)	71,34,815	32,08,824
- Cycles	33,777	33,777	(1,290)	33,777	33,777	167	(1,225)	32,080	1,697
- Motor vehicle (Equipment Solid & Liquid Waste)	1,53,85,666	1,53,85,666	1,53,85,666	1,53,85,666	18,688	-	19,07,138	19,35,826	1,34,59,840
- Others (to be Specified)	-	-	-	-	-	-	-	-	-
<b>TOTAL (B)</b>	<b>1,03,86,096</b>	-	<b>1,53,76,987</b>	<b>2,57,63,083</b>	<b>63,95,149</b>	<b>7,96,679</b>	<b>18,98,803</b>	<b>90,92,721</b>	<b>1,66,79,362</b>
<b>Ships and Vessels</b>									
- Vessels Ordinary	2,65,91,91,611	3,12,781	(95,698)	2,65,94,08,694	53,54,71,413	7,09,61,317	(90,913)	60,53,41,837	2,05,60,66,857
- Speed Boats	1,28,21,996	39,37,247	-	1,67,59,243	1,05,81,628	2,67,686	-	1,08,49,314	59,09,929
- Vessels Dredging Unit	2,58,19,75,171	22,00,148	-	2,58,19,75,171	1,20,36,27,086	6,21,51,574	(542)	1,26,57,80,118	1,31,61,95,053
- Barges and Pontoon	39,98,12,589	1,32,24,000	-	41,30,36,589	18,93,82,169	82,10,005	-	19,75,92,114	21,54,44,475
- Others (to be Specified)	-	-	-	-	-	-	-	-	-
<b>TOTAL (C)</b>	<b>5,65,38,01,367</b>	<b>1,74,74,028</b>	<b>(95,698)</b>	<b>5,67,11,79,697</b>	<b>1,92,90,62,236</b>	<b>15,05,92,602</b>	<b>(91,455)</b>	<b>2,07,95,63,383</b>	<b>3,59,16,16,314</b>
<b>Office equipments</b>									
- Water Coolers & Refrigerators	9,92,892	13,389	-	10,06,281	7,55,030	41,695	-	7,96,725	2,09,556
- Fans & Air Coolers	16,91,038	43,673	(50,626)	16,84,085	14,30,493	33,561	(48,095)	14,15,949	2,68,126
- Others (Printer Fax Copier etc.)	2,42,05,466	22,00,148	(1,04,985)	2,61,09,639	1,88,55,752	19,14,822	(2,76,293)	2,04,94,179	56,15,452
<b>TOTAL (D)</b>	<b>2,68,89,396</b>	<b>22,66,210</b>	<b>(1,55,611)</b>	<b>2,87,99,995</b>	<b>2,10,41,275</b>	<b>19,90,078</b>	<b>(3,24,490)</b>	<b>2,27,86,863</b>	<b>60,93,136</b>
<b>Computers and data processing units</b>									
- Computers	6,74,08,307	80,27,648	(12,77,214)	7,41,58,641	2,63,81,509	52,07,892	(12,02,762)	6,03,86,639	1,37,72,002
- Communication Equipments	1,36,61,510	3,75,65,993	-	1,36,61,510	1,00,24,068	13,79,753	-	1,14,03,822	22,57,688
- Simulators	3,25,79,248	-	-	3,25,79,248	3,02,79,050	1,25,699	-	3,04,04,749	21,74,500
- Others (to be Specified)	-	-	-	-	-	-	-	-	-
<b>TOTAL (E)</b>	<b>11,36,49,065</b>	<b>80,27,648</b>	<b>(12,77,214)</b>	<b>12,03,99,399</b>	<b>9,66,84,637</b>	<b>67,13,344</b>	<b>(12,02,762)</b>	<b>10,21,95,210</b>	<b>1,82,64,190</b>
<b>Electrical Installations and Equipment</b>									
- Electric Installations	6,54,44,693	3,75,65,993	(43,089)	10,27,67,587	2,36,86,389	77,73,339	(41,500)	3,14,18,228	7,13,49,359
- Others (to be Specified)	-	-	-	-	-	-	-	-	-
<b>TOTAL (F)</b>	<b>6,54,44,693</b>	<b>3,75,65,993</b>	<b>(43,089)</b>	<b>10,27,67,587</b>	<b>2,36,86,389</b>	<b>77,73,339</b>	<b>(41,500)</b>	<b>3,14,18,228</b>	<b>7,13,49,359</b>
<b>Books &amp; Periodicals</b>									
- Library Books	38,79,346	53,887	-	39,32,233	38,79,346	53,887	-	39,32,233	-
- Course Materials & Equipment (NINI)	5,29,999	-	-	5,29,999	-	-	-	5,29,999	-
- Others (to be Specified)	-	-	-	-	-	-	-	-	-
<b>TOTAL (G)</b>	<b>44,09,345</b>	<b>53,887</b>	<b>-</b>	<b>44,62,232</b>	<b>44,09,345</b>	<b>53,887</b>	<b>-</b>	<b>44,62,232</b>	<b>-</b>
<b>TOTAL - (A) TANGIBLE ASSETS (to X)</b>	<b>17,86,07,73,911</b>	<b>89,14,67,487</b>	<b>(21,57,07,137)</b>	<b>18,53,00,54,241</b>	<b>3,98,67,59,669</b>	<b>42,55,56,790</b>	<b>(8,25,189)</b>	<b>4,41,14,71,262</b>	<b>14,12,45,62,984</b>
<b>(B) INTANGIBLE ASSETS</b>									
<b>Developed in House</b>									
- Software	-	-	-	-	-	-	-	-	-
- Others (to be Specified)	-	-	-	-	-	-	-	-	-
<b>Bought Out</b>									
- Software	1,81,18,302	62,09,927	-	2,43,28,229	1,40,84,037	14,52,631	-	1,55,16,668	87,91,561
- Others (to be Specified)	-	-	-	-	-	-	-	-	-
<b>TOTAL - (B) INTANGIBLE ASSETS</b>	<b>1,81,18,302</b>	<b>62,09,927</b>	<b>-</b>	<b>2,43,28,229</b>	<b>1,40,84,037</b>	<b>14,52,631</b>	<b>-</b>	<b>1,55,16,668</b>	<b>87,91,561</b>
<b>GRAND TOTAL (A + B)</b>	<b>17,87,88,92,213</b>	<b>89,76,77,394</b>	<b>(21,57,07,137)</b>	<b>18,56,03,62,470</b>	<b>4,00,08,23,697</b>	<b>42,70,09,421</b>	<b>(8,25,189)</b>	<b>4,42,70,07,930</b>	<b>14,13,53,54,545</b>
<b>Previous Year</b>	<b>17,16,65,52,054</b>	<b>73,21,55,544</b>	<b>(2,63,15,385)</b>	<b>17,87,03,92,213</b>	<b>3,61,45,98,818</b>	<b>39,95,31,951</b>	<b>(1,33,07,073)</b>	<b>4,00,98,23,697</b>	<b>13,87,75,68,519</b>
<b>Ships and Vessels</b>									
- Vessels Ordinary	2,65,91,91,611	3,12,781	(95,698)	2,65,94,08,694	53,54,71,413	7,09,61,317	(90,913)	60,53,41,837	2,05,60,66,857
- Speed Boats	1,28,21,996	39,37,247	-	1,67,59,243	1,05,81,628	2,67,686	-	1,08,49,314	59,09,929
- Vessels Dredging Unit	2,58,19,75,171	22,00,148	-	2,58,19,75,171	1,20,36,27,086	6,21,51,574	(542)	1,26,57,80,118	1,31,61,95,053
- Barges and Pontoon	39,98,12,589	1,32,24,000	-	41,30,36,589	18,93,82,169	82,10,005	-	19,75,92,114	21,54,44,475
- Others (to be Specified)	-	-	-	-	-	-	-	-	-
<b>TOTAL (C)</b>	<b>5,65,38,01,367</b>	<b>1,74,74,028</b>	<b>(95,698)</b>	<b>5,67,11,79,697</b>	<b>1,92,90,62,236</b>	<b>15,05,92,602</b>	<b>(91,455)</b>	<b>2,07,95,63,383</b>	<b>3,59,16,16,314</b>
<b>Office equipments</b>									
- Water Coolers & Refrigerators	9,92,892	13,389	-	10,06,281	7,55,030	41,695	-	7,96,725	2,09,556
- Fans & Air Coolers	16,91,038	43,673	(50,626)	16,84,085	14,30,493	33,561	(48,095)	14,15,949	2,68,126
- Others (Printer Fax Copier etc.)	2,42,05,466	22,00,148	(1,04,985)	2,61,09,639	1,88,55,752	19,14,822	(2,76,293)	2,04,94,179	56,15,452
<b>TOTAL (D)</b>	<b>2,68,89,396</b>	<b>22,66,210</b>	<b>(1,55,611)</b>	<b>2,87,99,995</b>	<b>2,10,41,275</b>	<b>19,90,078</b>	<b>(3,24,490)</b>	<b>2,27,86,863</b>	<b>60,93,136</b>
<b>Computers and data processing units</b>									
- Computers	6,74,08,307	80,27,648	(12,77,214)	7,41,58,641	2,63,81,509	52,07,892	(12,02,762)	6,03,86,639	1,37,72,002
- Communication Equipments	1,36,61,510	3,75,65,993	-	1,36,61,510	1,00,24,068	13,79,753	-	1,14,03,822	22,57,688
- Simulators	3,25,79,248	-	-	3,25,79,248	3,02,79,050	1,25,699	-	3,04,04,749	21,74,500
- Others (to be Specified)	-	-	-	-	-	-	-	-	-
<b>TOTAL (E)</b>	<b>11,36,49,065</b>	<b>80,27,648</b>	<b>(12,77,214)</b>	<b>12,03,99,399</b>	<b>9,66,84,637</b>	<b>67,13,344</b>	<b>(12,02,762)</b>	<b>10,21,95,210</b>	<b>1,82,64,190</b>
<b>Electrical Installations and Equipment</b>									
- Electric Installations	6,54,44,693	3,75,65,993	(43,089)	10,27,67,587	2,36,86,389	77,73,339	(41,500)	3,14,18,228	7,13,49,359
- Others (to be Specified)	-	-	-	-	-	-	-	-	-
<b>TOTAL (F)</b>	<b>6,54,44,693</b>	<b>3,75,65,993</b>	<b>(43,089)</b>	<b>10,27,67,587</b>	<b>2,36,86,389</b>	<b>77,73,339</b>	<b>(41,500)</b>	<b>3,14,18,228</b>	<b>7,13,49,359</b>
<b>Books &amp; Periodicals</b>									
- Library Books	38,79,346	53,887	-	39,32,233	38,79,346	53,887	-	39,32,233	-

[illegible]



Note :- Depreciation of Rs. 38627337/- for this year includes Amortisation of Rs.4,07,52,084/- in respect of Lease Land at Noida Office, Rs.35198367/- in respect of Lease Land Terminals for NMFL, Hasdia Terminals, Rs.32490012/ for Patkhali terminal, Hasdia & Rs.27375290/-Prinsep Chhat terminal

Note :- Three web-portal i.e., MIRS, PANI and CAR-D has been capitalized during the year 2022-23 by taking Rs. 1 each as a token money under Sub-Head Software under the Head of Intangible Assets.

145

Pls /

**27. INLAND WATERWAYS AUTHORITY OF INDIA**  
**SCHEDULES FORMING PART OF THE BALANCE SHEET AS AT 31st MARCH 2023**

(Amount in Rs.)

