



# Annual Report 2020-2021

**INLAND WATERWAYS AUTHORITY OF INDIA**

**MINISTRY OF PORTS, SHIPPING & WATERWAYS**

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Annual Report 2020-21

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(During 2020-21)

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<b>Member</b>	<b>Sh. Alok Ranjan, ICAS</b> Member (Finance), IWAI (From 01.09.2016 to 31.08.2020)	0120-2544009	0120-2544009
	<b>Sh. Sh. Rajesh Pathak</b> Member (Finance), IWAI (From 16.10.2020 onwards)		
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## CONTENTS

S. No.	Title	Page No.
1.	IWT SECTOR – GENERAL INFORMATION	08
2.	ROLE OF IWA	08
3.	DEVELOPMENT OF NATIONAL WATERWAYS	09
4.	NATIONAL WATERWAY (NW) – 1	09
5.	NATIONAL WATERWAY (NW) – 2	16
6.	NATIONAL WATERWAY (NW) – 3	19
7.	NATIONAL WATERWAY (NW) – 4	23
8.	NATIONAL WATERWAY (NW) – 5	24
9.	NATIONAL WATERWAY (NW) - 16 (BARAK RIVER)	25
10.	NEW NATIONAL WATERWAYS	26
11.	INDO-BANGLADESH PROTOCOL ON TRANSIT & TRADE	28
12.	INDO-MYANMAR KALADAN MULTIMODAL TRANSIT TRANSPORT PROJECT	32
13.	HYDROGRAPHY SURVEY ACTIVITIES	33
14.	NATIONAL INLAND NAVIGATION INSTITUTE (NINI), PATNA	49
15.	DETAILS OF TRAFFIC, CARGO MOVEMENT & OTHER HIGHLIGHTS DURING THE YEAR	52
16.	JAL MARG VIKAS PROJECT ON NW-1	114
17.	FINANCIAL PERFORMANCE : INCOME & EXPENDITURE	129
18.	IMPLEMENTATION OF OFFICIAL LANGUAGE POLICY OF UNION IN THE AUTHORITY	131
19.	PERSONNEL AND ADMINISTRATION	131
20.	BALANCE SHEET	133
21.	INCOME AND EXPENDITURE	135
22.	RECEIPTS AND PAYMENTS ACCOUNTS	136
23.	SIGNIFICANT ACCOUNTING POLICIES (SCHEDULE -1)	139
24.	NOTES TO ACCOUNTS FORM INTEGRAL PART OF FINANCIAL STATEMENT (SCHEDULE-2)	142
25.	AUDITOR'S REPORT (CHARTERED ACCOUNTANTS) (ANNEX-A)	152
26.	OFFICE-WISE DETAILS OF LAND (ANNEX-B)	157
27.	SCHEDULE OF FIXED ASSETS (ANNEX-C)	160
28.	SCHEDULES FORMING PART OF THE BALANCE SHEET (SCHEDULE -3 TO 12)	165
29.	SCHEDULE OF FIXED ASSETS (SCHEDULE -13)	172
30.	SCHEDULES FORMING PART OF THE BALANCE SHEET (SCHEDULE -14 TO 23)	175
31.	SCHEDULES FORMING PART OF INCOME & EXPENDITURE ACCT. (SCHEDULE -24 TO 26)	181
32.	SCHEDULES FORMING PART OF THE BALANCE SHEET (SCHEDULE -27)	184
33.	AUDIT REPORT OF THE C&AG OF INDIA	186
34.	MANAGEMENT REPLIES	189



## 1. IWT SECTOR – GENERAL INFORMATION

- (i) Transport sector comprising of railways, roadways, ocean and coastal shipping, inland waterways, pipelines and airways is critical infrastructure for economic development of any country. Navigable waterways are a fuel-efficient, environment friendly and cost-effective mode of transport. Water transport is also a safe, cheap and lower carbon footprint mode of transport. A developed transport system enables optimum cost of transportation in a multimodal network utilizing strengths of all modes on case to case basis. In these corridors, inland waterways can be developed with navigational channel of specified dimensions for making them commercially viable to promote cost effective, environment friendly and fuel efficient mode of transport, especially for bulk goods, hazardous cargo and over dimensional cargo. In some of the developed countries (e.g. USA, China and many countries of Europe), the modal share of the inland transport (IWT) sector is much higher than the IWT sector in India, thus benefitting their economies significantly through a self-sustainable supplementary mode of transportation.
- (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, little industrial development in the country, less attention paid to preservation and development of inland waterways etc, many waterways lost their competitive edge to the rail and road modes.
- (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 20375 Kms. spread across 24 States in the country. National Waterways of India are well in line to become the lifeline of the country. Inland Water Transport (IWT) has a potential to supplement the overburdened Railways and congested Roadways. In addition to cargo movement, National Waterways can provide a convenient function in related activities such as carriage of vehicles (in Roll-on-Roll-off mode of cross-ferry) and Tourism including stay and entertainment.
- (iv) Some of the major constraints which IWT sector in India is currently facing includes – 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 society.

### **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**

The Ganga-Bhagirathi-Hooghly river system between Haldia (Sagar) and Prayagraj (1620km) was declared as National Waterway-1 (NW-1) in 1986. IWAI is carrying out various developmental river conservancy works like bandalling, dredging on the waterway for improvement of its navigability and also development & maintenance of other infrastructure such as navigation aids and terminal facilities as laid down in the IWAI Act, 1985 (82 of 1985).

Further, under the Jal Marg Vikas Project (JMVP) the capacity augmentation is being done to enable commercial navigation. At present, the waterway is being used by private cargo vessels, tourist vessels, ODC carriers and also movement of IWAI vessels etc. In order to setting up Thermal Power projects along/around river Ganga i.e., NW-1 the extensive movement of Over Dimensional Cargo (ODC) & imported coal for NTPC projects and evacuation of fly ash is being operated.

Under JMVP a sustainable economic development model project JMVP-II (Arth Ganga) with an estimate cost of INR 746 crores envisaged for the activities in & around the hinterland of river Ganga i.e NW-1 by providing opportunity to support the farmers, traders, small-scale industries, cultural integration through passengers and tourist movements. The development of about 62 Nos of community jetties under JMVP-II (Arth Ganga) would facilitate transport of passenger and goods/local produce thereby connecting the settlements alongside the river Ganga.

During 2020-21, the important works carried out for development and maintenance of fairway, navigational aids and terminal facilities on NW-1 are as below:

#### **4.1 Fairway Development:**

A fairway with targeted depth and width is being maintained in NW-1 for the purpose of safe navigation. This was achieved by undertaking River Conservancy measures like bandalling, dredging in Tribeni - Varanasi stretch (about 1200 km) of NW-1. The 24 hours Navigation Aids being provided from Sagar to Ballia in 1140km stretch and the day channel marks provided in entire stretch of NW-1.

The stretch between Haldia & Tribeni (196 km) is tidal and Least Available Depth (LAD) of more than 3.0 m is available naturally. IWAI is undertaking River Conservancy works for fairway development in Tribeni – Varanasi stretch to maintain target LAD. Besides, Assured Depth Contracts to ensure target LAD in the respective reaches of NW-1 are also carried out under Jal Marg Vikas Project assisted by World Bank.

During 2020-21, Bandalling works of 4800 m in Tribeni – Rajmahal (390 km) stretch and 13200m in Kahalgaon - Varanasi (about 628 km) stretch were executed for maintaining the fairway, besides, 1.5 lakh m<sup>3</sup> dredging in Tribeni – Rajmahal stretch was carried out by deploying IWAI's dredgers apart from dredging carried out under Assured Depth Contracts. Reginal office Kolkata has recorded 83.99 lakh tonne of cargo transportation with 8.45 Cr. revenue generation in NW-1 including Protocol route.



Bandal erected along National Waterway-1



Dredging in progress on National Waterway-1



The LAD, which was maintained for various stretches of NW-1 during 2020-21 as given below:

(a)	Haldia – Farakka stretch	(560 km)	–	2.6 m to 3.0 m
(b)	Farakka – Barh stretch	(400 km)	–	2.1 m to 3.0 m
(c)	Barh – Ghazipur stretch	(290 km)	–	1.5m to 2.5 m
(d)	Ghazipur – Varanasi	(140* km)	–	1.0 m to 2.20 m

The LAD ranging of 0.8 -1.5 m was naturally available in Varanasi / Prayagraj (230 km) stretch of NW-1.



Transportation of Over Dimensional Cargo (ODC) on NW-1

#### 4.2 Development of Tourism:

The movements of tourist vessels gets halted due to the outbreak of pandemic during 2020-21. However, IWAI has taken up development of 05 tourist jetties, 02 at Prayagraj, 01 each at Varanasi, Bhagalpur & Kolkata through Central Public Works Department (CPWD) on deposit basis to promote the tourism and facilitate the smooth and safe berthing of the cruise vessels at the tourist spots.

These tourist jetties will be developed from CFA fund of Ministry of Tourism, Govt. of India.



Tourist Vessel R V Kalaw Pandaw on NW-1



Tourist Vessel R V Katha Pandaw on NW-1



### 4.3 Terminal Facilities:

The low level and high-level jetties at Patna (Bihar) are operational since 2008 and 2012 respectively which are capable of mechanical handling of cargo. Bunkering facility and storage facility are also available at this terminal.



Gaighat Jetty, Patnaon NW-1

A Permanent terminal at GR jetty-2, Kolkata is operational since November, 2013 for handling of General Cargo. Now days this jetty handed over to M/s Summit Alliance under a contract with IWAI for its operation on PPP mode.



Permanent Terminal at GR Jetty-2 Kolkata

Besides, fixed jetties at Farakka and Pakur also exist on NW-1 and being used by transporters / shippers / cruise vessels.

Further, floating jetty at 20 locations along National Waterway-1 are operational between Haldia and Allahabad which are being used for berthing of vessels, logistic support and embark / disembark facility to the users / tourists.



**Alaknanda cruise berthed at floating terminal on NW-1**

The locations of these 20 floating terminals are as under:

- (i) Haldia, Budge-Budge, BISN, Botanical Garden (Kolkata), Shantipur, Swaroopganj, Katwa, Hazardwari, Downstream (D/s) Farakka and Upstream (U/s) Farakka in West Bengal;
- (ii) Rajmahal (Manglahat) and Sahibganj (Samdaghat) in Jharkhand and Bateshwarsthan, Bhagalpur, Munger, Semaria and Buxar in Bihar; and
- (iii) Ghazipur / Rajghat, Ramnagar (Varanasi) and Allahabad terminals in Uttar Pradesh.

These floating jetties can be relocated at various sites on National Waterway-1, as per the requirement and availability of road - waterway connectivity.

Another Multi-Modal Terminal (MMT) on NW-1 at Sahibganj (Jharkhand) was inaugurated on 12.09.2019 by Hon'ble Prime Minister through video conferencing under Jal Marg Vikas Project (JMVP) with the World Bank assistance besides one Multi-Modal Terminal (MMT) at Varanasi (U.P.) has already been inaugurated by Hon'ble Prime Minister on 12.11.2018 and operational.

The details of Jal Marg Vikas projects are included in a separate section of this report.

#### **4.4 Navigation Aids:**

The 24 hours Navigation Aids being provided from Sagar to Ballia 1140km stretch through a system comprising of light - fitted country boats / bamboo structures, MS poles and trestle beacon towers to facilitate round the clock navigation and the day channel marks provided in entire stretch of NW-1.



**Day Right Hand Mark**



**Light on Country Boat**





Light on Beacon Tower



Light on Steel Pole

IWAI is conducting thalweg surveys regularly on fortnightly basis and issuing River Notices for information of operators / users.



IWAI Vessels conducting Hydrographic Survey on NW-1

IWAI also providing Pilotage to operators on need basis.

Moreover, for providing State of Art, 24 hours navigation aids on the waterway, the Differential Global Positioning System (DGPS) stations have been commissioned at Swaroopganj, Bhagalpur, Patna & Varanasi and made operational covering entire waterway for use of transporters / shippers.

An important project of providing world class River Information System (RIS) on NW-1 have been commissioned. The Phase-I project between Haldia-Farakka stretch consisting of 5 Base stations, including 2

Control stations and 30 Vessel stations has been commissioned and operational. The Phase-II project between Farakka-Patna stretch consisting of 5 Base stations and 1 Control station has also been commissioned. Further, Phase-III of RIS stations between Patna-Varanasi consisting of 3 Base stations and 1 Control station has been made operational.



River Information System Station at Farakka

#### 4.5 Freight Village:

In order to optimize the logistic cost and provide the cargo aggregation and segregation including value addition facility at the Multi Modal Terminals being developed at Varanasi and Sahibganj, the Logistics Parks in the name of Freight Village (FV) at 100 acres of land and Industrial Cluster cum Logistic Park (ICLP) at 120 acres of land are being developed at Varanasi, U.P and Sahibganj, Jharkhand respectively.

In this regard, in order to do the pre investment activities viz. land acquisition, DPR preparation, consultancy etc. the DIB approval of Rs. 165 cr for FV, Varanasi and Rs. 72 cr. for ICLP, Sahibganj has been accorded.



Freight Village at Varanasi



Layout of ICLP at Sahibganj

#### 4.6 Cargo Movements:

The transportation of 9.21 MMT cargo consisting of Stone chips, coal, goods, ODC's, fly ash etc. has been carried during the year 2020-21 between Haldia-Rajmahal-Varanasi stretch using National Waterway-1. In addition, to above, a MoU for handing over 03 IWAI vessels, namely MV R.N. Tagore, MV Lal Bahadur



Shastri, MV Homi Bhabha to Inland and Coastal Shipping Limited (ICSL) was signed during 2020-21.

A trial of scheduled service from Varanasi to Kolkata was conducted with MV RN Tagore with 05 containers carrying fertilizers from Varanasi and Polypropylene granules from Patna followed by regular scheduled services from

- (i) Kolkata to Patna with MVRN Tagore
- (ii) Varanasi & Patna to Kolkata with MV Lal Bahadur Shastri with 58 Tons rice husk
- (iii) Patna to Kolkata with MV RN Tagore was completed during 2020-21.