S. No.	PARTICULAR	OPENING BALANCE AS ON 31.03.2022	ADDITIONS DURING THE YEAR 2022-23	ASSETS CAPITALIZED DURING THE YEAR 2022-23	CLOSING BALANCE (As on 31.03.2023)
<b>SCHEDULE 14: "CAPITAL WORK IN PROGRESS"</b>					
<b>1</b>	<b>Noida Office</b>				
1	M/s AB Design Habit & Co., Design, supervision of museum	3474805	0	0	3474805
2	M/s Inco Mechel Pvt. Ltd Supply of 2 nos. Pontoons of Sonia Vihar & Jagatpur	8600297	0	0	8600297
3	M/s Mormugao Port Trust	111671934	15787700	0	127459634
	<b>Total Noida Office</b>	<b>123747036</b>	<b>15787700</b>	<b>0</b>	<b>139534736</b>
	<b>NW- 1 - Kolkata office</b>				
2	M/s Cleghorn Manufacturing Co. Limited Keen laying of steel pontoon	11341125		0	11341125
	E.E, East Madnapur	83366732		83366732	0
	Fresh Water facilities	1907485		1907485	0
	SIM COMPANY PVT. Ltd Installation of 4 no. Bouys	0	1980000		1980000
	<b>Total - Kolkata office</b>	<b>96615342</b>	<b>1980000</b>	<b>85274217</b>	<b>13321125</b>
	<b>NW- 1 - Sahibganj office</b>				
	ICLP Barbed Fencing		2013908	0	2013908
	<b>Total - Sahibganj office</b>		<b>2013908</b>	<b>0</b>	<b>2013908</b>
	<b>Jal Marg Vikas Project</b>				
1	M/s Larsen & Toubro Ltd Construction of multimodal terminal at Sahibganj	2766662924	5500251	0	2772163175
	Construction of new navigational lock at Farakka	3198787927	45,89,95,426	0	3657783353
2	M/s ITD Cementation India Ltd. Construction of MMT at Haldia	5021550781	84316661	0	5105867442



3	M/s Adani Ports & SEZ Limited	LAD-Farakka-Kahalgaon	1367824615	432557929	21332890	1779049654
4	M/s Adani Ports & SEZ Limited	LAD-Mahendraour-Barh	191745161	603975512	0	795720673
5	M/s Adani Ports & SEZ Limited	lad-Sultanganj-Mahendrapur	318353370	546078232		864431602
6	CWIP-Operational & Maintenance	JMVP-PMU	1616142997	446617843	479	2062760361
7	Rehabilitation & Resettlement	CRADLE	1995552			1995552
8	CWIP-Operational & Maintenance	Kolkata-PIU	123182112	32622639	0	155804751
9	CWIP-Operational & Maintenance	Patna-PIU	15807464	5048340		20855804
10	D.C.Saran	District Land Acq. Officer, Saran, for SIA Study for Kalughat Terminal	757103	0	0	757103
11	CWIP-Operational & Maintenance	Varansi-PIU	43971582	13054323	0	57025905
12	CWIP-Operational & Maintenance	Sahibganj-PIU	52217086	16833973		69051059
13	Executive Engineer of varanasi	replacement cost of pump canal sytem	39000000		0	39000000
14	District Land Acquisition Officer	R&R for Sahibganj Land	374419000		0	374419000
15	R&R-District Administration Sahibganj	R&R for Sahibganj Land	47232230	30778651		78010881
	M/s Afcone Infrastructure Ltd	Construction of multimodal terminal at Varansi		30014966	30014966	0
	M/s Sanjay Construction Company	Construction of IWT Terminal at Kalughat	74930000	254159825	46020000	283069825
	M/s Das & Kumar	Construction of Floating Jetties		35965120		35965120
	M/s A.C.Roy & Shipbuilders Pvt. LTD	Construction of Steel Pontoon		82871800		82871800
	M/s RamaShankar Prasad	Fairway Development Schedule-A		11967742		11967742

	M/s Dinesh Prasad Sharma	Fairway Development Schedule-B		12113192		12113192
	M/s Durgawati Enterprises Pvt. Ltd	Fairway Development Schedule-D		5357543		5357543
	M/s Durgawati Enterprises Pvt. Ltd	Channel Stabilization Work Schedule-I		52716812		52716812
	M/s RamaShankar Prasad	Channel Stabilization Work Schedule-VI		43588934		43588934
	M/s Dinesh Prasad Sharma	Channel Stabilization Work Schedule-IV		10758060		10758060
	<b>Total - JMVP</b>		<b>15254579904</b>	<b>3215893774</b>	<b>97368335</b>	<b>18373105343</b>
	<b>NW-2</b>					
1	M/s Yojaka India Pvt. Ltd	Construction of Slipway repair facility	4913896	0		4913896
2	Executive Engineer , CPWD, Guwahati	Construction of Boundry Wall at Pandu, Neamati & Nagaguli	4955566	5575596		10531162
3	M/s CCSPL	Design, Construction, Supply, Installation of 2 nos. of Floating Jetties at Bogibeel & Gujjaan	0	14611350		14611350
		Design, Construction, Development of IWT Terminal at Sonamura		8152384		8152384
4	Land at Jogighopa(103 acre)	Payable to 1. Encrochers-(139nos) Rs.36,75,000.2. Pattadars(46 nos)Rs.1,46,65,500/- 3.Zirat (35)Rs.81,10,673/-	26494573	0	2390296	24104277
5	Executive Engineer, CPWD(Slchar)	Renovation of existing Shore Facility at Karimgand & Badarpur Terminal	4632000	17953000		22585000
6	PWRD	Approach Road to Jogighopa		25653862		25653862
7	Hooghly Cochin Shipyard Ltd	Development of Ship Repair Facility		16620418		16620418
8	M/s NHIDCL	Development of IWT Terminal at MMLP Jogighopa, Assam on EPC Mode		45369000		45369000



	<b>NW-3</b>		<b>40996035</b>	<b>133935610</b>	<b>2390296</b>	<b>172541349</b>
<b>1</b>	Director, Inland Navigation Directorate, Kollam	Reconstruction of Navigational Lock gate at Thrikkunnappuzha	0	187467368		18,74,67,368
	<b>Total - NW-3</b>		<b>0</b>	<b>18,74,67,368</b>	<b>0</b>	<b>18,74,67,368</b>
	<b>NW-4</b>					
<b>1</b>	M/s Waterways Shipyards Pvt. Limited	floating pontoons on river krishna-NW-4	5916000		5916000	0
	<b>Total - NW-4</b>		<b>59,16,000</b>	<b>0</b>	<b>59,16,000</b>	<b>0</b>
	<b>Grand Total</b>		<b>15,52,18,54,317.00</b>	<b>3,55,70,78,360.00</b>	<b>19,09,48,848.00</b>	<b>18,88,79,83,829.00</b>

For and on behalf of the Authority

  
 (Jatinder Verma)

CAO

  
 (Praveen Nandwana)

Member (Finance)

  
 (Ashutosh Gautam)

Member (Technical)

  
 (Sanjay Bandopadhyaya)

Chairman

**INLAND WATERWAYS AUTHORITY OF INDIA**  
**SCHEDULES FORMING PART OF THE BALANCE SHEET AS AT 31st MARCH 2023**

(Amount in Rs.)

S. No.	PARTICULAR	OPENING BALANCE	ADDITIONS DURING THE YEAR	DISPOSE OFF/ WRITTEN DOWN DURING THE YEAR	CLOSING BALANCE
<b>SCHEDULE 15: "NON-CURRENT INVESTMENTS"</b>					
<b>A</b>	<b>INVESTMENT OUT OF EARMARKED FUND</b>				
1	IN GOVERNMENT SECURITIES	-	-	-	-
2	OTHER APPROVED SECURITIES	-	-	-	-
3	SHARES	-	-	-	-
4	DEBENTURES AND BONDS	-	-	-	-
5	SUBSIDIARIES AND JOINT VENTURES	3,00,000.00	-	-	3,00,000.00
6	OTHERS (TO BE SPECIFIED)	-	-	-	-
	<b>SUB -TOTAL (A)</b>	<b>3,00,000.00</b>	<b>-</b>	<b>-</b>	<b>3,00,000.00</b>
<b>B</b>	<b>INVESTMENT OUT OF OWN FUND</b>				
1	IN GOVERNMENT SECURITIES	-	-	-	-
2	OTHER APPROVED SECURITIES	-	-	-	-
3	SHARES	-	-	-	-
4	DEBENTURES AND BONDS	-	-	-	-
5	SUBSIDIARIES AND JOINT VENTURES	-	-	-	-
6	OTHERS (LIC OF INDIA))	12,53,08,484.00	3,69,07,930.00	-	16,22,16,414.00
	<b>SUB -TOTAL (B)</b>	<b>12,53,08,484.00</b>	<b>3,69,07,930.00</b>	<b>-</b>	<b>16,22,16,414.00</b>
	<b>TOTAL (A+B)</b>	<b>12,56,08,484.00</b>	<b>3,69,07,930.00</b>	<b>-</b>	<b>16,25,16,414.00</b>

For and on behalf of the Authority



(Jatinder Verma)

**CAO**



(Praveen Nandwana)

**Member (Finance)**



(Ashutosh Gautam)

**Member (Technical)**



(Sanjay Bandopadhyaya)

**Chairman**



**INLAND WATERWAYS AUTHORITY OF INDIA**  
**SCHEDULES FORMING PART OF THE BALANCE SHEET AS AT 31st MARCH 2023**

(Amount in Rs.)

PARTICULARS		CURRENT YEAR	PREVIOUS YEAR
<b>SCHEDULE - 16 "DEPOSITS, LOANS AND ADVANCES"</b>			
1	ADVANCE TO CONTRACTORS & SUPPLIERS		
	- CAPITAL ADVANCE	2564977385	2606837903
	- REVENUE ADVANCE	30528720	17086010
2	ADVANCE TO STAFF	9381713	8848544
3	DEPARTMENTAL ADVANCE		
4	SECURITY DEPOSITS PAID	47051211	46912746
5	ADVANCE DUTIES AND TAXES PAID	18464	0
6	INTEREST ACCRUED & DUE	6911968	221239
7	OTHERS	7348	
	<b>TOTAL</b>	<b>2658876809</b>	<b>2679906442</b>
<b>SCHEDULE - 17 "OTHER NON-CURRENT ASSETS"</b>			
1	PREPAID EXPENSES	165853	3054559
2	CLAIMS RECOVERABLE	106248968	170881076
3	OTHERS (NATURE TO BE SPECIFIED)		
	<b>TOTAL</b>	<b>106414821</b>	<b>173935635</b>

For and on behalf of the Authority



(Jatinder Verma)

CAO



(Praveen Nandwana)

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(Sanjay Bandopadhyaya)

Chairman

**INLAND WATERWAYS AUTHORITY OF INDIA**  
**SCHEDULES FORMING PART OF THE BALANCE SHEET AS AT 31st MARCH 2023**

(Amount in Rs.)

S. No.	PARTICULAR	OPENING BALANCE	ADDITIONS DURING THE YEAR	DISPOSE OFF/ WRITTEN DOWN	CLOSING BALANCE
				DURING THE YEAR	
SCHEDULE 18: "CURRENT INVESTMENTS"					
1	IN GOVERNMENT SECURITIES	-	-	-	-
2	OTHER APPROVED SECURITIES	-	-	-	-
3	SHARES	-	-	-	-
4	DEBENTURES AND BONDS	-	-	-	-
5	OTHERS (TO BE SPECIFIED)	3,69,07,930.00	2,01,15,865.00	3,69,07,930.00	2,01,15,865.00
	TOTAL	3,69,07,930.00	2,01,15,865.00	3,69,07,930.00	2,01,15,865.00

For and on behalf of the Authority



(Jatinder Verma)

**CAO**



(Praveen Nandwana)

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(Ashutosh Gautam)

**Member (Technical)**



(Sanjay Bandopadhyaya)

**Chairman**



**INLAND WATERWAYS AUTHORITY OF INDIA**  
**SCHEDULES FORMING PART OF THE BALANCE SHEET AS AT 31st MARCH 2023**

(Amount in Rs.)

PARTICULARS		CURRENT YEAR	PREVIOUS YEAR
<b>SCHEDULE - 19 "INVENTORIES"</b>			
1	MARINE SPARE PARTS	4959129	2527016
2	PERMANENT STORES	632814	773892
3	CONSUMABLES & STATIONERY	1059127	1149325
4	POL STOCK	55434150	25209185
5	OTHERS (NATURE TO BE SPECIFIED)		0
	<b>TOTAL</b>	<b>62085220</b>	<b>29659418</b>
<b>SCHEDULE - 20 "SUNDRY DEBTORS"</b>			
1	MORE THAN SIX MONTHS	127956500	124525549
2	OTHERS (i.e. LESS THAN SIX MONTHS)	12653520	14461231
	<b>TOTAL</b>	<b>140610020</b>	<b>138986780</b>
<b>SCHEDULE - 21 "CASH AND CASH EQUIVALENTS"</b>			
1	CASH IN -HAND		
	- INR	13313	18216
	- FOREIGN CURRENCY		
2	STAMP IN-HAND		
3	CASH WITH BANKS		
	- CURRENT ACCOUNTS	(45981368)	133301466.7
	- SAVING ACCOUNTS	296773299	168283553
4	SHORT TERM DEPOSIT WITH BANKS	855471256	748197427
5	REMITTANCE IN TRANSIT		0
	<b>TOTAL</b>	<b>1106276500</b>	<b>1049800663</b>
<b>SCHEDULE - 22 "DEPOSITS LOANS AND ADVANCES"</b>			
1	ADVANCE TO CONTRACTORS & SUPPLIERS		
	- CAPITAL ADVANCE	735455847	792635227
	- REVENUE ADVANCE	148200653	168518604
2	ADVANCE TO STAFF	1158799	2616309
3	DEPARTMENTAL ADVANCE	235310	801407
4	SECURITY DEPOSITS PAID	5158511	654731
5	ADVANCE DUTIES AND TAXES PAID	649752	4073218
6	INTEREST ACCRUED & DUE	4270792	5649551
7	OTHERS (NATURE TO BE SPECIFIED)		
	<b>TOTAL</b>	<b>895129664</b>	<b>974949047</b>
<b>SCHEDULE - 23 "OTHER CURRENT ASSETS"</b>			
1	INCOME ACCRUED	0	0
(a)	ON INVESTMENTS		
(b)	ON LOANS AND ADVANCES		
2	OTHER (INCLUDING CLAIMS RECOVERABLES)		
	- CLAIM RECOVERABLE	76803350	2823272
	- PREPAID EXPENSE	4222374	6548493
	<b>TOTAL</b>	<b>81025724</b>	<b>9371765</b>

For and on behalf of the Authority



(Jatinder Verma)

CAO



(Praveen Nandwana)

Member (Finance)



(Ashutosh Gautam)

Member (Technical)



(Sanjay Bandopadhyaya)

Chairman

**28. INLAND WATERWAYS AUTHORITY OF INDIA**  
**SCHEDULE OF FIXED ASSETS AS ON 31.03.2023**

(Amount in Rs.)											
PARTICULARS	H.O.	NW-1	NW-2	NW-3	NW-4	NW-5	NEW WATERWAYS	PATNA - NINI	JAL MARG VIKAS PROJECT	CURRENT YEAR	PREVIOUS YEAR
<b>SCHEDULE - 24 "OPERATIONAL AND MAINTENANCE EXPENSES"</b>											
(i) SURVEYING		91916098	18248894	1981536	1697900	5604701			0	119449129.00	125231344
(ii) DREDGING		65710067	81213693	14960273	3103002	0				164987035.00	128644271
(iii) BUNDLING		12314607	88489296							100803903.00	116039941
(iv) AIDS TO NAVIGATION & CHANNEL MARKING		3296665	23028212	0		119713928				140038805.00	143447517
(v) TERMINAL FACILITIES		92117783	67111889	16140332	480211	0			0	175850215.00	159109857
(vi) REPAIR AND MAINTENANCE OF VESSELS		148068976	45872155	7183846	0	0				201124977.00	96535193
(vii) NIGHT NAVIGATION		74684830	62501192	7247521						144433543.00	132969742
(viii) PROTOCOL EXPENSES		44698141								44698141.00	42177197
(ix) RIVER BANK PROTECTION		7813897	17163619							24977516.00	10472376
(x) TRAINING EXPENSES		19240705								19240705.00	20448901
(xi) CONSULTANCY CHARGES	0	0	0	0	0	1439600	8052982		0	14472582.00	45029765
(xii) PROJECT MANAGEMENT	0	0	0	0	0	0	0		0	0.00	20589892
(xiii) PUBLIC PRIVATE PARTNERSHIP PROJECT EXPENSES	0	0							0	0.00	0
(xiv) INFORMATION TECHNOLOGY RELATED EXPENSES	8787907	0	725111	114877						9627985.00	8584957
(xv) INLAND WATERWAYS TRANSPORT PROMOTIONS EXPENSES	10250670	21883454	71518573	143349	32565	369305				104197916.00	79334677
(xvi) SALARY WAGES & OTHERS ADMINISTRATIVE EXPENSES					0		547610		0	547610.00	118468
(xvii) OTHERS: (A) Freight Village	2695517.00	962749.00								3658266.00	2709855
(xviii) SKILL DEVELOPMENT			2105613							23105613.00	
(B) REPAIR & MAINTENANCE OF NAVIGATIONAL LOCK GATES		27171780		0						27171780.00	36715894
(C) BARAK			1420561							1420561.00	6997184
(D) GHAGRA		16513141					0			16513141.00	7940628
(E) GANDAK							0			0.00	0
<b>TOTAL</b>	<b>21734184</b>	<b>573808855</b>	<b>535747227</b>	<b>64935353</b>	<b>10293678</b>	<b>127127534</b>	<b>8600592</b>	<b>0</b>	<b>0</b>	<b>1342319423.00</b>	<b>1183105859</b>

For and on behalf of the Authority

  
(Jatinder Verma)

**CAO**

(Praveen Nandwana)

**Member (Finance)**

(Ashutosh Gautam)

**Member (Technical)**

(Sanjay Bandopadhyaya)

**Chairman**



**INLAND WATERWAYS AUTHORITY OF INDIA**  
**SCHEDULE OF FIXED ASSETS AS ON 31.03.2023**

(Amount in Rs.)

PARTICULARS		II-0	NW-1	NW-2	NW-3	NW-4	NW-5	NEW WATERWAYS	PATNA - NW-1	JALMARG VIKAS PROJECT	CURRENT YEAR	PREVIOUS YEAR
<b>SCHEDULE - 25 "PERSONNEL AND ADMINISTRATIVE EXPENSES"</b>												
<b>(A) PERSONNEL EXPENSES</b>												
(i) PAY & ALLOWANCE	143440848	123037489	34186022	15096059	5415848	3546376					324722642	288859222
(ii) HONORARIUM	431000									0	431000	223500
(iii) MEDICAL FACILITIES	13705383	3616089	384408	1661504	112420	76920					19567624	19064963
(iv) DAILY WAGES						0					0	0
(v) OVER TIME ALLOWANCES (OTA)	50858	3168	0								54026	32498
(vi) BONUS	415056	752972	187667	62172	19573	6908					1444348	1585924
(vii) LEAVE SALARY AND PENSION CONTRIBUTION FOR EMPLOYEES ON DEPUTATION	4490109										4490109	5671353
(viii) RENT FOR ACCOMMODATION PROVIDED TO EMPLOYEES	0		0								0	2929394
(ix) LIVERIES	0	10000	45000	0							55000	55000
(x) TUITION FEES	783000	885288	81000	216000	78029	27000					2071217	3254040
(xi) PENSION CONTRIBUTION	28400000	0	0	0	0	0					28400000	18000000
(xii) GRATUITY CONTRIBUTION	3695553	0	0	0	0	0					3695553	47299597
(xiii) LEAVE ENCASHMENT	10767581	626713	102825	20904	0	66536					11584559	33699677
(xiv) EMPLOYERS CONTRIBUTION TO NEW PENSION SCHEME (NPS)	2600403	1225030	904035	309808	277877	0					5317153	3823527
(xv) LTC EXPENSES	1783009	990101	413586	20908	0	22462					3431066	1160690
(xvi) STAFF RECRUITMENT EXPENSES	8287221			0							8287221	2706945
(xvii) STAFF WELFARE EXPENSES	2194928	274318	118865	43740	34766	17932					2684558	2144985
(xviii) SEMINAR AND TRAINING EXPENSES	583529		184212	0							767741	1613464
(xix) OTHER EXPENSES (NATURE TO BE SPECIFIED)											0	-
<b>TOTAL</b>	<b>221628478</b>	<b>131422568</b>	<b>36617620</b>	<b>17431104</b>	<b>5939113</b>	<b>3965134</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>417003817</b>	<b>433024779</b>
<b>(B) ADMINISTRATIVE EXPENSES</b>												
(i) REPAIR & MAINTENANCE	20481828	72115	17421	207786	108123	77652					20964925	18342080
(ii) COMMUNICATION EXPENSES	1110409	238197	222170	67168	68816	62588					1769348	1697341
(iii) PRINTING & STATIONERY	4119542	76746	29277	141434	29841	52149					4448989	3545187
(iv) VEHICLE RUNNING & MAINTENANCE	7110848	779737	0	0	0	808430					8699015	7525000
(v) ADVERTISEMENT & PUBLICITY	449381	16324	0	0	0	0					465705	937617
(vi) CONVEYANCE REIMBURSEMENT	264263	53273	11060	0	3600	4964					338060	273241
(vii) TRAVELLING	6680701	1890396	0	124249	144801	671626					9511773	6719379
- INLAND	1869287	0									1869287	0
- FOREIGN												
(viii) NEWSPAPER & PERIODICALS	341156	104691	57708	28094	26028	12328					570005	514485
(ix) CONSUMABLES	240935	21285	21416	48294	27447	20246					379623	656056
(x) ELECTRICITY & WATER	4701770	678385	0	13432	83079	52341					5649007	5006291
(xi) LEGAL AND PROFESSIONAL CHARGES	6274841	174000	36255	51330	0	0					6489826	18913244
(xii) LOSS ON SALE OF ASSETS											0	-
(xiii) HINDI PROMOTION	103980	269059	67948	58277	5000						504264	592886
(xiv) AUDIT FEES & EXPENSE	2776024	5000	29000	7370	7006						2825200	2695715
(xv) UTILITY MEETINGS EXPENSES	175682		0		0						175682	19249
(xvi) INSURANCE		1396			0						1396	205322
(xvii) RENT, RATES & TAXES	3304477	0	0	0	43284						3347761	716507
(xviii) WRITTEN OFF											0	-
(xix) BAD DEBTS											0	-
(xx) MISC. EXPENDITURE	42738	15007	0	69773	13282	10520					151323	137049
(xxi) Bond Related Exp	0										0	0
(xxii) OTHERS (Swachh Bharat Abhiyan)	130347	21800	39711	242784	0	0					434642	67499
- LEASE RENT WRITTEN OFF	271655										271655	271655
<b>TOTAL</b>	<b>57146187</b>	<b>7675288</b>	<b>503866</b>	<b>1201621</b>	<b>517387</b>	<b>1823134</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>68867484</b>	<b>68836404</b>
<b>GRAND TOTAL (A + B)</b>	<b>278774665</b>	<b>139097656</b>	<b>3712486</b>	<b>1863725</b>	<b>6456500</b>	<b>5788268</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>485871301</b>	<b>501861183</b>
<b>SCHEDULE - 26 "FINANCE CHARGES"</b>												
(i) BANK CHARGES	8554	16348	6553	5849	871	884			211	0	39270	39391

For and on behalf of the Authority

CAO

**Member (Finance)**

**Member (Technical)**

## Chairman



## 29. INLAND WATERWAYS AUTHORITY OF INDIA

### BALANCE SHEET AS AT 31st MARCH 2023

(Amount in Rs.)

PARTICULARS	CURRENT YEAR	PREVIOUS YEAR
<b>SCHEDULE 27: "PRIOR PERIOD EXPENSES"</b>		
<b>Noida Office</b>		
M/s Tanisi IT Services	97984	
M/s Johnson Lifts Pvt. Ltd	253237	
M/s designers Consortiun	1958658	
Depeciation	1428489	
<b>Total (A)</b>	<b>3738368</b>	
<b>SAHIBGANJ</b>		
M/s KB Sharan CA	31600	
<b>Total (B)</b>	<b>31600</b>	
<b>Allahabad (Prayagraj)</b>		
M/s Abha Enterprises	(851270)	
M/s Pandey Group	(114337)	
M/s Tasleem	(102795)	
Tds	(680)	
M/s Matansh Marcom p Ltd	336000	
M/s Brij Enterprises	500000	
M/s Radhakrishan	1945000	
Sh Mayank Kumar	200000	
Excess Depreciation	(1109)	
Bank charges	(138)	
<b>Total (C)</b>	<b>1910671</b>	
<b>GUWAHATI</b>		
POL STOCK	(318327)	
<b>Total (D)</b>	<b>(318327)</b>	
<b>Kochi Office</b>		
Reconstruction of Navigational Lock gate at Thrikkunnappuzha (Expenditure Incurred up to.31.03.2022)	(151107761)	
<b>Total (E)</b>	<b>(151107761)</b>	
<b>Gran Total (A+B+C+D+E)</b>	<b>(145745449)</b>	<b>(3708638)</b>

For and on behalf of the Authority



(Jatinder Verma)

CAO



(Praveen Nandwana)

Member (Finance)



(Ashutosh Gautam)

Member (Technical)



(Sanjay Bandopadhyaya)

Chairman

### 30. AUDITOR'S REPORT (CHARTED ACCOUNTANT) (ANNEX-A)



**D S A & COMPANY**  
(formerly known as ATUL K. GARG & CO.)  
Chartered Accountants

#### Auditor's Report

1. We have audited the attached Balance Sheet of **Inland Waterways Authority of India Kaladan Project** as at 31<sup>st</sup> March, 2023 and also the Income & Expenditure Account for the year ended on that date annexed thereto. These financial statements are the responsibility of the project management. Our responsibility is to express an opinion on these financial statements based on our audit.
2. We conducted our audit in accordance with the auditing standards generally accepted in India. These Standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audit provides a reasonable basis for our opinion.
3. We report that:
  - (i) We have obtained all the information and explanations, which to the best of our knowledge and belief were necessary for the purpose of our audit.
  - (ii) In our opinion, proper books of account as required by law have been kept by the Project so far as appears from our examination of those books.
  - (iii) The Balance Sheet and Income & Expenditure Account dealt with by this report are in agreement with the books of account of the Project.
  - (iv) In our opinion and to the best of our information and according to the explanations given to us, the said accounts read together with Significant Accounting Policies and Notes on Accounts in Schedule and those appearing elsewhere in the accounts give a true and fair view in conformity with the accounting principles generally accepted in India:
    - (a) In the case of the Balance Sheet, of the state of affairs of the project as at 31<sup>st</sup> March 2023;
    - (b) In the case of the Income & Expenditure Account, of the surplus/deficit for the year ended on that date.