During the Maritime India Summit 2020-21, IWAI has signed a MoU with IPRCL for road rail connectivity of MMT Sahibganj.

Effort were made to keep the traffic movement going on in National Waterway and Indo-Bangladesh Protocol route (IBP route) during Covid-19 Pandemic. The IBP route where the entry of the foreign vessel was initially stopped, was reinstated by developing a Standard Operating Procedure (SoP) in consultation with approval of Ministry of Home Affairs (MHA) & Ministry of Health and Family Welfare (MoHFW) for entry of Bangladeshi vessels & crew for transportation of cargo. This helped in evacuation of fly ash from the thermal power stations and keep them in operation.

## 5. NATIONAL WATERWAY (NW)–2 :

River Brahmaputra from Sadiya to Bangladesh Border near Dhubri (891km) is the most important inland waterway in North Eastern Region (NER) forming NW-2, which was declared as National Waterway in 1988. Many rivers join this mighty river to form a fish bone structure. About 1687 km stretches of tributaries of Brahmaputra and Barak Rivers have been identified in NER having potential for development as feeder routes. NW-2 provides alternate connectivity to NER through 1700 km Indo-Bangladesh Protocol routes. During 2020-21, the important works carried out for development and maintenance of fairway, navigational aids and terminal facilities on NW-2 are as below:

### 5.1 Fairway Development:

A navigable fairway of minimum 45 m width and 2.5 m Least Available Depth (LAD) is maintained 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 round the year navigation. To maintain this LAD, 24,900 m of bandals were erected at 37 locations during FY 2020-



Typical Picture of Bandal



Dredging at Pandu by CSD Mandovi



₹40.02 crores was made operational in 2009. A high-level jetty at a cost of ₹43.89 crores was also made operational during 2014-15 for round the year operation with mechanical handling facility including containers.

A broad-gauge railway siding connecting Pandu port to Kamakhya railway station (Guwahati) has been constructed through NF Railway at a cost of 16.46 crore and opened for commercial operation by NF Railway in 2013. IWAI has signed the Agreement with NF Railway for using the BG Siding for movement of Cargo by third party.

Construction of permanent terminal at Dhubri has been completed during 2017 at a cost of ₹47.00 crores and was operationalized.

## 5.2 Permanent Terminals (Existing):

Pandu (Guwahati) is the most important location on NW-2 for development of a multimodal river port. A master plan was therefore prepared for phased development of terminal at Pandu and development was carried out accordingly. A low-level jetty at a cost of



Ro-Ro Terminal at Dhubri



This has provided direct IWT connectivity to Meghalaya through Hatsingimari from Dhubri (29km by river route) avoiding a circuitous road route 220 km long through Jogighopa bridge. CPWD commenced works at Hatsingimari; however, almost entire land selected for construction of terminal has been eroded by the river making it difficult to construct any permanent structure in present conditions. Brahmaputra Board is executing a project for protecting the bank in about 5 km length at this location. This, however, will take some time to implement and stabilization of bank thereafter.

### 5.3 Floating Terminals:

Due to large variation (both horizontal and vertical) of water level in River Brahmaputra, construction of permanent terminals becomes very capital intensive. Hence, floating terminals have been provided nine (09) identified locations viz. Dhubri, Jogighopa, Pandu, Uzan Bazar, Silghat, Biswanathghat, Neamati, Bogibeel, and Oriumghat.

### 5.4 Navigation Aids:

Channel marking for day navigation has been provided and maintained in the entire waterway. Night navigation aids have also been provided between Dhubri and Silghat (440 km) stretch and are being maintained. Fortnightly/ monthly thalweg surveys have been carried out in the entire waterway and regular river notices have been issued to provide fairway related information to the IWT operators. To supplement this, DGPS stations have been commissioned at Dhubri, Jogighopa, Silghat and Dibrugarh to facilitate DGPS connectivity in the entire NW-2. The DGPS station of Silghat has been shifted to Vishwanathghat due to severe erosion at Silghat.



### 5.5 River Tourism:

The presence of wild life sanctuaries at Kaziranga and Orang and other places of tourism interest viz. Sualkuchi, Sibasagar and Kamalabari on the banks of Brahmaputra (NW-2) has helped in bringing up the river tourism in this mighty river on the international platform. Three tourist vessels viz, MV Chairaidew and MV Chairaidew-I of Assam Bengal Navigation Pvt Ltd, MV Mahabaahu of Adventure Resorts & Cruises Pvt Ltd and MV Manasputra of Brahmaputra Cruises are regularly making voyages between Dhubri/Pandu and Neamati with increasing number of foreign tourists every year.





Cruise Vessel M V Charaidew on its voyage to Neamati

## 6. NATIONAL WATERWAY (NW) – 3 :

### 6.1 Capital Dredging in Edappallikkotta - Kollam stretch of NW-3:

The capital dredging in Edappallikkotta - Kollam stretch of NW-3 awarded to M/s Yojaka (India) Pvt. Ltd., Mangalore during November, 2015 was satisfactorily completed by June, 2020. A total quantity of 1.80 Lakh M3 dredged in 2.61 Km length along with 2.67 Km of Rip-Rap type bank protection provided and completed under this contract.



### 6.2 Taking over of new Ro-Ro vessels (2 nos.) from Cochin Shipyard Ltd (CSL):

Two Ro-Ro vessels viz., M.V. CV RAMAN and M.V. ADI SHANKARA having capacity of transporting 15 TEU's was constructed through Cochin Shipyard Ltd and taken over successfully on 28.09.2020. These vessels were deployed for transporting the Container Trailers between Willingdon Island and Bolghatty Island on NW-3, through an Operation & Maintenance (O & M) contract with M/s Kerala



Shipping and Inland Navigation Corporation Ltd (A Govt. of Kerala Undertaking). The commencement of Ro-Ro service 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.

### 6.3 MOU Signed with Kerala Shipping & Inland Navigation Corporation Ltd (KSINC):

An MOU was signed between IWAI and KSINC Ltd for operations and maintenance of two Ro-Ro vessels viz., M.V. CV RAMAN & M.V. ADI-SHANKARA on 24.10.2020. The Ro-Ro vessels owned by IWAI entrusted to M/s KSINC for operation of Ro-Ro service between Willingdon Island and Bolghatty at Kochi for 15 years. The Ro-Ro services between Willingdon Island and Bolgatty Island at Kochi in NW-3 was commenced on 11.01.2021 through M/s KSINC.



#### 6.4 Trial Run of Barge by M/s KSINC Ltd from Kochi to KMML:

M/s KSINC performed a trial run from Kochi to KMML, Chavara by using their barge “MV BHARATHA” commenced on 10.10.2020 and completed successfully on 12.10.2020. The barge was loaded with 200 MT of water for trial purpose and covered a distance of 135 km. The trial run conducted prior to the proposed movement of Furnace Oil and Hydrochloric Acid from Kochi to KMML by barge (IWT mode) in NW-3.



KSINC Barge “MV Bharatha” alongside of Kerala Minerals & Metals Ltd, Chavara

#### 6.5 Dedication of Ro-Ro vessels to the Nation by Hon'ble Prime Minister:

IWAI owned Ro-Ro vessels (2 nos.) were dedicated to the Nation by the Hon'ble Prime Minister of India Shri Narendra Modi by a virtual flagging-off ceremony on 14.02.2021 at Kochi.







#### 6.6 Construction of new Navigation Lock-gate at Thrikkunnappuzha in NW-3:

Reconstruction of Navigational Lock-gate at Thrikkunnappuzha in NW-3, at a total cost of Rs.38.00 crores was sanctioned during the year 2017 and entrusted the work to the Irrigation Department of Govt. of Kerala as a deposit work. A total amount of Rs. 33.00 crores have been deposited by IWAI to the Director, Inland Navigation Department (IND), Govt of Kerala, Kollam. The construction work awarded by Inland Navigation Department (IND), Govt of Kerala during August 2018 and the overall physical progress achieved till date is 45%. The revised date of completion of new lock-gate at Thrikkunnappuzha is 31.03.2022.



#### 6.7 MOU signed with M/s. KITCO Ltd, Kochi:

An MOU was signed between IWAI and M/s KITCO Ltd, Kochi on 25.02.2021 for undertaking the technical assistance / study through consultancy service in NW-3.

#### 6.8 Increased cargo movement:

An increment of 28% in annual cargo movement achieved during FY 2020-21 compared to FY 2019-20. The cargo moved through NW-3 in FY-2020-21 was recorded 7.35 Lakhs Tonnes and a remarkable growth of 28% compared to last FY-2019-20 where the cargo moved was 5.74 Lakhs Tons.



### 7 National Waterway (NW) – 4 :

National Waterway – 4 was declared in 2008 for the length of 1,078 km comprising of the Kakinada – Puducherry stretch of Canals and the Kaluvelly Tank, Bhadrachalam – Rajahmundry stretch of River Godavari and Wazirabad – Vijayawada stretch of River Krishna. Further, the stretch has been extended by NW Act-2016 with additional reaches in the River Krishna from Wazirabad to Galagali (628 Km) and the River Godavari from Bhadrachalam to Nasik (1184Km). Total length of NW-4 after extension is 2890 km. A Project has been sanctioned for Rs. 96.0 cr for developing the stretch between Vijayawada to Muktyala (82 Km) of Krishna River in Phase-I.



The important works in the Phase-I stretch are as follows:

- (i) Dredging work is completed at critical shoal locations.
- (ii) Land acquisition for permanent Ro-Ro terminals at Muktyala, Harschandrapuram & Ibrahimpatnam are in Progress.
- (iii) Construction of three floating terminals completed and fourth is in progress.



National Waterway-4



Floating Terminals

## 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 588Km. The Brahmani / Mahanadi river basins extending in Madhya Pradesh, Jharkhand & Odisha have rich deposits of minerals, coal, iron ore and large production of various industrial & agricultural products. The likely commodities to be transported through NW-5 could be divided into three groups namely, Minerals (Coal, Iron Ore), Agricultural products (Paddy, Rice, Straw, Animal fodder, fish, Jute) and Finished goods / Manufactured products (from Kalinganagar industries, textiles and forest). The index map is placed 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:
- Phase-I: Between Paradip / Dhamra and Pankapal : 212 Km.
  - Phase-II: Pankapal to Talcher : 120 Km.
- 8.3 Phase-I development covering 212 Km between Paradip / Dhamra and Pankapal is taken up, such as (i) Thalweg survey & (ii) Studies on cross structures and construction of weirs / barrages / locks and shifting of HT/LT lines etc and Hydrographic survey in Phase-II covering 120 kms from Pankapal to Talcher completed in October, 2020.
- 8.4 Consultancy service for preparation of Detailed Project Report (DPR) followed by Front End Engineering Design (FEED) for construction of 4 Weirs / Barrages with 3 navigational locks, 2 Check Dams & 1 Rubber Dam with navigational locks etc. between Paradip / Dhamra and Pankapal stretch (Phase – I, 212 Km) on NW- 5 was awarded to M/s Tractebel Engineering Pvt. Ltd. The signing of MoU between IWAI and CWC is expected to be signed in August, 2021 and the vetting will be entrusted to CWC.
- 8.5 Consultancy service for Preparation of Detailed Engineering Report (DER) including Detailed Engineering Design & Drawing (DED & D) for the existing bridges between Paradip/ Dhamra stretch, which needs modification/re-construction on NW-5 in Odisha, was awarded to M/s SM Consultants, Bhubaneswar in February 2018. The consultant has obtained the vetting of the D&D from NIT, Silchar as per the letter of Govt. of Odisha (letter No. 1/18/ dated 07.04.2021), the acceptance of the D&D is awaited.
- 8.6 An amount of Rs.20.16 crore released to Central Electricity Supply Utility of Odisha (CESU) for shifting the HT/LT electric lines between Dhamra and Alapua & Mangalgadi to Hansua mouth. An amount of Rs.20.66 crore & Rs.2.86 crore released for shifting the HT/LT power lines between Alapua and Pankapal on NW-5 to North Eastern Electricity Supply Company of Odisha Limited (NESCO) and Odisha Power Transmission Corporation Limited (OPTCL) respectively. The work in OPTCL part has been completed and other works are in slow progress which are expected to be completed by August, 2021.
- 8.7 The MoEF&CC has recently confirmed vide letter dated 05.01.2021 that no Environmental Clearance (EC) is required for the development of NW-5. However, directed to comply with the Coastal Regulation Zone (CRZ) & Wildlife Clearances from OCZMA and Govt. of Odisha. It is proposed to complete the studies, based on the final decisions to be taken between IWAI & Consultant M/s. CMSRSL, Chennai.
- 8.8 Monthly Longitudinal Thalweg Survey (MLTS) between Paradip / Dhamra and Pankapal is being conducted through M/s Global Marine Infratech Pvt Ltd. Total 140 LKM (Phase-I) for identification of navigable channel and issue of River Notice.

## 9. NATIONAL WATERWAY-16 (BARAK RIVER)

River Barak was declared as National Waterway-16 (NW-16) in the year 2016. It connects Silchar, Karimganj and Badarpur in Cachar valley of Assam with Haldia and Kolkata ports through Indo-Bangladesh Protocol (IBP) Route.

The achievements of IWAI on NW-16 are enumerated as below:



### Fairway Development

Work awarded to M/s Reach Dredging Barak SPV Pvt Ltd for dredging and providing fairway maintenance for Least Available Depth of 2m along with provision of navigational aid for the Stretch- B (Ujjainigram (73km to Sridharpur (95 km)) and Stretch-C (Sridharpur (95 km) to Bhanga (121 km)) at a total cost of `15.36 crore and `15.41 crore respectively. The dredging work at both stretches was commenced from November'2017

### STATUS

- (i) Stretch – B (22 km) i.e., Ujjain gram (Ch. 73 km) to Siridharpur (Ch. 95 km) :- The work in this stretch had commenced in November'2017 and has been terminated/foreclosed from 04.12.2019 as per directives of Ministry of Shipping. Initial Dredging (7.45 lakh cu.m) completed. Maintenance Dredging for 05 years in progress.
- (ii) Stretch – C (26 km) i.e., Siridharpur (Ch. 95 km) to Bhanga (Ch. 121 km) – The work in this stretch was also commenced in November'2017 and is being continued by the contractor M/s RDBSPVPL. Initial dredging (11.74 lakh cu.m) completed. Maintenance Dredging for 05 years in progress.