Place: Noida  
Date: 07-06-2023  
UDIN : 23090332BGUAGA7548

**For D S A & Company**  
Chartered Accountants  
(FRN 15668N)



**CA. D.D. Goel**  
Partner  
M. No. 090332



**I W A I - KALADAN PROJECT**

Balance Sheet as on 31.03.2023

(Amount in Rupees)

Previous Year	Liabilities		Current Year	Previous Year	Assets	Schedule		Current Year
	<u>Capital Reserve</u>				<u>Fixed Assets</u>	1		
3,62,150	Capital for Fixed Assets	3,62,150		3,62,150	Gross Block		3,62,150	
3,33,553	Less:- Replacement Reserve	3,37,304		3,33,553	Less: Depreciation		3,37,304	
28,597			24,846	28,597	Net Block			24,846
	<u>Current Liabilities</u>				<u>Loans &amp; Advances</u>			
14,33,011	Expenses Payable/Claims Payable		1,69,917		<u>Cash &amp; Bank Balances</u>			
-	Sundry Creditors		22,34,702	71,18,576	Canara Bank, Noida			54,69,630
	Payable to IWAI		2,94,68,166	2,45,75,684	Punjab National Bank, Noida			1,56,75,404
3,04,33,638	Retention Fund from MEA (Refer Note 1 of Schedule II)		-	1,52,389	(including Short Term deposits)			
					TDS Recoverable			1,52,389
					Amount Recoverable from MEA (Refer Note 1 of Schedule II)			1,05,75,362
3,18,75,246			3,18,97,631	3,18,75,246				3,18,97,631

Schedule - I to II form an integral part of accounts

As per our Audit Report of even date

D S A &amp; Company

Chartered Accountants

FRN 016668N



CA, D.D. Goyal

Partner (M No. 090332)

Place: Noida

Date : 07.06.2023

UDIN: 230903320GU/AGIA7548

For and on behalf of IWAI Kaladan Project

  
 (Jatinder Verma)  
 Chief Accounts Officer

  
 (P. Srinivasa)  
 Director (Hydro)

**I W A I - KALADAN PROJECT**
**Income & Expenditure Account for the year ended 31.03.2023**
**(Amount in Rupees)**

Previous Year	Expenditure	Current Year	Previous Year	Income	Current Year
	0 Interest Payment to IWA (Refer note no. 3 of Schedule-II)	2,94,68,166	10,78,207	Bank Interest	11,94,381
73,38,205	Consultancy Charges	1,23,72,727	0	Misc	
0	Traveling Expenses - Abroad	3,25,411	0	Prior Period adjustment	
21,022	Audit Fee & Expenses	21,984	62,83,726	Consultancy Charge (PDC Fee) (Refer note no. 2 of Schedule-II)	4,10,09,000
2,706	Bank Charges	15,093	3,751	Replacement reserve as per contra (Being Depreciation as per Contra)	3,751
3,751	Depreciation	3,751			
<b>73,65,684</b>		<b>4,22,07,132</b>	<b>73,65,684</b>		<b>4,22,07,132</b>

Schedule - I to II form an integral part of accounts

As per our Audit Report of even date

**D S A & Company**

Chartered Accountants

FRN 01568N

CA. D.D. Goel

Partner (M No. 090332)

Place : Noida

Date : 07.06.2023

UDIN: 23090332BGUAGA7548



For and on behalf of IWA Kaladan Project

  
 (Jatinder Verma)  
 Chief Accounts Officer

  
 (P. Srinivasa)  
 Director (Hydro)



Schedule - I

**INLAND WATERWAYS AUTHORITY OF INDIA**  
**KALADAN PROJECT**  
**SCHEDULE FOR FIXED ASSETS AS ON 31.03.2023**

Sl. No.	Particulars	Gross Block as on 31.03.2022	Addition During the Year	Adjustment	Gross Block as on 31.03.2023	Depreciation		Total Depreciation	Net Block as on 31.03.2023
						Upto 31.03.2022	For the Year Depreciation		
1	Furniture & Fixture	1,03,334	0	0	1,03,334	86,910	3,751	90,661	12,673
2	Computers	2,43,452	0	0	2,43,452	2,31,279	0	2,31,279	12,173
3	Temporary Structure	15,364	0	0	15,364	15,364	0	15,364	0
<b>Total</b>		<b>3,62,150</b>	<b>0</b>	<b>0</b>	<b>3,62,150</b>	<b>3,33,553</b>	<b>3,751</b>	<b>3,37,304</b>	<b>24,846</b>

As per our report of even date  
**Atul K Garg & Co.**  
Chartered Accountants

CA. D.D. Goel

Partner

Place : Noida

Date : 07.06.2023



For and on behalf of IWAI Kaladan Project

(Jatinder Verma)

Chief Accounts Officer

(P.Srinivasa)

Director (Hydro)

**Schedule - II**
**Notes forming part of accounts as on 31.03.2023**

1. The Kaladan Multimodal Transit Transport Project in Myanmar is to be implemented in accordance with the Framework Agreement dated 02.04.2008 between the Govt. of India (GoI) and the Govt. of Myanmar (GoM) for development of an alternate transport connectivity between the mainland India and the N.E. states, especially Mizoram. Transit through Myanmar by a multimodal transport system is the principal part of the proposed connectivity. Ministry of External Affairs (MEA), Govt. of India as the Nodal Agency has appointed Inland Waterways Authority of India (IWAI) as the Project Development Consultant (PDC) for implementation of the project vide Agreement dated 19.03.2009 and supplementary agreement dated 28.04.2016. The responsibility of IWAI as PDC is at present for implementation of the Port & IWT components only. The IWAI will be the PDC for the implementation of the Project with the consultancy / management fee of 6% of the approved effective estimated cost or actual/ tendered cost (whichever is lower) plus other Statutory Taxes. Release of money to IWAI shall be as per the deliverables/ specific milestones of the projects and will be made in instalments. The project is to be fully funded by the MEA, Govt. of India.

The position of Advance Received from MEA towards Consultancy Charges as at 31.03.2023 is as under:

Particulars	Amount (Rs.) Current Year	Amount (Rs.) Previous Year
Opening Balance on 01.04.2022	3,04,33,638	3,67,17,364
Add: Fund Received from MEA during the Year	-	-
<b>Total Fund towards Consultancy Charges</b>	<b>3,04,33,638</b>	<b>3,67,17,364</b>
Less: Utilized During the Year (Refer Note 2 below)	4,10,09,000	62,83,726
<b>Balance Advance/ (Receivable) from MEA</b>	<b>(1,05,75,362)</b>	<b>3,04,33,638</b>

2. Consultancy Charges has been accounted for to the extent of expenditure incurred during the respective Financial Year and has been adjusted from the "Advance Received from MEA" towards the Consultancy Charges.
3. In compliance with, Audit observation of C&AG on Account of IWAI for the Year ending 31<sup>st</sup> March 2022, Management has decided to transfer the Internal Receipts (bank interest) of Rs. 2,82,73,785/- up to financial year 31<sup>st</sup> March 2022 and Rs. 11,94,381/- for the financial year 2022-23 to IWAI.
4. Depreciation on fixed assets has been provided on SLM method over the useful life prescribed in schedule II to the Companies Act, 2013 after considering salvage value of five percent of original cost. The Company has considered useful life of assets same as prescribed under the Companies Act, 2013. The depreciation has been charged for the whole year in the year of purchase and no depreciation will be charged in the year of disposal/sale.

As per our report of even date

**For D S A & Company**

Chartered Accountants

(FRN 015668N)

CA. D. D. Gbel

Partner

M. No. 090332

UDIN: 23090332BGUAGA7548

Place: Noida



**For and on behalf of IWAI Kaladan Project**

*(Signature)*  
07-06/23

**(Jatinder Verma)**  
Chief Account Officer

*(Signature)*

**(P. Srinivasa)**  
Director (Hydro)



### 31. Inland Waterways Authority of India Office-wise details of Land as on 31/03/2023

Annex-B

Sl. No.	Location of Land	Land Acquired (Per Sq. Mtr.)	Land under possession (Per Sq. Mtr.)	Title deed executed in the name of IWAI	Whether Mutation done (Yes/No)	Encroachments (if any)	Land Title is Freehold or Leasehold	Remarks
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
<b>KOLKATA OFFICE</b>								
<b>A. TERMINAL</b>								
1	Baldia RTF Terminal, Purba Medinipur, Dist.	10319	10319	On lease basis w.e.f. 01.01.2016 to 01.01.2046 (30 Years). Rs. 65793/- (annually upfront charges)	No	Nil	Lease hold	Rs. 65793/- (annually upfront charges). (a) IWAI has paid/ deposited an amount of Rs. 3,33,72,744/- to IDC for 30 years lease rent. (b) 3 Nos of category jetties are constructed for fishing of fish.
2	BISN Jetty & G.R. Jetty-1	30409.64	30409.64	Handingover and takingover made on 31.10.2018 & registration of sale deed done on 08.02.2020	Yes	Nil	Purchasehold	Land measuring 44,366.64 sq.m (30409.64 Sq.m + 14557 Sq.m) has been permanently transferred to IWAI by BMPM(RoST) and sale deed has been executed on 08.02.2020 in between IWAI & BMPM(RoST).
3	G.R. Jetty-4/ Terminal	14557	14557	Handingover and takingover made on 31.10.2018 & registration of sale deed done on 08.02.2020	Yes	Nil	Purchasehold	
4	Botanical Garden Jetty, Howrah Dist.	996	996	ROSC/Permission to use.	N/A	Nil	N/A	NOC from BMPM(RoST) to use the jetty from December 2004 onwards.
5	Shantinagar Jetty, Nadia Dist.	8000	8000	Provided free of cost by D.M. Nadia from August 2008 onwards.	N/A	Nil	N/A	(a) NOC from State Administrations Govt. of West Bengal to use. (b) Provided free of cost by D.M. Nadia from August 2008 onwards.
6	Pratap Ghos	446.75	446.75	16.01.2021 to 17.01.2021	N/A	Nil	Lease hold	(Rs. 2,73,72,230/-) paid to BMPM(RoST) towards one time upfront premium for 30 years long term lease.
7	BIFS Jetty Tibeni	ROSC Jetty & adjoining land across the jetty	ROSC Jetty & adjoining land across the jetty	Lease basis w.e.f. 16.10.2020 for seven years (Rs. 50,000/-)	N/A	Nil	Lease hold	Lease taken for 7 years from WBFDCL. The user charges is Rs. 30,000/- including GST & electricity bill for first 24 months & the user charges will be enhanced by 5% every year after completion of the first 24 months.
8	Kosighat terminal	7203.40 (1.76 Acre)	7203.40 (1.76 Acre)	Permanently transferred to IWAI w.e.f. 15.06.2022	Yes	Nil	N/A	An amount of Rs. 1,08,25,700/- has been paid by IWAI to ADMILP and DUS LRO, Purba Medinipur
<b>B. UNDER JETTY</b>								
1	Baldia, Purba Medinipur Dist.	24658.155 (61 Acre)	24658.155 (61 Acre)	Lease deed made on 23.04.2018 to 22.04.2048 Rs. 291202/- Annual	No	Nil	Lease hold	Rs. 291202/- Annual. Lease taken for construction of Multi Model Terminal.
2	Baldia For Railway siding Purba Medinipur Dist.	10.17Acre	Nil	N/A	N/A	N/A	N/A	Cancellation of offer for allotment land measuring 10.17 acres to IWAI on 09.11.2022 by Administrative Division Haldia Dock Complex.
3	New Navigational Lock at Pundika (R. B)	148600 (14.86Hectare)	148600 (14.86Hectare)	02.03.2016	No	Nil	N/A	Transferred to IWAI from FBP, Farakka & Process for Mutation initiated.
4	Existing Navigational Lock	71550 (7.155 Hectare)	71550 (7.155 Hectare)	04.09.2018	No	Nil	Purchasehold	Transfer from Farakka barrage project, Farakka to IWAI (MOP).
5	MMT Subbhang	741100.74 (163.13 acre)	741100.74 (163.13 acre)	Annulment date: 11.11.2017/ 25.90 acre, 11.11.2017/119.850 acre, 07.12.2017/19.85 acre, 08.03.2018/ 4.42acre, 08.03.2018/ 6.42 acre, 18.03.2018/6.625 acre	Yes	Nil	Purchasehold	Land measuring 741100.74 sq.m has been permanently transferred to IWAI by Govt. of Jharkhand and sale deed has been executed on in between IWAI & State Govt., Jharkhand.
6	CCLP Land Subbhang	483274.69 (110.19 acres)	483274.69 (110.19 acres)	Permanently transferred to IWAI w.e.f. 04.02.2023	No	Nil	Purchasehold	(a) Land measuring 453247.872 sq.m (112 acre) has been permanently transferred to IWAI by Pyside Govt. & Rest of Land measuring 29096.89 Sq.m (7.19 acre) has been permanently transferred to IWAI by State Govt., Jharkhand (b) Mutation of 453247.872 Sq.m (112 acre) has been done whereas mutation for 29096.89 sq.m (7.19 acre) land a letter has been asked to State Govt., Jharkhand.

Sl. No.	Location of Land	Land Acquired (Per Sq. Mtr.)	Land under possession (Per Sq. Mtr.)	Title deed executed in the name of NWAL	Whether Mutation done (Yes/No)	Encroachment (If any)	Land Title is Freehold or Leasehold	Remarks
<b>ICO Office/ RIS / DGPS</b>								
1	Office Building at Khajuraj, Kollata Dist.	941	941	Lease Basis w.e.f. 01.07.2005 Rs. 92875/- (Monthly)	No	Nil	Lease hold basis	Rs. 92875/- (Monthly) On 11 Months rent basis period and now authority proposed for 30 years long term lease basis/ land is long term i.e. 30 years basis. However it is proposed that to take over the land on permanent basis.
2	RIS Station at tribeni (Bumbari)	7150	7150	Lease Basis w.e.f. 01.01.2014 Rs. 14662/- (Monthly)	No	Nil	Lease hold basis	Rs. 14662/- (Monthly) On 3 years lease rent basis extendable upto 30 years @ 15% escalation after every five years, from Sh. Sanjay Kumar Singh, S/o Late Puri Kumar Singh Ambaria Dist. - Hoshiyari (WB)
3	Swaroopganj (BOPPO) Nadia Dist.	2000	Nil	N.A.	N.A.	N.A.	N.A.	Lease licencing 2000 sqm has been surrendered to SSBP (KOP) Kolkata on 12.12.2022 & DGPS station has been demolished.
4	Swaroopganj Sore Nadia Dist.	290	290	Lease basis w.e.f. 18.08.2001 Rs. 36304/- (Monthly)	No	Nil	Lease hold basis	On Monthly rent basis from Kolkata Port Trust
5	RIS at Kumerpur Murshidabad Dist.	22.5	22.5	Lease Basis w.e.f. 18.08.2002 Rs. 2411/- (Monthly)	No	Nil	Lease hold basis	Rs. 1725/- (Monthly) On 3 years lease rent basis extendable upto 30 years @ 15% escalation after every five years, w.e.f. 01.11.2013 & taken from Sh. Tapas Mandal, S/o Sh. Sachinpal Mandal, Vihar PO- Kumerpur, WB-742189.
6	RIS at Balia Murshidabad Dist.	25	25	Lease Basis w.e.f. 01.01.2003 Rs. 2667/- (Monthly)	No	Nil	Lease hold basis	Rs. 2675/- (Monthly) On 3 years lease rent basis extendable upto 30 years @ 15% escalation after every five years taken from Sh. Ash Ghosh, S/o Late Years taken from Sh. Ash Ghosh, S/o Late Bhukim Chandra Ghosh Vill-PO Balia, PS Sagar Digha WB 742237.
7	Hemrajgarh LC Station	3222	3222	Lease Basis w.e.f. 28.12.2022 Rs. 19436/- (Monthly)	No	Nil	Lease hold basis	Rs. 19436/- (Monthly) Integrated office campus at Hemrajgarh on ground floor of the premises an area of 2222 sqm of this parcel Guest House at Hemrajgarh has been taken on lease from Additional Executive Officer, North 24 Parganas Baranagar W.R.
<b>Allahabad Office</b>								
1	Allahabad, Allahabad	8.750 (Hectare)	8.750 (Hectare)	25.04.2004	---	---	Freehold	Floating Terminal
<b>Patna Office</b>								
1	Coughat, Patna, Dist - Patna	11868.23 (2.0227 Acre)	11868.23 (2.0227 Acre)	---	Yes	No	---	Low Level Jetty, Terminal
2	Coughat, Patna, Dist - Patna	4046.96 (1.0084 Acre)	4046.96 (1.0084 Acre)	---	Yes	No	---	High Level Jetty, DGPS Station, RIS Station
3	Coughat, Patna, Dist - Patna	17401.50 (4.34 Acre)	17401.50 (4.34 Acre)	---	No	No	---	National Inland Navigation Institute (NINI) & NWAL Patna
4	Coughat, Patna, Dist - Patna	5539.34 (1.3688 Acre)	5539.34 (1.3688 Acre)	---	Yes	No	---	NINI Campus
5	Bari Bhagpur, Bhagalpur, Dist - Bhagalpur	15620.87 (3.86 Acre)	15620.87 (3.86 Acre)	---	Yes	No	---	RIS Station, Floating Terminal
6	Shree Mahul Gird Kila, Munger, Dist - Munger	13759.31 (3.40 Acre)	13759.31 (3.40 Acre)	---	No (Unsanctioned Land)	Yes	---	RIS Station Floating Terminal
7	Kalagani, Surpur Saran	53297.099 (13.17 Acre)	53297.099 (13.17 Acre)	---	Yes	No	---	Construction of IMT, Land Possession Certificate (LPC) received from DLAO, Saran on 26.09.2020.
<b>Leased Land</b>								
8	Munbari (Munbari) Dist-Katihar	742.52 (18.35 Decmal)	742.52 (18.35 Decmal)	---	No	No	---	RIS Station
9	Munbari (Munbari) Dist-Katihar	744.14 (18.39 Decmal)	744.14 (18.39 Decmal)	---	No	No	---	RIS Station



Sl. No.	Location of Land	Land Acquired (Per Sq. Mtr.)	Land under possession (Per Sq. Mtr.)	Title deed executed in the name of IWA	Whether Mutation done (Yes/No)	Encroachment (If any)	Land Title is Freehold or Leasehold	Remarks
10	Samadhi, Barhi Dist. Firoz	758.71 (18.75 Decmal)	758.71 (18.75 Decmal)		No	No	Freehold	9
11	Village Barhara, District Bhupur (Ari)	796.73 (18.75 Sqft)	796.73 (18.75 Sqft)		No	No	Freehold	
12	Goverpur, Bais Dist.	743.22 (18.00 Sqft)	743.22 (18.00 Sqft)		No	No	Freehold	
13	Channamurpur, Upaswar Dist Ghazipur	632.11 (18.04 Sqft)	632.11 (18.04 Sqft)		No	No	Freehold	
<b>Guwahati Office</b>								
1	Tejpur, Kamrup Metro Dist.	5.86 hectare	5.86 hectare	Govt. of India Land, Railway Title deed not executed in the name of IWA	No	No	Govt Land (Railway)	Govt. land taken over from CIWTC on 10/11/2017 as per directive from IWA HQ vide letter No. IWA/RAIL/CIWTC/Asstt./11/2015 dated 12-10-2017. Taken over as custodian on behalf of Govt of India. (Land Size is 56mX36m)
2	Jogighapa (Terzimal) Dist.	1288	1288	Title deed not executed Govt land under possession of IWA	No	No	Govt Land	Taken over from CIWTC as it is where in lease fully encroached. (Land size is 56mX36m). Applied in circle office for execution of the encroachment. Survey done by Lat Marsel & report submitted to Circle Officer for execution.
3	Stranath, Dist.	164700	164700	Govt. of India Land. Title deed not executed in the name of IWA	No	No	Freehold	Title deed not executed. Applied for mutation by this office and it is in process. This part of Jagdishnagar land is free from encroachment and is in the possession of IWA. One DGPS station and one temporary terminal is available at this point.
4	Marangpur, Dibrugarh Dist.	17240	17240	Argued through Govt. of Assam Title deed not executed in the name of IWA	No	No	Freehold	Land partly about 50% encroached by small person encroached IWA's Re-Re vessel was giving from this location. Some IWT ferries are also running from this point. AWTCOS Govt. of Assam requested to backfill over of land at Neimati to IWT Directorate Assam on 11.05.2021 vide letter No. IWA/CIW/3118/2021. In principle approval from IWA HQ conveyed to Govt of Assam. However, in view of launching of foundation stone by Hon'ble PM on 18-02-2023, this office has requested HQ to review the decision. Letter issued to DC Jorhat for execution encroached portion of Neimati on 29.10.2021 and DC has sent a letter to C.O. Jorhat.
5	Bagighat, Dibrugarh Dist.	40190	40190	Executed in the name of IWA on 16.10.2012	Yes	No	Freehold	Land completely ended as per Deputy Commissioner, South Salmara, Mankachar, Hatingmura letter No. HLA-1/2017/21 dated 20.09.2018.
6	Sighat, Dist.	20070	20070	Executed in the name of IWA on 24.01.2013	Yes	No	Freehold	IWT terminal & DGPS station. Terminal land demarcation done on 20.02.2019 by fixing brass pillar. Boundary well completed.
7	Bidwanthighat, Sonitpur Dist.	6300	6300	Executed in the name of IWA on 16.03.2013	Yes	No	Freehold	Land has been ended completely as per ADC Nagaria letter no. NRS/65/2014/63 dated 18-09-2018. Temporary berthing with steel pontoon is available at this location.
8	Dzuber, Dibrugarh Dist.	32500	32500	Executed in the name of IWA	Yes	No	Freehold	A DGPS station is being established at this location. Temporary berthing with steel pontoon is available at this location.

Sl. No.	Location of Land	Land Acquired (Per Sq. Mtr.)	Land under possession (Per Sq. Mtr.)	Title deed executed in the name of IWA	Whether Mutation done (Yes/No)	Encroachment (If any)	Land Title is Freehold or Leasehold	Remarks
		(3)	(4)	(5)	(6)	(7)	(8)	9
9	Ottumput, (Dharmap) Dist.	26000	26000	Title deed not executed in the name of IWA. Proceeded through Govt. of Assam.	No	No	Freehold	Mutation of land could not be done as SUDOC. Social has disbursed only 80% money in the land, and remaining 20% has been put into Revenue Deposit by mistake. Matter has been taken up with DC Thrissur. SDO Jorai wrote letter to release the land to Secretary, Revenue & District Management (L&D). Duperi Secretariat vide letter dated 01.11.19. Matter has been taken up by this office for settlement of the issue and for registration/mutation. On 1.10.2021 Jt. Secretary, Govt. of Assam, Revenue & District Management (L&D) department wrote a letter vide letter No. SLA137/2012/52 of 1.10.2021 to SDO Jorai to complete the LA case as per act.
10	Old Jagdipore Port	4169.26	NIL	Govt. of India land Title deed not executed in the name of IWA	No	Yes	Freehold	Ministry of Port, Shipping & Waterways has conveyed approval for transfer of 103 acres of land in Jagdipore to IWA in March 2021 vide letter No. 13021/03/2013-CWTC/Vol II Part (2). Two nos. of court cases WPC/ 6230 & WPC/ 6299 are pending in Hon'ble Gauhati High Court. To settle the court cases DC Bongaigaon has engaged with the land owners & encroachers and submitted an amount of Rs. 2.45 Crore to IWA for payment. IWA HQ has approved the amount and has sent to RO, Guwahati for further necessary action. As per decision of the Competent Authority the cheque in name of individual was prepared by IWA and handed over to DC Bongaigaon for further disbursement. Disbursement process is under way. Demarcation of land is completed.
11	Agency Building at Doraguth	6314	6314	Executed in the name of IWA on 7.11.2017	Yes	No	Freehold	Takeover from CWTC. Mutation completed. IWA with office running from this point.
12	Karungudi, Sreemath Ghaz	7237	7237	Executed in the name of IWA on 30.01.2018	Yes	No	Freehold	Land taken over from CWTC. Mutation completed
13	Blackberry, Sreemath Ghaz	4303	4303	Executed in the name of IWA on 29.01.2018	Yes	No	Freehold	Part of land of CWTC takeover. Mutation completed
14	Uran Bazar	1258	1258	Executed in the name of IWA on 26.04.2018	Yes	No	Freehold	Mutation completed. Boundary fencing completed.
15	Fancy Bazar, Guwahati	2154	2154	Govt. Land Title deed not executed in the name of IWA. CWTC handed over the land to IWA as custodian.	No	No	Freehold	IWA applied Jt. Kamrup (M) not to mutate the land in the name of IWA & in this time IWA handed over the letter of MoPSW to DC Kamrup (M).
16a	Kharagudi Hill land parcel (Jodha - Bungalow)	20541.42	20541.42	Handing over- Taking over completed for CWTC to IWA on 14.09.2022	No	Yes	Freehold	Land is fully encroached
16b	Kharagudi Hill land parcel (Staff Quarter) (Guwahati)	3092	3092	Handing over- Taking over completed for CWTC to IWA on 14.09.2023	No	Yes	Freehold	Land is fully encroached
17	Silchar Bazar Ghaz	2006.69	2006.69	Handing over- Taking over completed for CWTC to IWA on 14.09.2024	No	Yes	Freehold	Land is fully encroached
18	Uran Bazar Humman Mande	2733.36	2733.36	Handing over- Taking over completed for CWTC to IWA on 14.09.2025	No	Yes	Freehold	Land is fully encroached
<b>Kochi Office</b>								
1	Kottapattanam Terminal, Thiruvananthapuram District	5823	5823	Possession and enjoyment Certificate obtained	Yes	No	Freehold	Land Transferred into the name of IWA
2	Aluva Terminal, Ernakulam District	13310	13310	Possession and enjoyment Certificate obtained	Yes	No	Freehold	do
3	Maradu Terminal, Ernakulam District	20083	20083	Possession and enjoyment Certificate obtained	Yes	No	Freehold	do
4	Kakkanad Terminal, Ernakulam District	12205	12205	Possession and enjoyment Certificate obtained	Yes	No	Freehold	do
5	Vandam Terminal, Kottayam District	5184	5184	Possession and enjoyment Certificate obtained	Yes	No	Freehold	Land Transferred into the name of IWA
6	Thalidunnam Terminal, Alappad District	5057	5057	Possession and enjoyment Certificate obtained	Yes	No	Freehold	do