### Terminals

- (i) Land availability Badarpur -1.34 acres (Ware House 29.84 x 16.07=479.53 sq.m) connecting NH-37 and Karimganj 1.87 acres land (Ware house 85 x 23 m =1955 sq.m, RCC Jetty 136.5 x 14.5 m) connecting NH-37 & 8.
- (ii) The work for upgradation of Karimganj and Badarpur terminals has been entrusted to CPWD. The estimated cost of the work is `6.40 cr
- (iii) Development of IWT terminal at Jogighopa has been entrusted to NHIDCL at an estimated cost of Rs.65.67 cr and the work would be completed by Dec 2023.

## 10. NEW NATIONAL WATERWAYS

- 10.1 Based on the outcome of techno-economic feasibility conducted for 106 new NWs, 25 Nws have been found to be technically viable and Detailed Project Reports (DPRs) have been prepared. Development activities have been initiated on 10 most viable NWs viz., River Barak (NW-16), River Gandak (NW-37), Waterways in Goa-NW-27- Cumberjua, NW-68- Mandovi, NW-111- Zuari, Alappuzha-Kottayam-Athirampuzha Canal (NW-9), River Rupnarayan (NW-86), Sunderbans Waterways (NW-97), River Kosi (NW-58) and River Ghagra (NW-40).
- 10.2 Considering the potential waterways for development as per the categorization of A, B, C, the following National Waterways are considered in the master plan prepared for development during the FY 2020-21-2025-26. DIB memo prepared for development of 22 Nos (NW-3, NW-4, NW-5 & 19 nos New Waterways - as per list below) during next five year from FY 2020-21-2025-26 at a cost of Rs. 495 crores have been approved by IWA board on 26.10.2021 and submitted to MoPS&W on 08.11.2021 for approval. As per the directives of MoPS&W, the DIB memo is being modified and will be submitted for approval.

Sl. No.	Details	Name of National Waterways/ River/Canal	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



Exim cargo movement from Haldia to Assam via NW-97



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

### 11.1 Protocol on Inland Water Transit and Trade between India and Bangladesh

A Protocol on Inland Water Transit and Trade (PIWTT) exists between India and Bangladesh under which the two Governments have made mutually beneficial arrangements for the use of their waterways for movement of cargo between the two countries for passage of goods between two places in one country through the territory of the other, in accordance with the laws of the country through the territory of which goods are moving. The Protocol is valid upto June 2025.

Under this Protocol, Inland vessels of both the countries can ply on the designated protocol route and dock at Ports of Call in each country, notified for loading / unloading of cargo. There has been significant improvement in the movement of cargo vessels in an organized manner on the Protocol route carrying both the transit cargo to NE region of India and vice-versa and export-cargo to Bangladesh. The Indian transit cargo is mainly coal, fly-ash, POL and ODC for power projects in NE region. The other potential cargo for movement is fertilizers, cement, food grains, agricultural products, containerized cargo etc. The export cargo from India to Bangladesh is mainly fly-ash which is to the tune of 30 lakhs MT per annum. Around 638 inland vessels (including 600 Bangladeshi flag vessels) completed approximately 4000 loaded voyages annually on IBP routes.



For making the Protocol more effective, many landmark decisions were taken in the last two Secretary Shipping Level Talks held in October, 2018 in New Delhi and in December, 2019 in Dhaka. Some of the decisions taken during these talks included extension of protocol routes, inclusion of new routes, declaration of new Ports of Call to facilitate trade between the two countries. These decisions are given effect with the signing of 2nd addendum under PIWT&T on 20th May, 2020 at Dhaka, Bangladesh.

- A. ROUTES:** The number of Indo Bangladesh Protocol (IBP) routes are being increased from 8 to 10 and new locations are also added to the existing routes: -
- Inclusion of Sonamura- Daudkhundi stretch of Gumti river (93 km) as IBP route no. 9 & 10 in the Protocol will improve the connectivity of Tripura and adjoining States with Indian and Bangladeshi economic centres and will help the neighbouring regions of both the countries. This route shall be connecting all existing IBP routes from 1 to 8.

The operationalization of Rajshahi-Dhulian-Rajshahi Routes and their extension up to Aricha (270 km) will help the growing of infrastructure in Bangladesh as it would reduce the transportation cost of stone chips/aggregate to northern part of Bangladesh through this route. It will also decongest Land Custom Stations in both sides. The cargo of 2.63 million tons can be diverted at the proposed IWT terminal at Dhulian (Maia) with stone chips as the major commodity.



- In Routes (1) & (2) [Kolkata-Silghat-Kolkata] as well as in Routes (3) & (4) [Kolkata-Karimganj-Kolkata], Kolaghat in India has been added.
- Routes (3) & (4) [Kolkata-Karimganj-Kolkata] and Routes (7) & (8) [Karimganj-Silghat-Karimganj] have been extended up to Badarpur in India. In these routes, Ghorasal in Bangladesh has also been added. The designated Inland Water Routes under this protocol are: -
  - i. 1 & 2- Kolkata-Silghat and vice-versa
  - ii. 3 & 4- Kolkata-Karimganj and vice-versa
  - iii. 5 & 6- Rajshahi-Dhulian-Aricha and vice-versa
  - iv. 7 & 8- Silghat-Karimganj and vice-versa
  - v. 9 & 10- Sonamura -Daudkhanda and vice-versa
- River Notices of IBP routes in Bangladesh waterway (English version) are being uploaded in BIWTA website ([www.biwta.bd.gov.in](http://www.biwta.bd.gov.in)) and IWAI website ([www.iwai.nic.in](http://www.iwai.nic.in)) for real time dissemination to IWT users.
- B. Ports of Call:** Presently, there are six Ports of Call each in India and Bangladesh under the Protocol. Five more Ports of Call and two more extended Ports of Call have been added increasing the number to eleven Ports of Call and two extended Ports of Call in each country as listed below through 2nd Addendum to PIWT&T:



Bangladesh		India	
Ports of Call	Extended Ports of Call	Ports of Call	Extended Ports of Call
Narayanganj	Ghorasal	Kolkata	Tribeni (Bandel)
Khulna	--	Haldia	--
Mongla	--	Karimganj	Badarpur
Sirajganj	--	Pandu	--
Ashuganj	--	Shilghat	--
Pangaon	Muktarpur	Dhubri	--
Rajshahi	--	Dhulian	--
Sultanganj	--	Maia	--
Chilmari	--	Kolaghat	--
Daudkandi	--	Sonamura	--
Bahadurabad	--	Jogigopha	--

- C. Director, IWAI, Kolkata (for Kolkata region) / Director, IWAI, Guwahati (for Assam region) and Director, Bangladesh inland Water Transport Authority (BIWTA) are the competent authority of Govt. of India and Govt. of Bangladesh respectively for issuing inward and outward permissions to IWT vessels on day today basis.



## The IBP routes under PIWT&T

### 11.2 Passenger and Cruise Services on IBP routes

An MoU and SoP have also been signed between India and Bangladesh for movement of Cruise and Passenger vessel on Indo-Bangladesh Protocol Route (IBP) on 8th April, 2017 and 25th October, 2018 respectively. Four river cruises have completed their voyage from Kolkata – Dhaka - Guwahati stretch and vice-versa since then successfully.



### 11.3 Movement on Shallow Draft Mechanized Vessels

As a path-breaking development, both sides have also agreed to introduce trade between Chilmari (Bangladesh) and Dhubri (India) through the use of shallow draft mechanized vessels, provided these are registered under Inland Shipping Ordinance 1976 of Bangladesh or Inland Vessels Act, 1917 of India as per provisions of Article 1.3 of the Protocol and conform to safety requirements. This initiative allows export of stone chips and other Bhutanese and North East cargo to Bangladesh and easy access for the traders to the hinterland of Bangladesh, enhancing the local economy in Bangladesh and the lower Assam region of India. 4369 MT of stone chips was exported from Dhubri to Chilmari during 2020-21.

### 11.4 Development of fairway in Sirajganj to Daikhowa stretch (175 km) of Jamuna river & Ashuganj to Zakiganj stretch (295 km) of Kushiya river on the Indo-Bangladesh Protocol Route

- (i) A Memorandum of Understanding (MoU) has been signed on 08th April 2017 between Govt. of India and Govt. of Bangladesh for dredging and to develop and maintain fairway of 2.5 m depth and 30 m width for 07 years in Sirajganj-Daikhowa stretch (175 km) of river Jamuna and Ashuganj-Zakiganj stretch (295 km) of river Kushiya.
- (ii) These stretches are part of Protocol on Inland Water Transit and Trade between India and Bangladesh providing connectivity to North-Eastern states through National Waterway-2 (River Brahmaputra) and National Waterway No-16 (River Barak).
- (iii) Cost of project is ₹ 305.84 crores (India-INR 244.67 Cr. and Bangladesh-INR- 61.17 Cr.) and shall be shared on 80:20 basis by Government of India and Government of the People's Republic of Bangladesh. This project is funded by Ministry of External Affairs, Government of India.
- (iv) Bangladesh Inland Waterways Transport Authority (BIWTA) has awarded the work to M/s Dharti-Banga JV at the total cost of BDT 95.49 Cr on 04.10.2018 for Ashuganj-Zakiganj and BDT 227.46 Cr on 11.11.2018 for Sirajganj-Daikhowa through open tendering for 07 years. The dredging has commenced from March'2019 in Ashuganj-Zakiganj and April'2019 in Sirajganj-Daikhowa stretches of IBP route. Initial Dredging completed and Maintenance Dredging for 05 years in progress.
- (v) A Joint Monitoring Committee comprising 04 members each of India and Bangladesh are supervising and monitoring the progress of the work.



- (vi) To give more emphasis on inspection and monitoring of ongoing dredging activities BIWTA appointed M/s WAPCOS Limited as Project Management Consultant (PMC). A contract has also been signed between BIWTA and M/s WAPCOS Limited on 21.01.2021.
- (vii) Once these stretches become fully navigable, they will help in considerable reduction in the logistic cost of cargo movement in the North East Region (connecting NW-1 (River Ganga), NW-2 (River Brahmaputra) and NW-16 (River Barak) through Bangladesh waterways as well as seamless navigation to and from North East India and reduction in congestion through the Siliguri Corridor (Chicken's neck).

## 12. 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.

M/s Essar Project (India) Ltd. (EPIL) is the main contractor appointed by MEA for the works being implemented in Myanmar under IWAI's supervision. M/s URS Scott Wilson India Pvt. Ltd., Gurgaon are IWAI's Supervision Consultant for the project.

The Phase-I works of the project are completed. The highlights of Phase-I works are as follows:

### A. Phase-I Works

#### 1. Sittwe

- Construction of Rubble Mounted Dyke.
- The approach Jetty for both the Port & IWT jetty
- 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.)
- Erection of 10 T Level Luffing crane at Port Jetty and supply of other cargo handling equipments for Sittwe & Paletwa

#### 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.**

In addition to above, some additional works under Phase – I at Sittwe & Paletwa are also completed through EPIL.

#### **B. Phase – II works**

The 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 Prepared.
- b) Wreck removal from Sittwe Port Basin area: - Wrecks removal work from Sittwe Port Basin area is completed.
- c) Operation & Maintenance (O&M) of completed project components – Ministry of External Affairs, Govt entered a MOU with Govt of Union of Myanmar on 22nd October 2018 to maintain and operate the assets created in phase-I through an O&M agency. Accordingly, the assets completed under phase-I have been handed over to M/s A to Z Exim through Myanmar Government departments on 31st Jan 2020 and Operation and maintenance has commenced from 1st 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.

### **13. HYDROGRAPHY SURVEY ACTIVITIES**

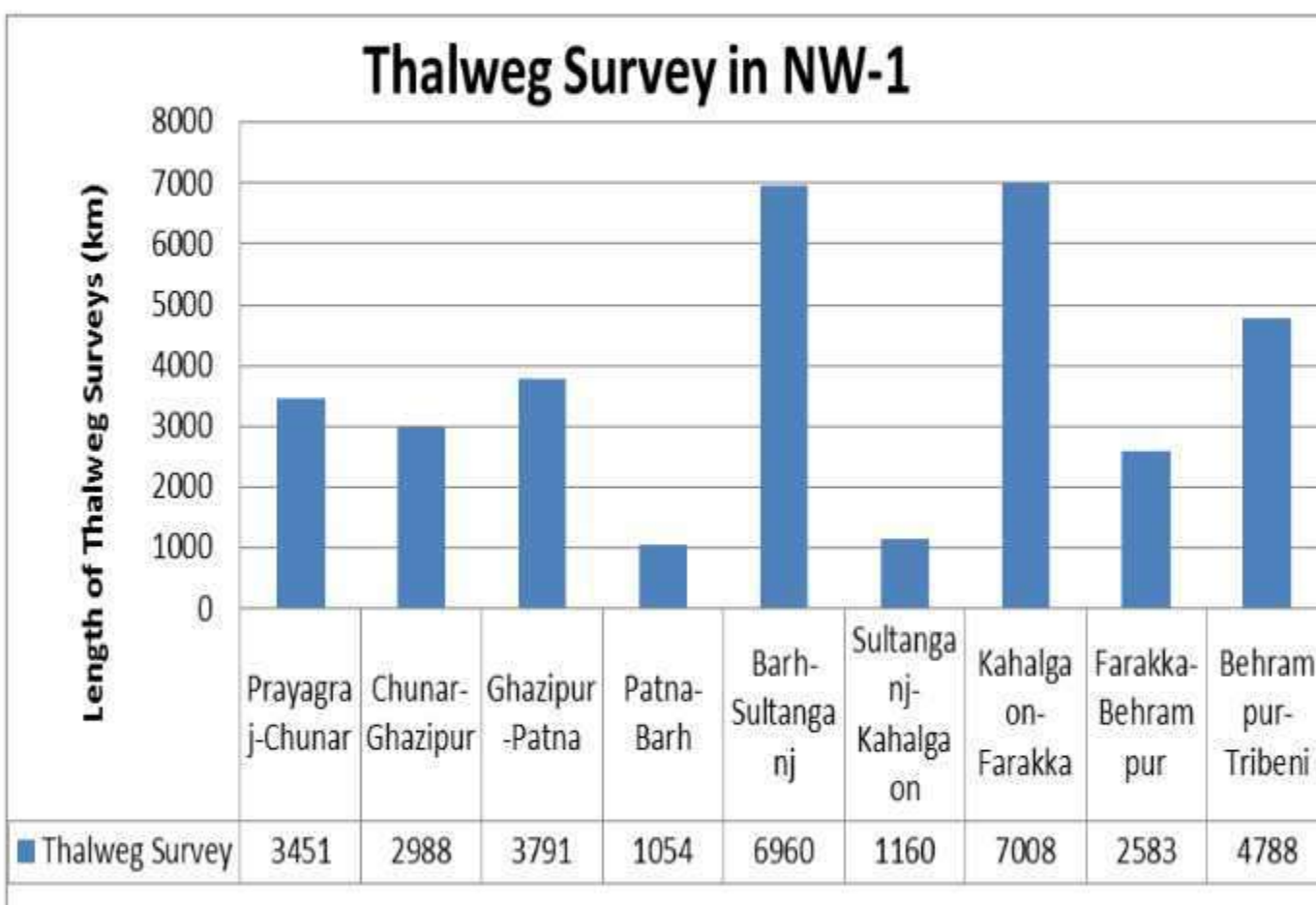
Hydrography is 'the applied science of measuring and depicting the physical features of oceans, seas, coastal areas, lakes, rivers and canals, as well as with the prediction / observation of their change over time, for the primary purpose of safety of navigation and in support of all other marine activities, including economic development, security, scientific research, and environmental protection. Hydrographic surveyor's studies 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.