Sl. No.	Location of Land	Land Acquired (Per Sq. Mtr.)	Land under possession (Per Sq. Mtr.)	Title deed executed in the name of IWA	Whether Mutation done (Yes/No)	Encumbrance (If any)	Land Title is Freehold or Lease Hold	Remarks
7	Thangarimilkoni District, Alappuzha District	9170	9170	Possession and enjoyment Certificate obtained	Yes	No	Freehold	9 00
8	Alappuzha Terminal, Alappuzha District	22550	22550	Possession and enjoyment Certificate obtained	Yes	No	Freehold	00
9	Kayamkulam Terminal, Kollam District	16332	16332	Possession and enjoyment Certificate obtained	Yes	No	Freehold	00
10	Chavara Terminal, Kollam District	8061	8061	Under process	Yes	No	Freehold	Transferring land into the name of IWA is under process
11	Kollam Terminal, Kollam District	3812	3812	Under process	No	No	Freehold	Land transferred into the name of IWA except 01 Sq. No. 5/2 00.92 Area and 01 Sq. No 75/2 - 02.04 Area of Kollam east village which is under process.
12	Land acquired for widening of canals in:							
	1) Alappuzha District	113147	113147	Share the land acquired for widening waterway has been submerged in canal and no physical land is available. Hence the same is not presented for mutation.	No	No	Freehold	Land Transferred into the name of National Waterway Puzambokke in village records
	2) Kollam District	102178	102178		No	No	Freehold	Transferring land into the name of National Waterway Puzambokke in village records is under process
	<b>Sub Total</b>	<b>338014</b>	<b>338014</b>					
<b>Detail of land under R.O. VIJAYAWADA Office</b>								
1	Land acquisition at Makayala-Jaggayyapeta Mandal NTR District Andhra Pradesh	30,630.70 (Ac. 7.57 Centa)	30,630.70 (Ac. 7.57 Centa)	No	No	No	Freehold	LA for development of Terminal facilities at Makayala of Jaggayyapeta (M) on NW-4. Proposed for Acquisition of required land to an extent of Ac. 8.57 cts. in which Ac. 7.57 cents has been acquired until the acquisition for remaining Ac. 1.00 cents is under process.  09.02.2023, Mr. Tahsiladar, Jaggayyapeta has physically handed over the Makayala terminal land in IWA for an extent of 7.57cna excluding the submerged land. The Award is yet to be passed for the said land.  This office has requested the Tahsiladar, Jaggayyapeta to incorporate the IWA details in the Revenue records on 15.02.2023.  On 24.02.2023, Sri Chandrababu Naidu Minister Home Tourist has requested this office for payment of 50% compensation to an extent of Ac. 4.86cna (Submerged land) in R. S. No. 193 of Makayala village. However, IWA has requirement of only Ac. 1.00 for construction of jetty in the above extent land. The same issue has been forwarded to IWA, H.Q. for further directions.  Land acquisition has to be carried out by the State Govt. of A.P. for 1 Ac. of submerged land.
2	Land acquisition at Harischandrapuram Thulluru Mandal, Guntur District Andhra Pradesh	14,690.09 (Ac. 3.63 Centa)	14,690.09 (Ac. 3.63 Centa)	Yes (Online Recording)	Yes (Online Records)	No	Freehold (Purchased)	Taken over by IWA, Vijayawada on 28.03.2022
3	Land Acquisition at Thangapattinam, RTT District Andhra Pradesh	Land yet to be acquired (Ac. 3.80 Centa)	No	No	No	No	Yes to be decide by IWA HQ	Land acquisition is under process for Ac. 3.80 Centa  On 12.09.2022 the ERG, APWID submitted a report to the Principal Secretary to the Govt., WFO. It was mentioned that WFO has no objection to allot the available land in IWA on ownership basis with one time cost as agreed during the meeting held with Chief Secretary Govt. of A.P. and Chairperson, IWA on 25.06.2021. The one time cost for the said land is Rs. 6,01,92,000. The same has been conveyed to IWA, H.Q.  On 27.03.2023, The Engineer-in-Chief (Irrigation), APWID has requested this office to convey the decision for handing over of land on ownership basis with one time cost as agreed during the meeting with the Chairperson IWA. The same matter has been conveyed to IWA H.Q. on the status of the above matter.  Reply from IWA, H.Q. is still awaiting.

168



169

**32. INLAND WATERWAYS AUTHORITY OF INDIA**  
**SCHEDULE OF FIXED ASSETS AS ON 31.03.2023**

1	2	PARTICULARS	DEPRECIATION/AMORTISATION						ADJUSTMENT ON ACCOUNT OF ASSETS SOLD/TRANSFERRED	TOTAL DEPRECIATION AS ON 31.03.2023 (7 + 8 + 9) 10	NET BLOCK AS ON 31.03.2023 (6 + 10) 11
			GROSS BLOCK AS ON		ADJUSTMENT/ DEDUCTIONS	GROSS BLOCK AS ON 31.03.2023 (3+4+5)	FOR THE YEAR				
			31.03.2022	31.03.2023			AS ON 31.03.2022	AS ON 31.03.2023			
			3	4	5	6	7	8			
NOIDA		Survey Equipment	25,61,260	-	-	25,61,260	23,98,973	4,124	-	24,03,097	1,58,163
		Vehicles	22,58,620	-	-	22,58,620	17,81,930	1,01,377	-	18,83,307	3,75,313
		Furniture & Fixture	79,50,878	1,77,129	-	81,27,957	72,03,198	5,30,001	-	77,33,199	3,94,758
		Office Equipment	1,45,51,286	87,980	-	1,46,39,266	1,16,49,124	10,77,255	-	1,27,26,379	19,12,887
		Electric Installation	1,17,19,138	-	-	1,17,19,138	92,01,960	18,94,298	-	1,10,96,258	6,22,880
		Air Conditioners	2,13,67,889	-	-	2,13,67,889	1,74,53,275	28,43,597	-	2,02,96,872	10,71,017
		Water Coolers &									
		Refrigerators	1,82,751	13,389	-	1,96,140	1,73,614	2,209	-	1,25,823	20,317
		Fans & Air-Coolers	11,87,013	7,000	-	11,94,013	11,27,658	580	-	11,28,238	65,775
		Generator Set	70,47,195	-	-	70,47,195	42,19,691	4,11,817	-	46,31,508	24,15,687
		Cycle	27,711	-	-	27,711	26,328	-	-	26,329	1,385
		Temporary Structure	7,10,114	-	-	7,10,114	7,10,114	-	-	7,10,114	-
		Library Books	15,91,391	38,294	-	16,29,685	15,91,391	38,294	-	16,29,685	-
		Computer	3,33,42,007	10,34,391	-	3,43,76,398	2,92,93,216	23,89,242	-	3,16,82,458	26,93,940
		computer (Survey)	30,77,350	1,33,680	-	32,11,030	28,96,808	26,790	-	29,23,598	2,87,432
		Computer (FY)	1,39,981	-	-	1,39,981	1,20,715	12,267	-	1,32,982	6,999
		Computer (Bonds)	3,38,845	-	-	3,38,845	1,61,172	1,61,172	-	1,61,172	1,77,673
		Communication equip.	15,23,420	-	-	15,23,420	14,47,250	-	-	14,47,250	76,170
		Building	11,01,97,880	-	-	11,01,97,880	4,00,59,947	17,00,738	-	4,17,60,685	6,84,37,194
		Computer Software	29,48,281	4,503	-	29,52,784	26,30,346	94,402	-	27,24,748	2,28,036
		Computer Software (Survey)	4,18,621	-	-	4,18,621	3,00,032	97,658	-	3,97,690	20,931
		Computer Software (FY)	40,560	-	-	40,560	38,532	-	-	38,532	2,028
		Computer Software (Bonds)	59,937	-	-	59,937	28,509	28,509	-	28,509	31,428
		Residence Quarter	3,08,57,003	-	-	3,08,57,003	98,43,063	4,86,285	-	1,03,29,348	2,05,27,655
		Car Parking	2,33,92,491	-	-	2,33,92,491	46,07,395	3,45,457	-	49,52,852	1,84,39,639
		Lease - Land	1,79,51,542	-	-	1,79,51,542	10,86,620	2,71,655	-	13,58,275	1,65,93,267
		Passenger Lift	46,12,400	-	-	46,12,400	9,08,460	2,92,119	-	14,28,489	19,83,332
		TOTAL (A)	30,00,55,514	14,96,366	-	30,15,51,880	15,07,69,640	1,29,09,846	14,28,489	16,50,07,976	13,65,43,906
KOLKATA		Terminal	60,05,27,834	10,38,20,635	-	70,43,48,469	13,17,71,153	2,08,50,049	-	15,26,21,202	55,17,27,267
		Vehicles	11,84,049	-	(7,389)	11,76,660	9,20,678	1,08,400	(7,020)	10,22,067	1,54,593
		Furniture & Fixture	16,46,449	-	(5,35,614)	11,10,835	14,16,182	29,109	(5,08,823)	9,36,468	1,74,367
		Office Equipment	10,86,805	-	(3,04,985)	7,81,820	8,80,952	60,052	(2,89,712)	6,51,292	1,30,538
		Electric Installation	67,889	-	(43,089)	24,800	64,493	-	(40,933)	23,560	1,240
		Survey Instruments	2,72,91,659	-	-	2,72,91,659	2,27,38,984	10,02,929	-	2,37,41,913	35,49,746
		Library Books	1,48,351	1,704	-	1,50,055	1,48,351	1,704	-	1,50,055	-
		Speed Boats	28,33,266	-	-	28,33,266	26,91,603	-	-	26,91,603	1,41,663
		Vessels Ordinary	21,99,02,774	-	(95,698)	21,98,07,076	11,78,95,629	55,66,758	(90,913)	12,33,71,474	9,64,35,602
		Fans & Air Coolers	1,78,198	-	(50,626)	1,27,572	86,310	10,098	(48,095)	48,313	79,259
		Communication Network	40,99,567	-	-	40,99,567	26,46,770	5,67,190	-	32,13,960	8,85,607
		Barges	13,41,62,007	-	-	13,41,62,007	4,52,84,640	28,02,706	-	4,80,87,346	8,60,74,661
		Cycles	5,975	-	(1,290)	4,685	5,500	167	(1,235)	4,442	243
		Vessel Dredging Unit	20,77,08,817	-	-	20,77,08,817	9,09,74,121	64,11,831	-	9,73,85,952	11,03,22,865
		Computers	43,40,297	-	(9,37,594)	39,04,371	33,65,843	4,12,987	(9,03,074)	28,75,756	10,28,613
		Computers Software	25,62,108	-	-	25,62,108	24,34,003	20,373	-	24,54,376	5,93,342
		Night Nav. Equipment	6,72,76,321	-	-	6,72,76,321	3,60,62,602	33,22,966	-	3,93,85,568	2,78,90,753
		Air Conditioner	10,46,856	-	-	10,46,856	6,73,091	83,229	-	7,56,320	2,90,536
		Generator Set	15,67,269	-	-	15,67,269	8,01,046	97,861	-	8,98,907	6,60,362
		RIS Station Structure	1,98,09,240	-	-	1,98,09,240	19,62,911	3,14,973	-	22,77,884	1,75,91,356
		RIS Equipment	14,06,67,890	-	-	14,06,67,890	5,55,28,477	89,08,966	-	6,44,37,443	7,62,30,447
		Terminal - Land	1,24,83,75,749	1,08,22,700	-	1,25,91,99,449	-	-	-	-	1,25,91,99,449
		DGP Station	1,42,15,359	-	-	1,42,15,359	79,97,371	7,50,255	-	87,47,626	54,67,753
		Lease Land at Hadia	3,23,49,012	-	-	3,23,49,012	21,56,600	10,78,300	-	32,34,900	2,91,14,112
		LEASE Land at Princep Ghat	2,73,72,520	-	-	2,73,72,520	18,24,934	9,12,417	-	27,37,251	2,46,35,269
		TOTAL (B)	2,76,04,95,261	11,56,24,317	(19,76,285)	2,87,41,43,293	53,03,32,144	5,23,13,329	(18,89,79,575)	58,17,55,678	2,29,23,87,615





<b>KOCHI</b>	Communication Equipment	1,57,026	27,23,88,382	-	1,57,026	1,49,175	-	1,49,175	-	7,851
	Land	36,734	-	-	27,24,25,116	-	-	-	-	27,24,25,116
	Computers	2,37,197	-	-	2,37,197	2,25,338	-	2,25,338	-	11,859
	DGPS STATION	1,83,20,308	-	-	1,83,20,308	1,22,76,737	-	1,22,76,737	-	50,14,677
	Terminals-	45,70,826	-	-	45,70,826	1,15,801	-	1,15,801	-	33,16,972
	Air-Conditioner	20,000	-	-	20,000	15,370	-	15,370	-	2,748
	<b>TOTAL (E)</b>	<b>3,04,34,664</b>	<b>27,23,89,272</b>	<b>-</b>	<b>30,28,23,936</b>	<b>1,76,17,004</b>	<b>15,01,807</b>	<b>1,91,18,811</b>	<b>28,37,05,125</b>	
	Furniture & Fixtures	13,50,571	97,923	(80,424)	13,68,070	10,33,622	65,283	10,21,502	3,45,508	
	Office Equipment	9,11,634	5,23,288	-	14,34,922	5,55,367	1,38,782	6,94,149	7,40,773	
	Fans & Air Coolers	55,589	-	-	55,589	35,840	2,750	38,590	16,999	
<b>KOCHI</b>	Air-Conditioner	83,200	-	-	83,200	57,865	4,085	61,950	21,250	
	Survey Instruments	96,58,654	12,04,375	-	1,08,63,029	63,53,883	4,33,728	67,87,611	40,75,418	
	Communication Equipment	14,83,525	-	-	14,83,525	13,01,680	1,00,552	14,02,232	81,293	
	Generator	3,54,969	-	-	3,54,969	3,41,258	1,227	3,42,485	12,484	
	Computer	27,21,903	-	(1,39,720)	18,62,183	20,62,735	18,646	17,58,645	1,25,538	
	RO RO Vessels	22,53,73,061	-	-	22,53,73,061	1,07,54,101	71,36,814	1,78,90,915	20,74,82,146	
	Vessels Ordinary	56,24,584	-	-	56,24,584	43,88,763	1,90,663	45,79,426	10,45,158	
	SPEED BOATS	11,20,418	9,77,613	-	20,98,031	10,80,905	-	10,80,905	10,17,126	
	Land (Terminals)	22,12,03,970	1,53,85,845	-	23,65,89,815	-	-	-	23,65,89,815	
	Land Widening	1,64,35,921	-	-	1,64,35,921	-	-	-	1,64,35,921	
<b>KOCHI</b>	Library Books	28,608	-	-	28,608	-	-	-	28,608	
	Building	83,90,016	-	-	83,90,016	18,44,627	1,37,842	19,77,469	64,13,547	
	Terminal & Building	50,56,64,546	-	-	50,56,64,546	17,86,65,363	1,60,14,369	19,46,79,731	31,09,84,815	
	Dredger	13,68,67,664	-	-	13,68,67,664	6,50,57,562	43,34,142	6,93,91,704	6,74,75,960	
	Night Navigation	4,40,92,646	-	-	4,40,92,646	2,90,80,999	14,49,175	3,05,30,624	1,35,62,022	
	Foot Over Bridge Thottappally	21,88,615	-	-	21,88,615	13,47,397	69,306	14,16,703	7,71,912	
	Fork Lifts	63,70,925	-	-	63,70,925	60,52,380	-	60,52,380	3,18,545	
	Hydraulic Cranes	6,89,45,177	-	-	6,89,45,177	6,48,56,175	6,41,741	6,54,97,916	54,47,261	
	Electrical Installations	12,36,195	-	-	12,36,195	6,26,144	1,20,349	7,46,493	5,20,335	
	Temporary Terminal	27,140	-	-	27,140	12,36,195	-	12,36,195	-	
<b>ALTAHABAD</b>	Computer	8,24,351	-	-	8,24,351	7,47,368	15,562	7,62,930	61,421	
	Furniture & Fixtures	1,54,339	-	-	1,54,339	1,46,622	-	1,46,622	7,717	
	Office Equipment	1,53,004	-	-	1,53,004	1,31,138	3,853	1,34,991	18,013	
	Fans & Air Coolers	12,155	-	-	12,155	11,547	-	11,547	608	
	Library Books	58,784	-	-	58,784	58,784	-	58,784	-	
	Electrical Installation	10,74,339	-	-	10,74,339	7,29,336	64,956	7,93,725	2,80,614	
	Air-Conditioner	93,900	-	-	93,900	26,869	7,564	34,433	59,467	
	Land	24,05,763	-	-	24,05,763	-	-	-	24,05,763	
	TERMINAL	58,82,942	-	-	58,82,942	20,68,845	1,67,660	22,36,505	36,46,437	
	Buoys	36,13,680	-	-	36,13,680	3,89,310	1,08,724	4,98,034	31,15,646	
<b>VARANASI</b>	VEHICLE	12,153	-	-	12,153	-	-	-	12,153	
	W.C.&Bathroom Terminal	6,34,118	-	-	6,34,118	6,02,954	-	6,02,954	31,706	
	Survey Instruments	49,49,467	4,51,678	-	54,01,145	26,50,059	1,62,299	28,12,358	25,89,787	
	<b>TOTAL (G)</b>	<b>1,98,68,995</b>	<b>4,51,678</b>	<b>-</b>	<b>2,03,20,673</b>	<b>75,62,832</b>	<b>5,30,618</b>	<b>80,92,341</b>	<b>1,22,28,332</b>	
	Furniture & Fixtures	10,65,607	-	-	10,65,607	3,70,548	86,070	4,56,618	6,08,989	
	Computer	6,77,397	-	-	6,77,397	6,22,031	21,497	6,43,528	33,869	
	Office Equipment	4,14,318	-	-	4,14,318	3,38,780	21,725	3,60,505	53,813	
	Fans & Air Coolers	47,225	-	-	47,225	16,596	3,812	20,408	26,817	
	Air-Conditioner	6,26,500	-	-	6,26,500	1,49,514	58,732	2,08,246	4,18,254	
	Electrical Installation	52,550	-	-	52,550	17,899	4,878	17,777	34,773	
<b>VARANASI</b>	Vehicle	15,71,489	-	-	15,71,489	8,42,594	1,21,826	9,64,420	6,07,069	
	Communication Equipment	-	-	-	-	-	-	-	-	
	Library book	10,909	-	-	10,909	-	-	10,909	-	
	DGPS Station	1,25,58,612	-	-	1,25,58,612	21,71,510	3,85,024	25,56,534	1,00,02,078	
	Land - Freight Village	29,72,38,163	-	(20,97,44,480)	8,74,93,683	-	-	19,32,587	8,74,93,683	
	Building	20,34,302	-	-	20,34,302	19,32,587	-	19,32,587	1,01,715	
	RIS Station	2,62,936	-	-	2,62,936	49,788	25,659	75,447	1,87,489	
	Survey Instruments	55,88,163	24,820	-	56,13,003	28,89,848	2,54,533	31,44,380	24,68,623	
	<b>TOTAL (H)</b>	<b>32,21,48,191</b>	<b>24,820</b>	<b>(20,97,44,480)</b>	<b>11,24,28,531</b>	<b>94,07,604</b>	<b>9,83,756</b>	<b>1,03,91,359</b>	<b>10,20,37,172</b>	
	Furniture & Fixtures	66,92,889	-	-	66,92,889	46,20,365	3,14,551	49,34,916	17,57,973	



NINI	Generator Set	14,23,581	-	14,23,581	7,27,150	48,239	-	7,75,389	6,48,192
	Compuer	24,48,893	-	24,48,893	18,77,138	-	-	16,51,792	4,97,101
	Office Equipment	19,60,364	23,996	19,84,360	15,35,629	1,16,698	-	16,52,327	3,32,033
	Air Conditioner	25,06,151	-	25,06,151	13,61,487	75,802	-	14,37,289	10,68,862
	Building Workshop	11,37,39,075	-	11,37,39,075	2,37,01,918	17,61,820	-	2,54,63,738	8,82,75,337
	Hostel & kitchen	10,91,994	-	10,91,994	5,71,896	93,049	-	6,64,945	4,27,049
	Work SHOP EQUIPMENT	4,02,778	-	4,02,778	3,45,544	5,996	-	3,51,540	51,238
	Fire Mock up Equipments	52,37,144	-	52,37,144	49,75,288	-	-	49,75,288	2,61,856
	FRP Boat with ODM	5,28,962	-	5,28,962	3,50,093	25,590	-	3,75,683	1,53,279
	Water Cooler& Refrigerator	6,33,142	-	6,33,142	4,43,355	25,702	-	4,69,057	1,64,085
	Temporary Structure	16,61,542	-	16,61,542	16,61,542	-	-	16,61,542	-
	Course Material & Equipments	5,29,999	-	5,29,999	5,29,999	-	-	5,29,999	-
	SIMULATOR	3,25,79,248	-	3,25,79,248	3,02,79,050	1,25,699	-	3,04,04,749	21,74,499
	Library book	17,59,030	-	17,59,030	17,59,030	-	-	17,59,030	-
	Computer Software	60,02,388	-	60,02,388	57,02,269	-	-	57,02,269	3,00,119
	Electric Installation	9,67,981	-	9,67,981	3,79,044	1,12,642	-	4,91,686	4,76,295
	Fans & Air Coolers	90,545	-	90,545	66,934	8,706	-	75,640	14,905
	Survey Instruments	52,56,165	-	52,56,165	49,90,607	-	-	49,90,607	2,65,558
	Vessel (Buxar Ghoghra)	5,16,10,000	-	5,16,10,000	4,89,67,750	-	-	4,89,67,750	26,42,250
	LAND	16,58,81,542	-	16,58,81,542	-	-	-	-	16,58,81,542
	<b>TOTAL (I)</b>	<b>40,30,03,413</b>	<b>23,996</b>	<b>40,30,07,409</b>	<b>13,48,46,088</b>	<b>27,89,148</b>	<b>-</b>	<b>13,76,35,236</b>	<b>26,53,92,173</b>
JMVP	Furniture & Fixtures	62,34,230	2,60,279	64,94,509	40,98,988	6,03,742	-	47,02,730	17,91,779
	Furniture & Fixture-PU-Panna	3,21,150	95,000	4,16,150	46,909	29,825	-	76,734	3,39,416
	Furniture-PU-Sahibganj	2,13,179	-	2,13,179	95,310	19,967	-	1,15,277	97,962
	Furniture & Fixture-Kolkata	3,21,484	8,96,200	12,17,684	1,81,327	51,367	-	2,32,694	9,84,990
	Computer	35,65,093	10,98,371	46,63,464	27,00,428	4,54,640	23,048	31,78,116	14,85,348
	Computer-PU Panna	3,81,177	1,65,798	5,46,975	2,08,055	51,880	-	2,59,935	2,87,041
	Computer-Kolkata	7,08,799	9,13,750	16,22,549	4,03,233	1,69,867	-	5,73,300	10,49,449
	Computer-Varnasi PU	81,676	-	81,676	77,168	4,23	-	77,591	4,085
	Computer-Sahibganj-PU	1,87,133	-	1,87,133	1,47,506	30,270	-	1,77,776	9,357
	Communication Equipments-Kolkata	18,04,146	-	18,04,146	9,58,204	3,42,787	-	13,00,991	5,03,155
	Communication Equipments-Varnasi	8,61,859	-	8,61,859	3,93,958	68,668	-	4,62,627	3,99,231
	Communication Equipments-Sahibganj	8,81,735	-	8,81,735	5,75,425	2,21,042	-	7,96,467	85,268
	Office Equipment	28,09,707	5,87,144	33,96,851	21,00,586	2,11,164	13,317	23,25,067	10,71,284
	Office Equipment-Sahibganj	43,650	-	43,650	20,542	8,384	-	28,926	14,724
	Office Equipment -Varnasi	31,363	-	31,363	10,039	4,354	-	14,394	16,969
	Office Equipment -Kol	29,998	-	29,998	602	602	-	29,396	602
	Survey Equipment	1,85,88,408	-	1,85,88,408	2,41,904	-	-	2,41,904	1,83,46,504
	Library book	14,000	-	14,000	14,000	-	-	14,000	-
	Air Conditioner - PU-Panna	-	-	-	-	-	-	-	-
	Air Conditioner -Sahibganj-PU	4,08,000	-	4,08,000	1,93,700	38,738	-	2,32,438	1,75,562
	Air Conditioner-Kol	-	3,31,973	3,31,973	-	5,783	-	5,783	3,26,190
	Motor vehicle (Equipment Solid & Liquid Waste)	-	-	-	18,888	-	19,07,138	19,25,826	1,34,59,840
	Computer Software	5,53,531	30,95,494	36,49,025	4,83,131	1,83,538	-	6,66,669	29,82,356
	Computer Software Panna	-	9,56,980	9,56,980	-	-	-	9,56,980	-
	Survey Software Kolkata	-	16,40,200	16,40,200	-	-	-	16,38,757	-
	Temporary Structure	90,37,112	-	90,37,112	90,37,112	1,443	-	90,37,112	-
	Electric Installation	25,49,577	-	25,49,577	16,95,474	2,42,210	-	19,37,684	6,11,899
	Electric Installation-Varnasi-PU	1,16,19,270	-	1,16,19,270	22,08,267	1,04,133	-	33,12,400	83,06,870
	Electric Installation-Sahibganj-PU	3,34,99,567	-	3,34,99,567	76,99,069	31,96,688	-	1,08,95,757	3,26,03,810
	Electric Installation-Kolkata	-	3,73,65,983	3,73,65,983	-	7,88,837	-	7,88,837	3,65,77,146
	Kitchen Equipment	8,720	-	8,720	8,284	-	-	8,284	436
	Water Cooler & Refrigerator	-	-	-	-	-	-	-	-
	Water Cooler & Refrigerator-Sahi	27,800	-	27,800	24,255	2,138	-	26,393	1,407
	Fun & Air Coolers	23,030	-	23,030	18,165	2,243	-	20,408	2,622
	Equipment Solid & Liquid Waste	1,53,85,666	-	1,53,85,666	-	19,07,138	(19,07,138)	-	-
	Fans & Air Coolers-Sahibganj	3,584	-	3,584	668	334	-	1,002	3,583
	Vessel Ordinary-panna	6,33,43,800	-	6,33,43,800	99,68,144	20,05,887	-	1,19,74,031	5,13,69,769
	Vessel Ordinary-kolkata	6,33,43,800	-	6,33,43,800	98,30,719	20,06,579	-	1,18,37,298	5,15,06,502
	Terminal-Varnasi	1,82,43,92,265	3,00,14,966	1,85,44,97,231	15,05,87,130	6,12,01,941	-	2,1,78,907	1,64,26,18,160
	LAND-Varnasi-Terminal	1,26,06,89,168	-	1,26,06,89,168	-	-	-	-	1,26,06,89,168
	LAND-Kaighat	6,00,14,617	-	6,00,14,617	-	-	-	-	6,00,14,617
	LAND-Ramnagar	1,46,01,610	-	1,46,01,610	-	-	-	-	22,07,79,862
	Lease Land -Kolkata	40,38,49,355	-	40,38,49,355	5,83,27,111	1,46,10,351	-	7,29,37,462	32,98,11,893
	- Lease Land MMT Haldia-Waterfront (	11,89,19,099	-	11,89,19,099	2,38,79,361	2,38,79,361	-	2,38,79,361	9,50,39,738