#### **13.1 NATIONAL WATERWAY -I (Sagar-Prayagraj)**

## • THALWEG SURVEYS

During the year, Thalweg (longitudinal) surveys were conducted departmentally on fortnightly basis in lean season & on monthly basis during floods and River Notices has been issued (both in English & Hindi) to the IWT users. Regular Thalweg surveys in Farakka – Kahalgaon stretch of NW-1 were conducted under Assured Depth contract. Total 33,783 line-km of Thalweg surveys were undertaken during the year 2020-21.



## • DETAILED / BANDALLING / DREDGING SURVEYS

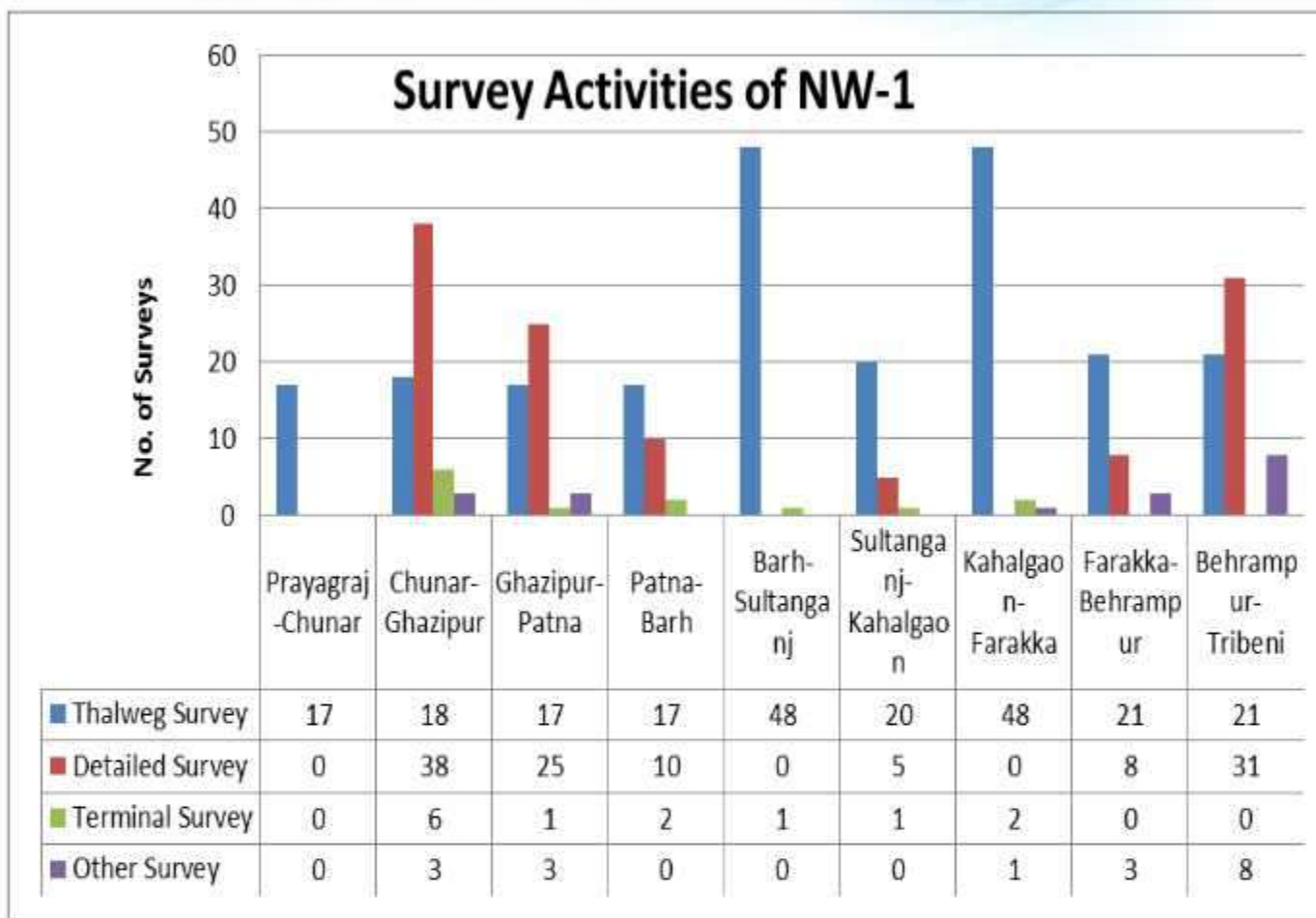
Pre & Post Bandalling / Dredging and Detailed surveys were conducted departmentally at 117 shoal locations and 18 no. other survey during the year 2020-21, details are indicated in the form of Bar-Chart.

## • TERMINAL SURVEYS

Terminal Surveys were carried out at 13 nos. existing terminals / proposed terminals during the year 2020-21. Reconnaissance survey at Princep Ghat, Kolkata was undertaken for setting up of floating tourist jetty.



A graph depicting various surveys activities in NW-1 has been shown below:



### 13.2 NATIONAL WATERWAY-2 (River Brahmaputra)

- THALWEG SURVEYS**

During the year 2020-21, 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 14,038 line-km of Thalweg surveys were undertaken during the year 2020-21.

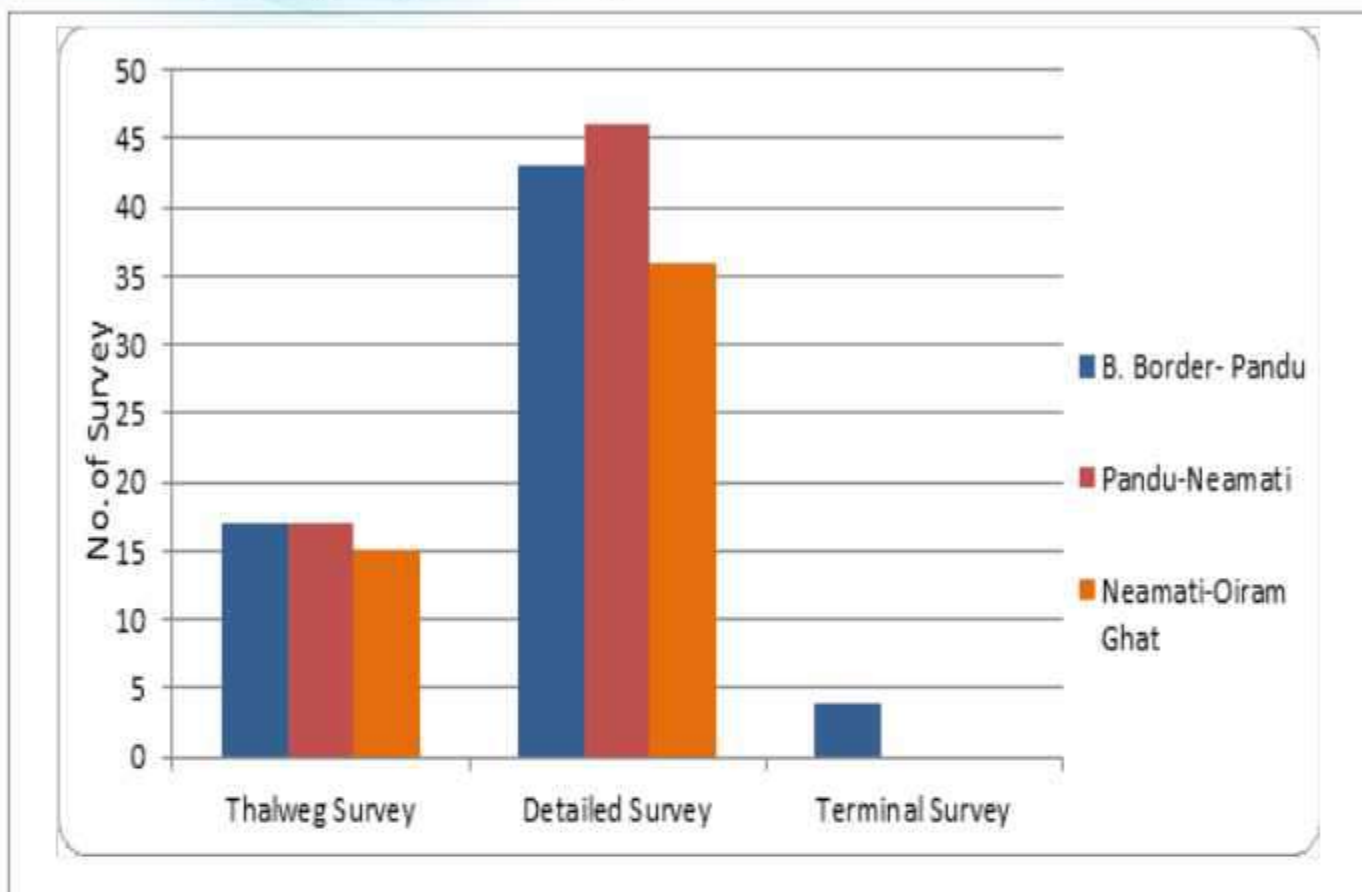
- DETAILED/BANDALLING/DREDGING SURVEYS**

During the year, Pre / Post Bandalling/ Dredging /detailed surveys were conducted departmentally at 125 locations for undertaking RC works and ensure smooth navigation during the year 2020-21. Details are indicated in the form of Bar-Chart.

- TERMINALSURVEYS**

047 nos. of terminal surveys were carried out at existing / proposed terminals sites during the 2020-21year.

A graph depicting various surveys activities in NW-2 has been shown below:



### 13.3 DGPS Based Navigation Systems: -

Keeping in view the commitment to introduce more reliable and safe inland navigation methods, IWAI had introduced navigation with DGPS (Differential Global Positioning System) technique in National Waterway 1 & 2. Presently, DGPS connectivity is available for entire stretch of NW-1 (1547km) and NW-2 (891 km).

### 13.4 NATIONAL WATERWAY -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 2,298.00 line-km of Thalweg surveys were undertaken during the year 2020-21.

#### • DETAILED SURVEYS

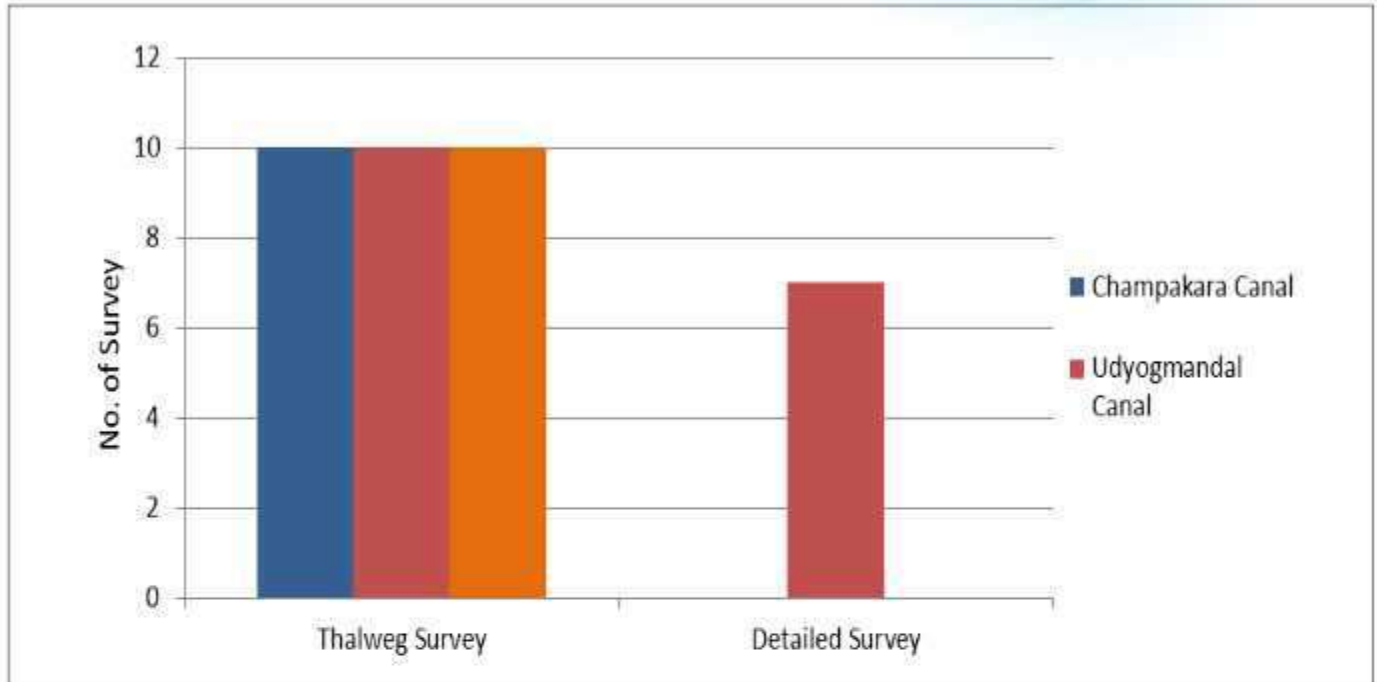
Pre & Post dredging Surveys were carried out at 15 nos. locations during FY 2020-21.

#### • TERMINAL SURVEYS

No terminal survey was carried out at existing terminal site during the 2020-21 year.

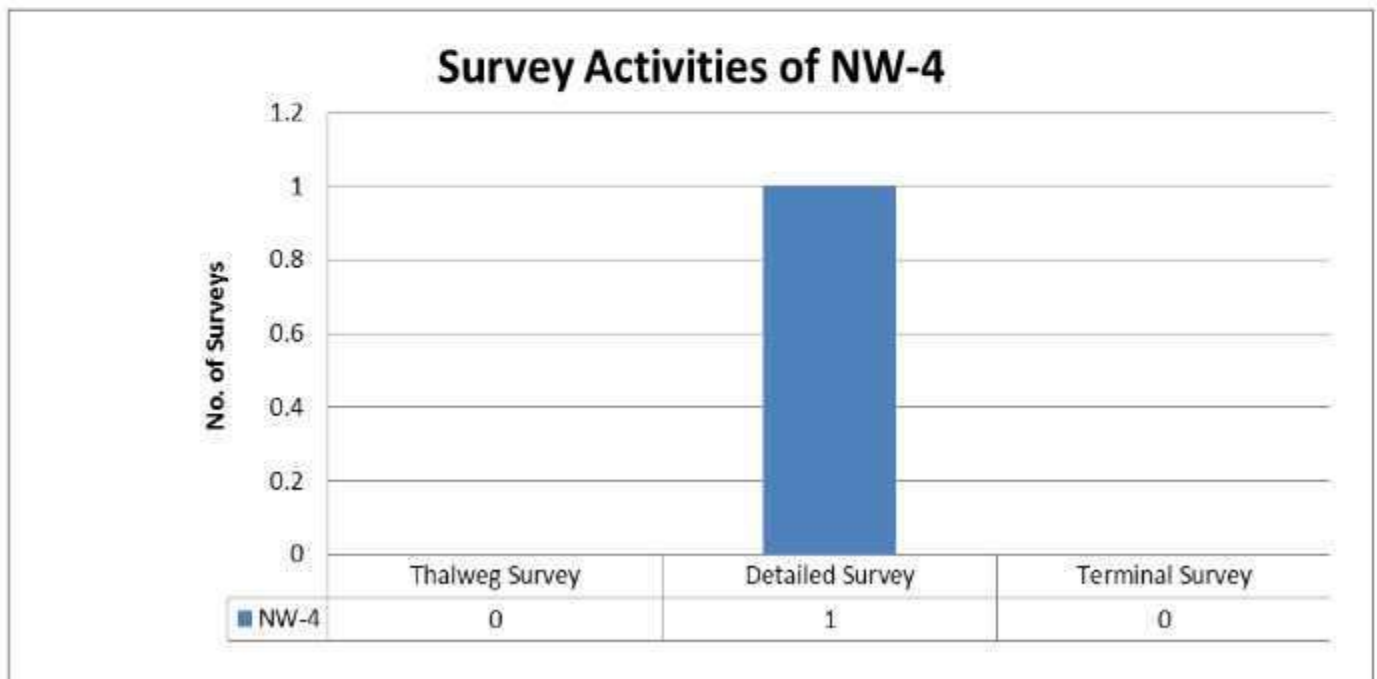


A graph depicting various surveys activities in NW-3 has been shown below:



### 13.5 NATIONAL WATERWAY - 4 (The Kakinada-Puducherry stretch of Canals integrated Bhadrachalam- Rajahmundry stretch of River Godavari and Wazirabad - Vijayawada stretch of River Krishna)

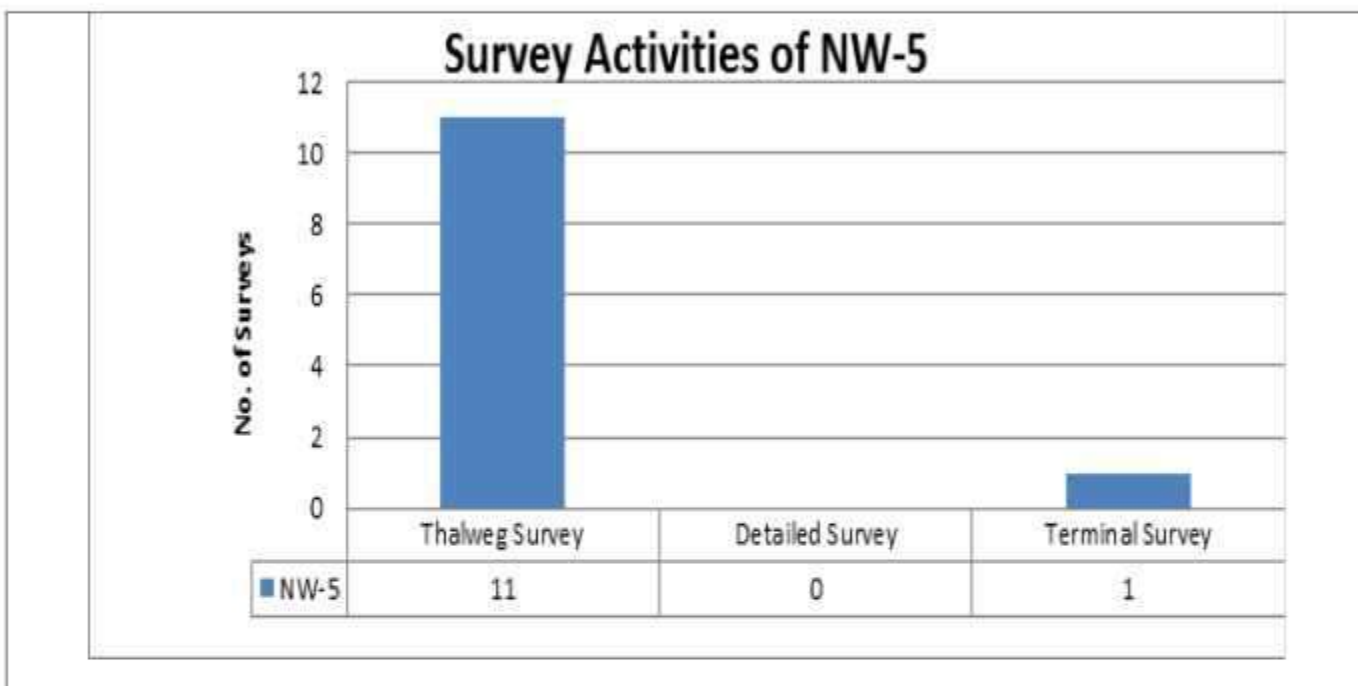
One no. Post dredging Survey were carried out during 2020-21.



### 13.6 NATIONAL WATERWAY - 5 (East Coast Canal alongwith Brahmani & Mahanadi Delta)

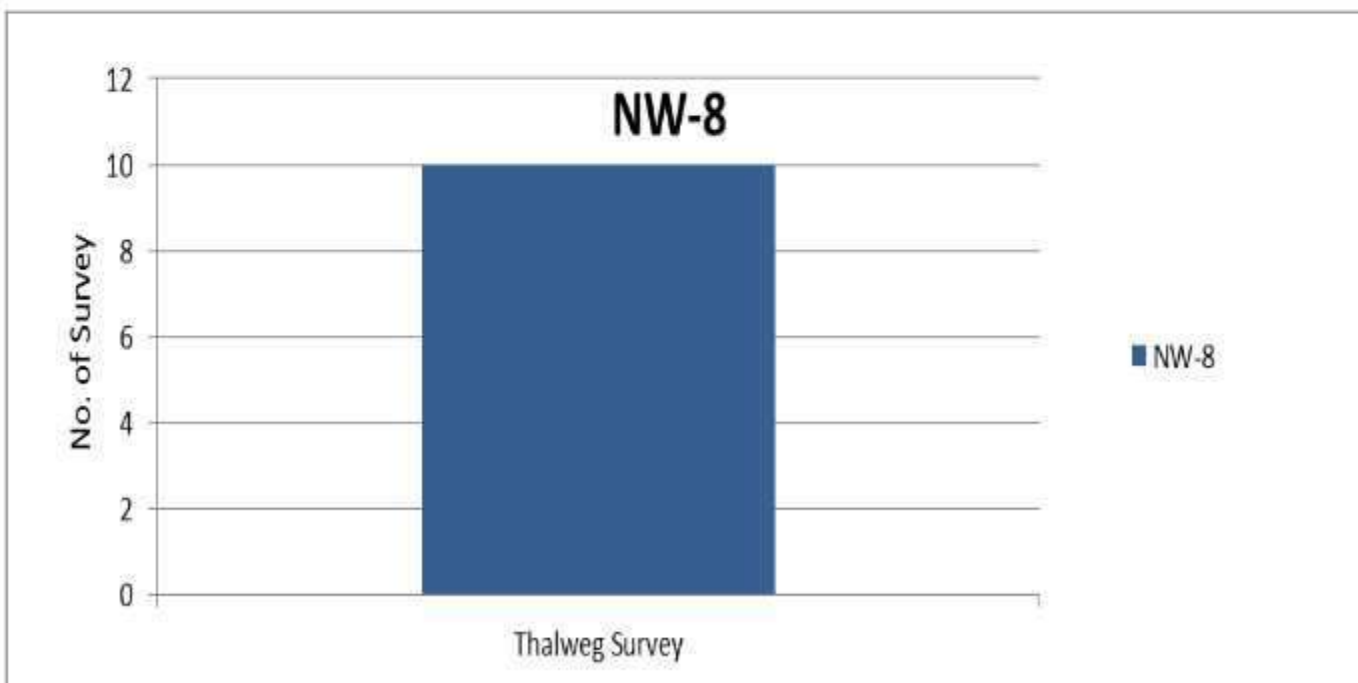
During the year 2020-21, 11 no. Thalweg survey of total 1,996.257 line-km were conducted.

Topographic survey for Terminal at Santhapada (Talcher) was also completed.



### 13.7 NATIONAL WATERWAY - 8

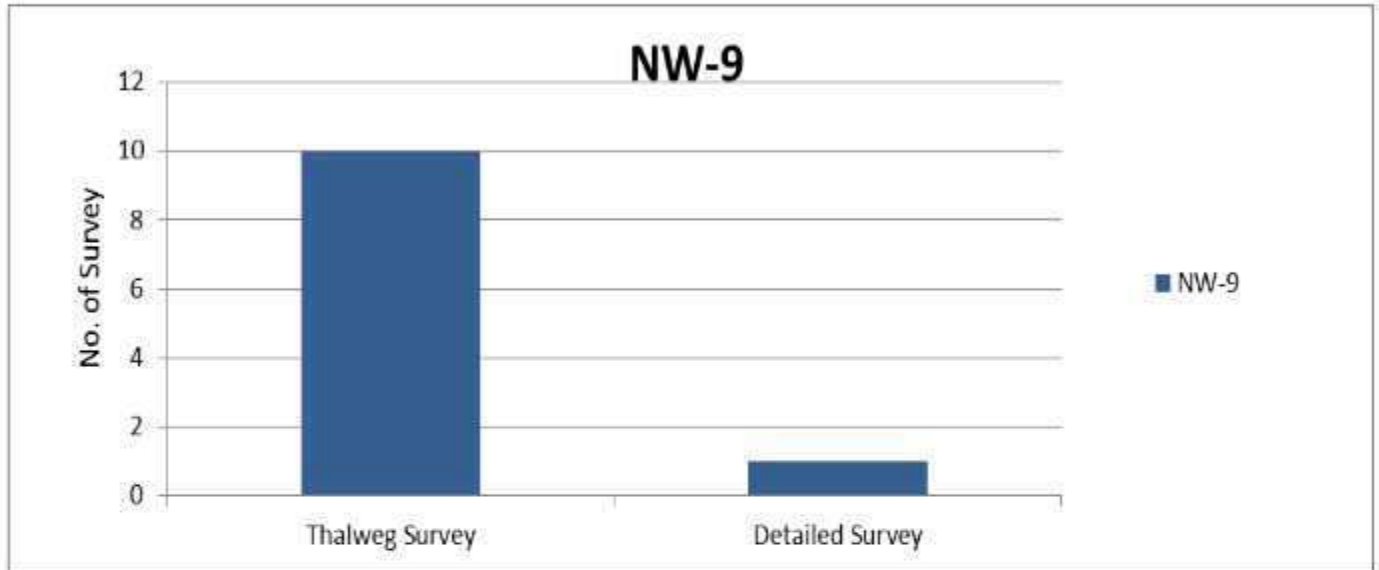
During the year 2020-21, 10 no. Thalweg survey of total 260.00 line-km were conducted.