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For and on behalf of the Authority

(Jatinder Verma)

(Jatinder Verma)

CAO

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(Praveen Nandwana)

**Member (Finance)**

Pls /

(Ashutosh Gautam)

**Member (Technical)**



(Sanjay Bandopadhyaya)

**Chairman**



### **33. Audit Report of the Comptroller & Auditor General of India on the Accounts of Inland Waterways Authority of India for the year ended on 31 March 2023.**

We have audited the attached Balance Sheet of Inland Waterways Authority of India (Authority) as at 31 March 2023 and the Income and Expenditure Account/Receipt & Payment Account for the year ended on that date under Section 23 of the Inland Waterways Authority of India Act, 1985 (IWAI Act 1985) and Rule 28(3) of the Inland Waterways Authority of India Rules, 1986 (IWAI Rules 1986). These financial statements are the responsibility of the Authority's management. Our responsibility is to express an opinion on these financial statements based on our audit.

We have conducted our audit in accordance with auditing standards generally accepted in India. These standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatements. An audit includes examining, on a test basis, evidences supporting the amounts and disclosure in the financial statements. An audit also includes assessing the accounting policies used and significant estimates made by management, as well as evaluating the overall presentation of financial statements. We believe that our audit provides a reasonable basis for our opinion.

Based on our audit, we report that:

- i. We have obtained all the information and explanations, which to the best of our knowledge and belief were necessary for the purpose of our audit;
- ii. The Balance Sheet and Income & Expenditure Account/Receipt & Payment Account dealt with by this report have been prepared in the revised format of accounts notified (13 July 2020) by Ministry of Shipping, Government of India;
- iii. In our opinion, proper books of accounts and other relevant records have been maintained by the Authority as required under section 34(2)(g) of the IWAI Act, 1985 in so far as it appears from our examination of such books.
- iv. We further report that:

#### **A. General**

Ministry of External Affairs (MEA), Government of India through an agreement (March 2009) appointed the IWAI as Project Development Consultant (PDC) for Kaladan Project being executed for implementation of multi-modal transit transport facility on Kaladan River between Sittwe and Paletwa in Myanmar.

IWAI is acting as the Project Development Consultant (PDC) for Kaladan Project. The PDC fee received as well as expenses incurred therefrom pertained to IWAI and hence needed to be included in accounts of IWAI.

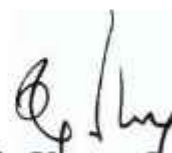
As per note no. 12 of Schedule-2 of notes to the financial statements, IWAI has received an amount of ₹ 33.88 crore from MEA including PDC fees of ₹ 29.05 crore, Service Tax of ₹ 2.11 crore, GST of ₹ 1.72 crore and reimbursement of hydrographic survey expenditure of ₹ 0.99 crore upto 31 March 2023. In addition there has been internal receipts of ₹ 2.95 crore including bank interest

generated on the project till 31 March 2023. Out of the above, an expenditure of ₹ 30.25 crore has been incurred. The facts and figures of the above note cannot be vouched safe by Audit as Authority prepared separate books of accounts of the Kaladan project for the year 2022-23 and no impact of transaction of above project has been included in the Accounts of Authority for the year 2022-23 except the internal receipts of ₹ 2.95 crore which is mainly bank interest generated on the project till 31 March 2023.

This issue was also raised during 2016-17 to 2021-22, however no corrective action has been taken by the Management yet.

- v. Subject to our observations in the preceding paragraphs, we report that the Balance Sheet and Income & Expenditure Account/Receipt & Payment Account dealt with by this report are in agreement with the books of account.
- vi. In our opinion and to the best of our information and according to the explanations given to us, the said financial statements read together with the Accounting Policies and Notes on Accounts, and subject to the significant matter stated above and other matters mentioned in Annexure to this Audit Report, give a true and fair view in conformity with accounting principles generally accepted in India;
- a) In so far as it relates to the Balance Sheet, of the state of affairs of the Authority as at 31 March 2023; and
- b) In so far as it relates to the Income & Expenditure Account, of the deficit for the year ended on 31 March 2023.

**For and on behalf of the  
Comptroller and Auditor General of India**



**(Rajiv Kumar Pandey)  
Director General of Audit (Infrastructure)**

**Place: New Delhi  
Dated: 17th November 2023  
New Delhi**



### **Annexure**

(to the Audit Report on the Accounts of Inland Waterways Authority of India for the year 2022-23)

- 1. Adequacy of Internal Audit System**  
The internal audit for the year 2022-23 was carried out by a firm of Chartered Accountants.
- 2. Adequacy of Internal Control System**  
The Internal Control system in IWAI seems adequate.
- 3. System of Physical Verification of fixed assets.**  
The Physical Verification of Fixed Assets has been carried out by IWAI.
- 4. System of Physical Verification of inventory**  
Physical verification of inventory has been conducted for the year 2022-23 by IWAI.
- 5. Regularity in payment of statutory dues.**  
No instance of delay in payment of statutory dues was noticed.

### 34. Management Replies

Management reply to the Audit Report of the Comptroller & Auditor General of India on the Accounts of Inland Waterways Authority of India (IWAI) for the year ended on 31<sup>st</sup> March 2023.

Details of Audit Report	Management Reply to Audit Report
<p>We have audited the attached Balance Sheet of Inland Waterways Authority of India (Authority) as on 31<sup>st</sup> March 2023 and the Income and Expenditure Account/Receipt &amp; Payment Account for the year ended on that date under Section 23 of the Inland Waterways Authority of India Act, 1985 (IWAI Act 1985) and Rule 28(3) of the Inland Waterways Authority of India Rules, 1986 (IWAI Rules 1986). These financial statements are the responsibility of the Authority's management. Our responsibility is to express an opinion on these financial statements based on our audit.</p> <p>We have conducted our audit in accordance with auditing standards generally accepted in India. These standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatements. An audit includes examining, on a test basis, evidences supporting the amounts and disclosure in the financial statements. An audit also includes assessing the accounting policies used and significant estimates made by management, as well as evaluating the overall presentation of financial statements. We believe that our audit provides a reasonable basis for our opinion.</p> <p>Based on our audit, we report that:</p>	<p>Factual information.</p> <p>(i) No comments.</p> <p>(ii) No comments.</p> <p>(iii) No comments.</p>



Details of Audit Report	Management Reply to Audit Report
<p>(iv) We further report that:</p> <p><b>A. General</b></p> <p>Ministry of External Affairs (MEA), Government of India through an agreement (March 2009) appointed the IWAI as Project Development Consultant (PDC) for Kaladan Project being executed for implementation of multi-modal transit transport facility on Kaladan River between Sittwe and Paletwa in Myanmar.</p> <p>IWAI is acting as the Project Development Consultant (PDC) for Kaladan Project. The PDC fee received as well as expenses incurred therefrom pertained to IWAI and hence needed to be included in accounts of IWAI.</p> <p>As per note no. 12 of Schedule-2 of notes to the financial statements, IWAI has received an amount of Rs. 33.88 crore from MEA including PDC fees of Rs. 29.05 crore, Service Tax of Rs. 2.11 crore, GST of Rs. 1.72 crore and reimbursement of hydrographic survey expenditure of Rs. 0.99 crore upto 31 March 2023. In addition there has been internal receipts of Rs. 2.95 crore including bank interest generated on the project till 31 March 2023. Out of the above, an expenditure of Rs. 30.25 crore has been incurred. The facts and figures of the above note cannot be vouched safe by Audit as Authority prepared separate books of accounts of the Kaladan project for the year 2022-23 and no impact of transaction of above projects has been included in the Accounts of Authority for the year 2022-23 except the internal receipts of Rs. 2.95 crore which is mainly bank interest generated on the project till 31 March 2023.</p> <p>This issue was also raised during 2016-17 to 2021-22, however no corrective action has been taken by the Management yet.</p>	<p>(iv)</p> <p><b>A. General</b></p> <p>IWAI is acting as Project development Consultant (PDC) as per agreement between MEA &amp; IWAI dated 19th March 2009 &amp; supplementary agreement dated 28th April 2016.</p> <p>IWAI is responsible for selection of construction contractors for development of various project facilities apart from supervision of the said projects &amp; MEA as a nodal agency shall appoint the main contractor &amp; sub-contractors if required &amp; make payment directly to the main contractor based on the recommendations of the IWAI. IWAI is acting as a PDC for implementation of the project &amp; in lieu is entitled to consultancy/management fee of 6% of the basic cost of the project.</p> <p>PDC fee as well as expenses to be accounted for on yearly basis. Statutory taxes such as Service Tax, GST as applicable shall be charged separately as per agreement. The Excess of Income or /Expenditure i.e., Net of PDC fee after deducting expenses shall be shown as advance/receivable from MEA on yearly basis till the completion of the project &amp; the surplus if any after completion of project shall be refunded to the consolidated fund of India &amp; deficit if any shall be recoverable from MEA.</p> <p>Accordingly, as suggested by the Audit, the accounts of Kaladan Project will be included in the books of accounts of IWAI during the current F.Y. 2023-24.</p> <p><b>In view of the above, Audit Para may please be dropped.</b></p>

Details of Audit Report	Management Reply to Audit Report
<p>(v) Subject to our observations in the preceding paragraphs, we report that the Balance Sheet and Income &amp; Expenditure Account/Receipts &amp; Payment Account dealt with by this report are in agreement with the books of account.</p> <p>(vi) In our opinion and to the best of our information and according to the explanations given to us, the said financial statements read together with the Accounting Policies and Notes on Accounts, and subject to the significant matter stated above and other matters mentioned in Annexure to this Audit Report, give a true and fair view in conformity with accounting principles generally accepted in India;</p> <p>a) In so far as it relates to the Balance Sheet, of the state of affairs of the Authority as at 31<sup>st</sup> March 2023; and</p> <p>b) In so far as it relates to the Income &amp; Expenditure Account, of the deficit for the year ended on 31<sup>st</sup> March 2023.</p>	<p>(v) No comments.</p> <p>(vi) No comments.</p>



Details of Audit Report Annexure	Management Reply to Audit Report
<p><b>(To the Audit Report on the Accounts of Inland Waterways Authority of India for the year 2022-23)</b></p> <p><b>1. Adequacy of Internal Audit System</b> Internal Audit for the year 2022-23 was carried out by a firm of Chartered Accountants.</p> <p><b>2. Adequacy of Internal Control System</b> The Internal Control system in IWAI seems adequate.</p> <p><b>3. System of Physical verification of fixed assets</b> The Physical Verification of Fixed Assets has been carried out by IWAI.</p> <p><b>4. System of Physical verification of inventory</b> Physical verification of inventory has been conducted for the year 2022-23 by IWAI.</p> <p><b>5. Regularity in payment of statutory dues</b> No instances of delay in payment of statutory dues was noticed.</p>	<p><b>1. Adequacy of Internal Audit System</b> Factual information.</p> <p><b>2. Adequacy of Internal Control System</b> Factual information.</p> <p><b>3. System of Physical verification of fixed assets</b> Factual information.</p> <p><b>4. System of Physical verification of inventory</b> Factual information.</p> <p><b>5. Regularity in payment of statutory dues</b> Factual information.</p>