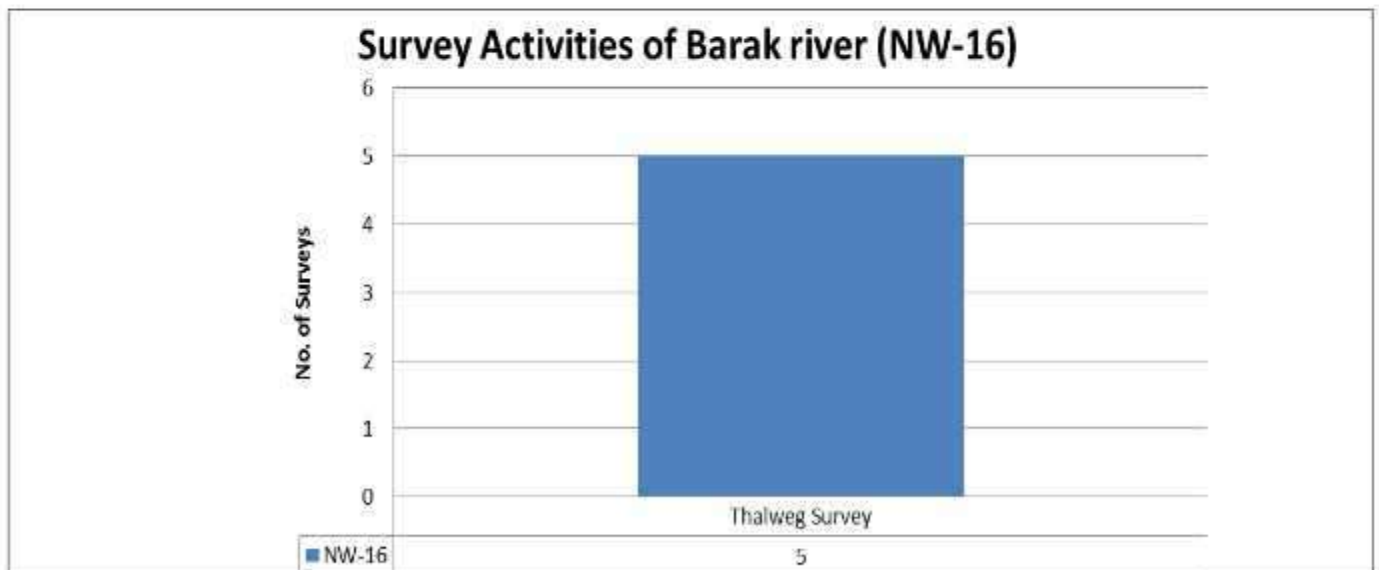
### 13.8 NATIONAL WATERWAY - 9

During the year 2020-21, 10 no. Thalweg survey of total 260.00 line-km were conducted. Detailed Hydrographic Surveys were carried out at Pallom during 2020-21.



### 13.9 NATIONAL WATERWAY - 16 (River Barak)

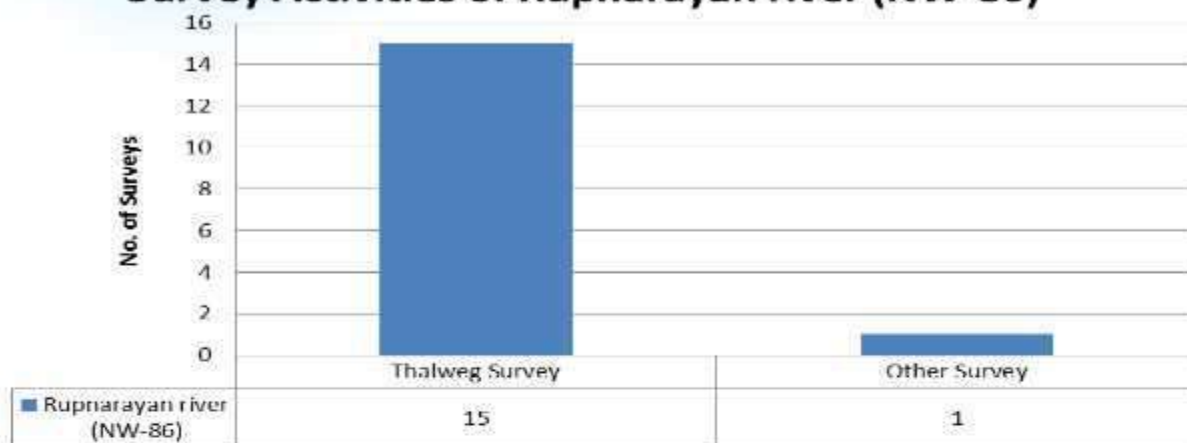
During the year 2020-21, 5 no. Thalweg survey of total 55.00 line-km were conducted. Additionally, four nos. thalweg survey from Bhanga to B'Border in IBP route no. 3 & 4 for a length of 36 km were also carried out.



### 13.10 NATIONAL WATERWAY - 86 (River Rupnarayan)

During the year 2020-21, 15 no. Thalweg survey of total 525.00 line-km were conducted.

### Survey Activities of Rupnarayan river (NW-86)



#### 13.11 NATIONAL WATERWAY - 95 (River Subansiri)

During the year 2020-21, 01 no. Thalweg survey of total 90.00 line-km was conducted.

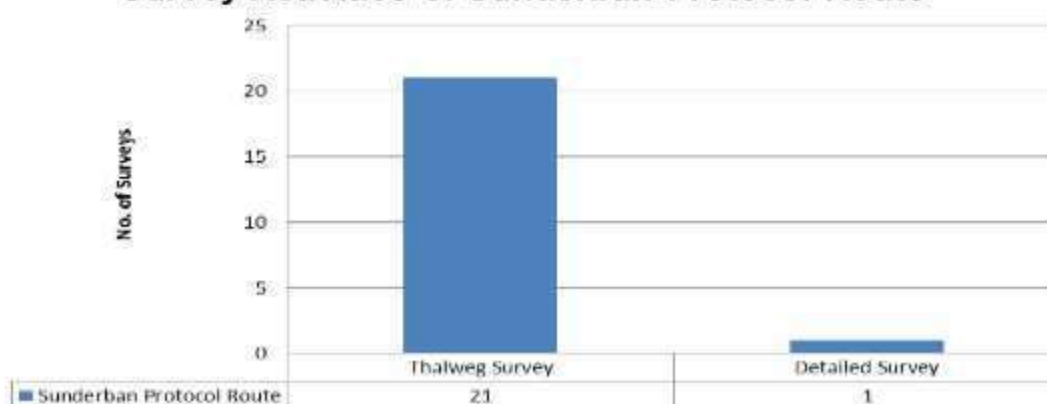
#### 13.12 Indo-Bangladesh Protocol Route (Sunderbans-NW-97)

During the year 2020-21, 21 nos. monthly Thalweg survey was carried out in Indo-Bangladesh Protocol route from Silver Tree point to Atharabanki Khal for a length of 201 km and LAD & River Notices published on IWAI web site. Total 4,221 line-km of Thalweg surveys were undertaken during the year 2020-21. 01 no. detailed survey in Sunderbans waterway under I.B.P. Route was conducted.

3 nos. monthly Thalweg survey was carried out in Indo-Bangladesh Protocol route No. 5 and 6 from Rajshahi to Dhulian and total 90.3 line-km of Thalweg surveys were undertaken during the year 2020-21.

15 nos. longitudinal surveys were undertaken between Hemnagar and Bashirhat for a distance of 100 km for undertaking feasibility study regarding inclusion of this route under PIWT&T as per the decision taken during 20th Standing Committee Meeting under PIWT&T between India and Bangladesh.

### Survey Activities of Sunderban Protocol Route





### 13.13 SURVEY VESSELS

IWAI has fitted with the state-of-the art survey equipment like Automated Hydrographic Survey System integrated with Digital echo sounder, DGPS receivers, laptop/ desktop and current-meter sets for data collection in 30 vessels including 18 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	6) S.L. Kosi		
NW-3	1) S.L. Pamba			

### 13.14 Setting up of River Information Services (RIS) system in Haldia-Farakka, Farakka-Patna & Patna-Varanasi stretch: -

River Information Services (RIS) are combination of modern tracking equipment related hardware and software designed to optimize traffic and transport processes in inland navigation. The system enhances swift electronic data transfer between mobile vessels and shore (Base stations) through advance and real-time exchange of information. RIS aims to streamline the exchange of information between waterway operators and users.

#### This would facilitate:

- Enhancement of inland navigation safety in ports and rivers.
- Better use of the inland waterways

Tracking and tracing of inland navigation vessels is an important part of the “River Information Services” (RIS) for the improvement of safety and efficiency. It supports onboard navigation, shore-based traffic monitoring and other tasks such as calamity abatement. Inland AIS (Automatic Identification System) is a standardized procedure for the automatic exchange of nautical data between ships and between ships and shore installations.

The project is being implemented in three phases, viz. Haldia-Farakka, Farakka-Patna and Patna-Varanasi. Details are as follows:

	<b>Phase -I:</b>	<b>Phase -II:</b>	<b>Phase -III:</b>
	<u>Haldia –Farakka</u>	<u>Farakka-Patna</u>	<u>Patna-Varanasi</u>
Coverage	545 Km	410 Km	353 km
Control Station	BISN Jetty(Kolkata) &Farakka	Patna	Ramnagar
Base Stations	1. Haldia 2. Tribeni 3. Swaroopganj 4. Ballia 5. Kumarpur	1. Manihari 2. Bhagalpur 3. Mungher 4. Hatidah 5. Barh	1. Maujampur 2. Gobindpur Khas (Buxar) 3. Zamania
Date of Commissioning	01.10.2015	15.03.2018	26.8. 2020



Riverine view of Farakka RIS control station


Thalweg survey in Mechanised country boat in NW-1  
(Tribeni to Berahmpore)


Detail survey on IBP route no 5 and 6





On Board RIS System



Thalweg survey in NW-3

### 13.15 Cartographic Cell/ 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 2020-21 Satellite data from National Remote Sensing Centre, Hyderabad for Waterways was obtained and the same have been processed, digitized using GIS Software.

### THE NATIONAL WATERWAYS ACT, 2016

Government of India has declared 111 waterways as National Waterways through National Waterways Act, 2016 enacted on 12.04.2016. These are: -

Sl#	National Waterway No.	Length (km)	Details of Waterways	STATES
1	National Waterway 1	1620	Ganga-Bhagirathi-Hooghly River System (Haldia - Prayagraj)	Uttar Pradesh, Bihar, Jharkhand & West Bengal
2	National Waterway 2	891	Brahmaputra River (Dhubri - Sadiya)	Assam
3	National Waterway 3	205	West Coast Canal (Kottapuram - Kollam), Champakara and Udyogmandal Canals	Kerala
		170	West Coast Canal (Kottapuram - Kozhikode)	
4	National Waterway 4	50	Kakinada Canal (Kakinada to Rajahmundry)	Andhra Pradesh, Telangana, Karnataka, Tamil Nadu, Pondichery, Chhatisgarh and Maharashtra
		171	Godavari river (Bhadrachalam to Rajahmundry)	
		139	Eluru Canal (Rajahmundry to Vijayawada)	
		157	Krishna river (Wazirabad to Vijayawada)	
		113	Commamur Canal (Vijayawada to Peddaganjam)	
		316	North Buckingham Canal (Peddaganjam to Central Station of Chennai)	
		110	South Buckingham canal (Central Station of Chennai to Marakanam)	
		22	Marakanam to Puducherry through Kaluvelly tank	
		1202	River Godavari (Bhadrachalam - Nashik) Maharashtra, Telangana, Andhra Pradesh & Chattisgarh	
		636	River Krishna (Wazirabad - Galagali) Karnataka, Telangana & Andhra Pradesh	



5	National Waterway 5	256	East Coast Canal and Matai river	Odisha and West Bengal
		265	Brahmani-Kharsua-Dhamra rivers	
		67	Mahanadi delta rivers (Consisting of Hansua river, Nunanala, Gobrinala, Kharnasi river and Mahanadi river)	
6	National Waterway 6	68	AAI RIVER	Assam
7	National Waterway 7	90	AJOY (AJAY) RIVER	West Bengal
8	National Waterway 8	29	ALAPPUZHA- CHANGANASSERY CANAL	Kerala
9	National Waterway 9	40	ALAPPUZHA- KOTTAYAM – ATHIRAMPUZHA CANAL	Kerala
10	National Waterway 10	45	AMBA RIVER	Maharashtra
11	National Waterway 11	99	ARUNAWATI - ARAN RIVER SYSTEM	Maharashtra
12	National Waterway 12	6	ASI RIVER	Uttar Pradesh
13	National Waterway 13	11	AVM CANAL	Kerala & Tamil Nadu (8.5km)
14	National Waterway 14	48	BAITARNI RIVER	Odisha
15	National Waterway 15	135	BAKRESWAR - MAYURAKSHI RIVER SYSTEM	West Bengal
16	National Waterway 16	121	BARAK RIVER	Assam
17	National Waterway 17	189	BEAS RIVER	Himachal Pradesh & Punjab
18	National Waterway 18	69	BEKI RIVER	Assam
19	National Waterway 19	67	BETWA RIVER	Uttar Pradesh
20	National Waterway 20	95	BHAVANI RIVER	Tamil Nadu
21	National Waterway 21	139	BHEEMA RIVER	Karnataka & Telangana
22	National Waterway 22	156	BIRUPA - BADI GENGUTI- BRAHMANI RIVER SYSTEM	Odisha
23	National Waterway 23	56	BUDHA BALANGA	Odisha
24	National Waterway 24	61	CHAMBAL RIVER	Uttar Pradesh
25	National Waterway 25	33	CHAPORA RIVER	Goa
26	National Waterway 26	51	CHENAB RIVER	Jammu & Kashmir
27	National Waterway 27	17	CUMBERJUA RIVER	Goa
28	National Waterway 28	45	DABHOL CREEK-VASHISHTI RIVER SYSTEM	Maharashtra
29	National Waterway 29	132	DAMODAR RIVER	West Bengal
30	National Waterway 30	109	DEHING RIVER	Assam
31	National Waterway 31	114	DHANSIRI / CHATHE	Assam
32	National Waterway 32	63	DIKHU RIVER	Assam
33	National Waterway 33	61	DOYANS RIVER	Assam
34	National Waterway 34	137	DVC CANAL	West Bengal
35	National Waterway 35	108	DWAREKESWAR RIVER	West Bengal

36	National Waterway 36	119	DWARKA RIVER	West Bengal
37	National Waterway 37	296	GANDAK RIVER	Bihar & Uttar Pradesh
38	National Waterway 38	62	GANGADHAR RIVER	Assam & West Bengal
39	National Waterway 39	49	GANOL RIVER	Meghalaya
40	National Waterway 40	354	GHAGHRA RIVER	Bihar & Uttar Pradesh
41	National Waterway 41	112	GHATAPRABHA RIVER	Karnataka
42	National Waterway 42	514	GOMTI RIVER	Uttar Pradesh
43	National Waterway 43	10	GURUPUR RIVER	Karnataka
44	National Waterway 44	63	ICHAMATI RIVER	West Bengal
45	National Waterway 45	650	INDIRA GANDHI CANAL	Punjab, Haryana & Rajasthan
46	National Waterway 46	35	INDUS RIVER	Jammu & Kashmir
47	National Waterway 47	131	JALANGI RIVER	West Bengal
48	National Waterway 48	615	JAWAI -LUNI-RANN OF KUTCH RIVER SYSTEM	Gujarat & Rajasthan
49	National Waterway 49	110	JHELUM RIVER	Jammu & Kashmir
50	National Waterway 50	43	JINJIRAM RIVER	Assam & Meghalaya
51	National Waterway 51	23	KABINI RIVER	Karnataka
52	National Waterway 52	53	KALI RIVER	Karnataka
53	National Waterway 53	145	KALYAN -THANE -MUMBAI WATERWAY, VASAI CREEK AND ULHAS RIVER SYSTEM	Maharashtra
54	National Waterway 54	86	KARAMNASA RIVER	Bihar & Uttar Pradesh
55	National Waterway 55	311	KAVERI - KOLLIDAM RIVER SYSTEM	Tamil Nadu
56	National Waterway 56	22	KHERKAI RIVER	Jharkhand
57	National Waterway 57	50	KOPI RIVER	Assam
58	National Waterway 58	233	KOSI RIVER	Bihar
59	National Waterway 59	19	KOTTAYAM -VAIKOM CANAL	Kerala
60	National Waterway 60	80	KUMARI RIVER	West Bengal
61	National Waterway 61	28	KYNshi RIVER	Meghalaya
62	National Waterway 62	86	LOHIT RIVER	Assam & Arunachal Pradesh
63	National Waterway 63	336	LUNI RIVER	Rajasthan
64	National Waterway 64	426	MAHANADI RIVER	Odisha



65	National Waterway 65	80	MAHANANDA RIVER	West Bengal
66	National Waterway 66	247	MAHI RIVER	Gujarat
67	National Waterway 67	94	MALAPRA BHA RIVER	Karnataka
68	National Waterway 68	41	MANDOVI RIVER	Goa
69	National Waterway 69	5	MANIMUTHARU RIVER	Tamil Nadu
70	National Waterway 70	245	MANJIRA RIVER	Maharashtra & Telangana
71	National Waterway 71	27	MAPUSA / MOIDE RIVER	Goa
72	National Waterway 72	59	NAG RIVER	Maharashtra
73	National Waterway 73	226	NARMADA RIVER	Maharashtra & Gujarat
74	National Waterway 74	79	NETRAVATHI RIVER	Karnataka
75	National Waterway 75	142	PALAR RIVER	Tamil Nadu
76	National Waterway 76	23	PANCHAGANGAVALI (PAN CHAGANGOLI) RIVER	Karnataka
77	National Waterway 77	20	PAZHYAR RIVER	Tamil Nadu
78	National Waterway 78	262	PENGANAGA - WARDHA RIVER SYSTEM	Maharashtra & Telangana
79	National Waterway 79	28	PENNNAR RIVER	Andhra Pradesh
80	National Waterway 80	126	PONNI YAR RIVER	Tamil Nadu
81	National Waterway 81	35	PUNPUN RIVER	Bihar
82	National Waterway 82	58	PUTHIMARI RIVER	Assam
83	National Waterway 83	31	RAJPURI CREEK	Maharashtra
84	National Waterway 84	44	RAVI RIVER	Jammu & Kashmir, Himachal Pradesh & Punjab
85	National Waterway 85	31	REVADANDA CREEK - KUNDALIKA RIVER SYSTEM	Maharashtra
86	National Waterway 86	72	RUPNARAYAN RIVER	West Bengal
87	National Waterway 87	210	SABARMATI RIVER	Gujarat
88	National Waterway 88	14	SAL RIVER	Goa
89	National Waterway 89	45	SAVITRI RIVER (BANKOT CREEK)	Maharashtra
90	National Waterway 90	29	SHARAVATI RIVER	Karnataka
91	National Waterway 91	52	SHASTRI RIVER - JAIGAD CREEK SYSTEM	Maharashtra
92	National Waterway 92	26	SILABATI RIVER	West Bengal

93	National Waterway 93	63	SIMSANG RIVER	Meghalaya
94	National Waterway 94	141	SONE RIVER	Bihar
95	National Waterway 95	106	SUBANSIRI RIVER	Assam
96	National Waterway 96	311	SUBARNREKHA RIVER	Jharkhand, West Bengal & Odisha
97	National Waterway 97	172	SUNDERBANS WATERWAY	West Bengal
		56	BIDYA RIVER	West Bengal
		15	CHHOTA KALAGACHI (CHHOTO KALERGACHI) RIVER	West Bengal
		7	GOMAR RIVER	West Bengal
		16	HARIBHANGA RIVER	West Bengal
		37	HOGLA (HOGAL) -PATHANKHALI RIVER	West Bengal
		9	KALINDI (KALANDI) RIVER	West Bengal
		22	KATAKHALI RIVER	West Bengal
		99	MATLA RIVER	West Bengal
		28	MURI GANGA (BARATALA) RIVER	West Bengal
		53	RAIMANGAL RIVER	West Bengal
		14	SAHIBKHALI (SAHEBKHALI) RIVER	West Bengal
		37	SAPTAMUKHI RIVER	West Bengal
		64	THAKURRAN RIVER	West Bengal
98	National Waterway 98	377	SUTLEJ RIVER	Himachal Pradesh & Punjab
99	National Waterway 99	62	TAMARAPARANI RIVER	Tamil Nadu
100	National Waterway 100	436	TAPI RIVER	Maharashtra & Gujarat
101	National Waterway 101	42	TIZU - ZUNGKI RIVERS	Nagaland
102	National Waterway 102	87	TLWANG (DHALESWARI RIVER)	Assam & Mizoram
103	National Waterway 103	73	TONS RIVER	Uttar Pradesh
104	National Waterway 104	232	TUNGABHADRA RIVER	Karnataka, Telangana & Andhra Pradesh
105	National Waterway 105	15	UDAYAVARA RIVER	Karnataka



106	National Waterway 106	20	UMNGOT (DAWKI) RIVER	Meghalaya
107	National Waterway 107	46	VAIGAI RIVER	Tamil Nadu
108	National Waterway 108	53	VARUNA RIVER	Uttar Pradesh
109	National Waterway 109	166	WAINGANGA - PRANAHITA RIVER SYSTEM	Maharashtra & Telangana
110	National Waterway 110	1081	YAMUNA RIVER	Delhi, Haryana & Uttar Pradesh
111	National Waterway 111	50	ZUARI RIVER	Goa

#### 14. 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 a 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 2020-21 were as below:

##### A. ACTIVITIES

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

- Induction Training GP Rating Course (33rd Batch)
- The GP Rating (Inland Vessel) trainees were imparted practical training on board training ship T.S. Survekshak and CSD Buxar
- A course was conducted successfully for Bihar Government personnel for Refresher Training of Master Trainer for "Safe Swim" Programme.
- Course was conducted successfully for Induction training for newly recruited floating staff of IWAI.

###### (ii) 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

##### B. TRAINING

- i. NINI conducts training on regular basis and advertises its course in National Newspapers.
- ii. Placement of trainees for undergoing Induction courses on Deck and Engine arranged with private barge operators.

### Total trained detail for the F.Y. 2020-21

S N	Name of Courses	No. of Trainees
1.	Preparatory course for Serang	07
2.	Preparatory course for Master II	20
3.	Preparatory course for Master I	07
4.	Preparatory course for Engine Driver II	01
5.	Preparatory course for Engine Driver I	05
6.	Inland Vessel Maneuvering Simulator Course	07
7.	Induction training for newly recruited floating staff of IWAI.	28
8.	Refresher Training of Master Trainer for "Safe Swim" Programme	68
<b>Total =</b>		<b>143</b>

The number of candidate total trained in the various courses at NINI during the F.Y. 2020-21 is 143.

**Note: The most period of 2020-21 was under lockdown due to pandemic COVID-19**

#### C. 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.

#### D. 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.







Practical training for Safe Swim Course and Newly recruited IWAI Floating Staff IWAI



The Visit of Honorable Vice Chairman and Hydrographic Chief, IWAI

## 15. DETAILS OF TRAFIC, CARGO, MOVEMENT & OTHER HIGHLIGHTS DURING THE YEAR

Inland Water Transport is fast emerging as one of the viable supplementary modes for movement of passengers and goods. It is considered cost-effective and eco-friendly mode of transport. Any disruption in the rail/ road transport not only creates hardships to passengers and movement of goods but also put a hold on the economic growth of the country. Hence, it becomes all the more necessary to develop and promote IWT sector.

Visualizing the momentum Inland Water Transport is gaining, Government of India has declared 106 National Waterways (NWs) through the National Waterways Act, 2016 making it a total of 111 National Waterways. Out of these newly declared 106 National Waterways, Inland Waterways Authority of India (IWAI), under Ministry of Ports, Shipping & Waterways, has identified 23 viable NWs for further development and carrying out technical and commercial studies and identifying projects to promote IWT up to 2030.

This Annual Report of Traffic provides an overview of traffic flow on the operational National Waterways for the FY 2020-21 along with rapid navigational infrastructure development, i.e., adequate fairways, locks, river information system, terminals and allied infrastructure for facilitating transportation of cargo and passengers using the IWT mode.

This report also covers the detailed analysis of traffic quantity and trend vis-à-vis previous year as well as the commodity profiles of movement on the operational NWs.

In line with the projection of 140 million metric tonnes per year (MMTPA) by the year 2030 in Maritime India Vision (2030), IWAI has set the target for transportation of cargo on National Waterways in financial year 2020-21 at 75 million metric tonnes (MMT). The target was communicated to State Maritime Boards, IWAI Regional Offices and Ministry of Ports, Shipping and Waterways. A team was formed in Traffic & Logistics Wing to closely monitor the progress of the target set by IWAI. With the concerted efforts of all, IWAI has not only achieved the target of 75 MMT, but surpassed it at 83.64 MMT in FY 2020-21 and recorded a steep increase of 13.54% as compared to 1.8% in the FY 2019-20.

National Waterways	Target set for FY 2020-21(MMT)	Actual Achievement against the Target (MMT)
NW - 1 (Ganga-Bhagirathi-Hooghly River System)	11.0	9.21
NW-2 (Brahmaputra River)	0.50	0.31
NW-3 (West Coast Canal)	0.60	0.73
NW- 4 (Krishna Godavari River Systems)	0.10	6.83
Gujarat Maritime Board	30.60	25.71



Maharashtra Maritime Board	24.30	28.21
Goa Waterways	2.70	8.46
Other Waterways (NW-16, NW-44, NW-97, NW-86)	5.21	4.15
<b>Total</b>	<b>75.01</b>	<b>83.61</b>

IWAI has set its vision to develop a self-sustainable, economical, safe & environment-friendly mode of transport. Presently, IWAI has taken a lot of initiatives to achieve the vision by setting up the targets to increase the modal share of IWT from 2% to 2.5% by including bulk and containerized cargo; develop 5,000 km of IWT routes across States (India@75 as per NITI Aayog); enhance regional connectivity with North East India and neighbouring countries (Bangladesh, Nepal, Bhutan & Myanmar) through Eastern Waterway Grid; integrate IWT with Coastal Shipping and other modes; target passenger/ cruise tourism on waterways by encouraging private sector; focusing on infrastructure and service gaps and introduction of e-initiatives; etc.

During Maritime India Summit 2021, IWAI have also signed MoUs with 15 (fifteen) organizations to increase the movement of traffic/ cargo, cruise movement, infrastructure development and to promote the use of infrastructure already created by IWAI. MoUs have been signed with M/s. KITCO (for facilitating consultancy services in National Waterways), NHIDCL (for construction of all civil works of IWAI in North East Region), (ICSL for facilitating the Inland Vessel operations on National Waterways); (IPRCL for Road-Rail connectivity of MMT Sahibganj, etc., to name a few.

As a step toward improving the efficiency and effectiveness of various activities and to ensure Ease-of-Doing-Business, IWAI has developed digital solutions such as Cargo Data Portal (Car-D) and Portal for Asset & Navigational Information (PANI) to enable stakeholders to have access to key information on National Waterways.

During the lockdown (due to outspread of Covid-19) in the month of March/ April, 2020 when other modes of transportation were not able to function, the Inland Water Transport was functioning. Standard Operating Procedures (SOPs), duly approved by Ministry of Health & Family Welfare and Ministry of Home Affairs were designed and published on 24th April 2020. Similar SOP was also designed by Government of Bangladesh, and issued on 29th April, 2021 to continue the movement of vessels between India and Bangladesh on Indo-Bangladesh Protocol Routes (IBP) during the lockdown period. During this period, commodities like sponge iron and textiles were moved from Kolkata to Bangladesh using Inland Water Transport system on IBP Routes. All out efforts were made to keep the traffic movement going on in National Waterways and Indo-Bangladesh Protocol Route during Covid-19 pandemic. Various Ministries such as Ministry of Coal, Fertilizer, Textiles, Heavy Industries and Steel have been requested to allocate some percentage of their cargo through inland water transport.

To create awareness among stakeholders and to promote Inland Water Transport, IWAI has also conducted various stakeholders' conferences, seminars and webinars at various locations during the FY 2020-21, a brief of which is also presented in this report.

Other major highlights include various steps undertaken to promote Inland Water Transport sector with cooperation of Maritime Boards, State Governments and other stakeholders.

## PART-I

# ANNUAL REPORT ON TRAFFIC MOVEMENT FY 2020-21



### 1. Traffic on National Waterways (NWs)

The traffic on Inland Waterways has witnessed exponential growth in the last four years with CAGR of 10.81% and reached to 83.61 million tons in the year 2020-21 despite the pandemic. Tapping the potential, IWAI aims at increasing the modal share of freight movement through IWT from 2% to 2.5% by FY 2030. The trends of traffic on National Waterways during last three years is presented in a Table below:

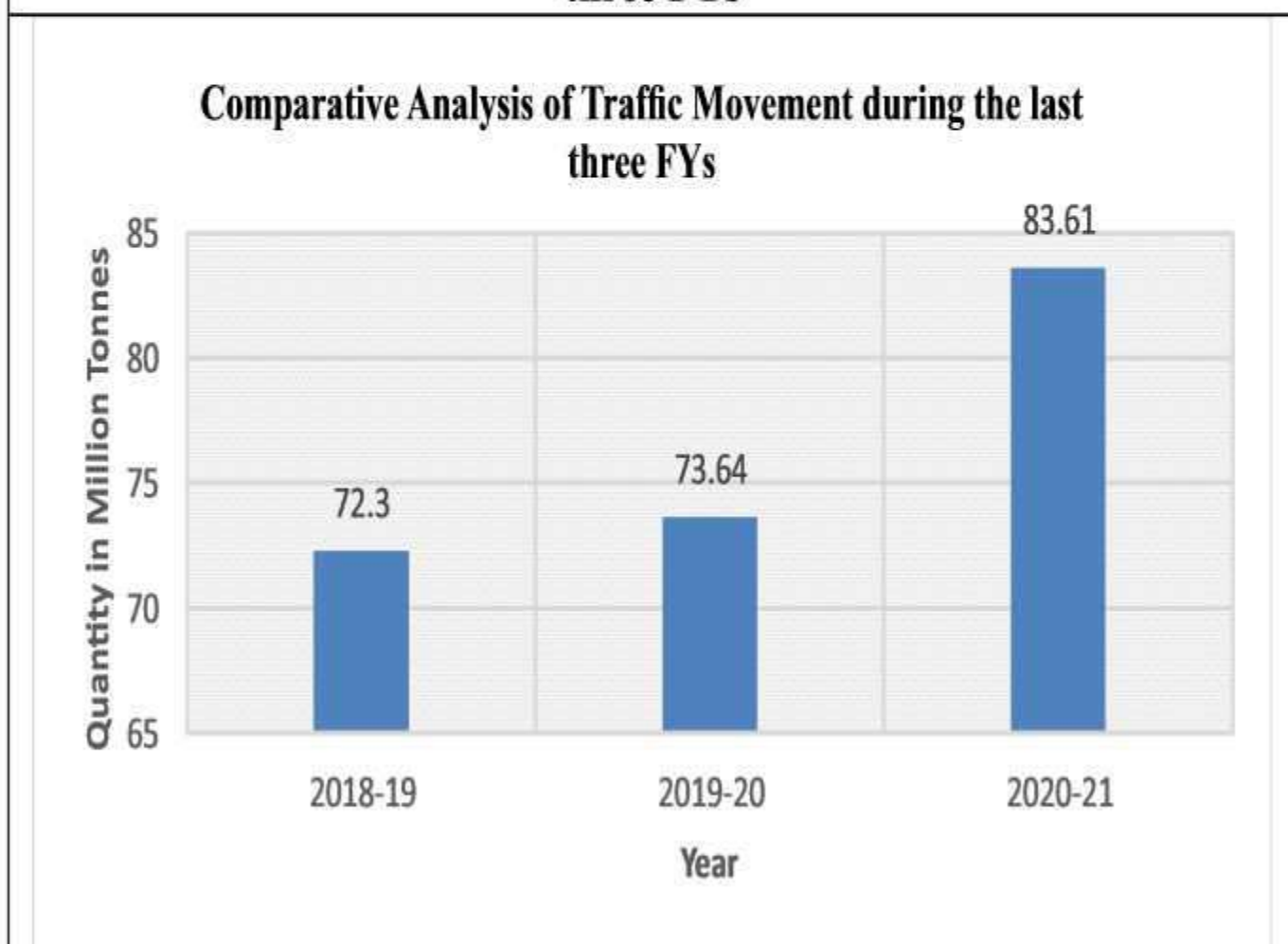


STATEMENT OF CARGO/TRAFFIC MOVEMENT FOR THE FY 20-21				
National Waterways	Quantity in tonnes			% Change FY 19-20 & FY 20-21
	FY 18-19	FY 19-20	FY 20-21	
NW-1 (Ganga-Bhagirathi-Hooghly River System)	6,793,981	91,13,297	92,06,984	1%
NW-2 (Brahmaputra River)	502,003	3,92,768	3,07,191	-22%
NW-3 (West Coast Canal)	408,790	5,46,051	7,33,977	34%
NW-4 (Krishna Godavari River Systems)	452,066	82,226	68,31,824	8209%
Sub Total (National Waterways 1 -4)	8,156,840	1,01,34,342	1,70,79,977	69%
<b>Maharashtra Waterways</b>				
NW-10 (Amba River)	22,381,100	2,20,14,466	1,76,85,737	-20%
NW-83 (Rajpuri Creek)	816,205	6,66,755	2,05,567	-69%
NW-85 (Revadanda Creek-Kundalika River System)	1769,947	15,92,477	10,83,701	-32%
NW-91 (Shastri River - Jaigad Creek System)	3374,399	1,19,443	92,34,983	7632%
TOTAL	28,341,651	2,43,93,141	2,82,09,987	16%
<b>Goa Waterways</b>				
NW-68 (Mandovi River)	1,653,751	15,75,640	39,96,431	154%
NW-111 (Zuari River)	2,104,219	13,58,202	44,64,662	229%
TOTAL	3,757,970	29,33,842	84,61,093	188%
<b>Gujarat Waterways</b>				
NW-73 (Narmada River)	40,941	99,614	82,311	-17%
NW-100 (Tapi River)	28,780,183	3,09,16,062	2,56,29,554	-17%
TOTAL	28,821,124	3,10,15,676	2,57,11,865	-17%
NW-16 (Barak River)	-	4,417	1,032	-77%
NW-44 (Ichamati River)	-	8,98,641	2,80,353	-69%
NW-94 (Sone River)	-	8,00,000	0	-100%
NW-97 (Sunderbans Waterway)	3,227,460	34,59,540	38,61,439	12%
NW-86 (Rupnarayan River)	-	0	1,443	
Grand Total Metric Tonnes	72,305,045	7,36,39,599	8,36,07,189	13.54%
<b>Grand Total Million Metric Tonnes</b>	<b>72.30</b>	<b>73.64</b>	<b>83.61</b>	<b>13.54%</b>

Efforts were made to keep the traffic movement going on in National Waterways and Indo-Bangladesh Protocol Route during Covid-19 pandemic. The Indo-Bangladesh Protocol Route where the entry of foreign vessels was initially stopped, was reinstated by developing Standard Operating Procedures in consultation with approval of Ministry of Home Affairs and Ministry of Health & Family Welfare for entry of Bangladeshi vessels and crew for transportation of cargo. This helped in evacuation of fly-ash from the thermal power stations and keep them in operation.

A comparative analysis of cargo/ traffic movement during the last three financial years 2018-19 (72.30 MMT) followed by 2019-20 (73.64 MMT) and 2020-21 (83.61 MMT) is as presented in the following Fig. It may be observed that despite pandemic, there is a steep increase in the traffic movement in the FY 2020-21 at 13.54% as compared to 1.8% in the FY 2019-20.

**Fig. (1): Comparative Analysis of Traffic Movement during the last three FYs**

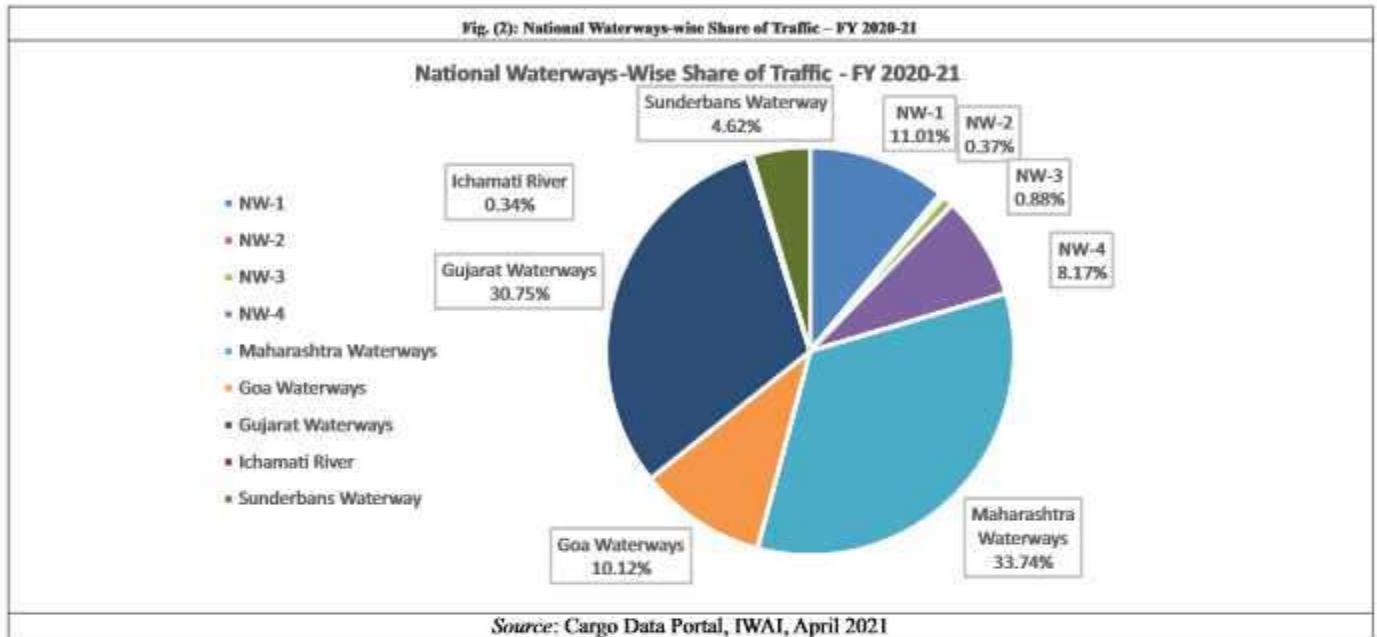


Source: Cargo Data Portal, IWAI, April 2021



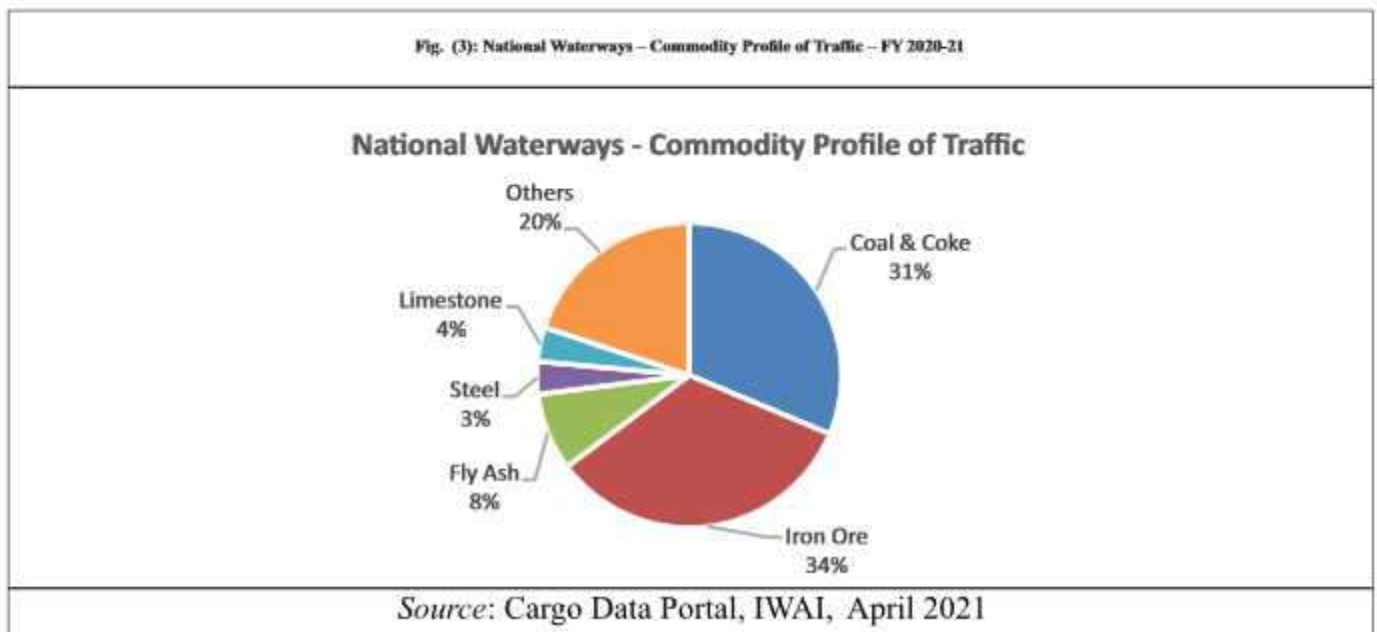
## 2. National Waterways-wise Share of Traffic

National Waterways-wise share of traffic during the financial year 2020-21 is mostly shared by Maharashtra Waterways (34%) followed by Gujarat Waterways (31%), NW-1 (11%), Goa Waterways (10%), NW-4 (8%) and Sunderbans Waterways (5%). This is as presented in the following Fig. (2).



## 3. National Waterways – Commodity Profile of Traffic

The most preferred commodity in the overall traffic is Iron Ore (34%) followed by Coal & Coke (31%), Fly-Ash (8%), Limestone (4%) and Steel (3%). Others (20%) mainly includes sand, stone chips, cement, etc., as presented in Fig. (3).



During lockdown, 243 Bangladeshi vessels were in Indian territory, which were also sent back to Bangladesh.

## INDO-BANGLADESH PROTOCOL ROUTE

A Protocol on Inland Water Transit & Trade (PIWT&T) between India and Bangladesh has been in existence since 1972 facilitating movement of inland cargo vessels of one country on designated routes of other country for transit & trade of goods through inland waterways. For making the Protocol more effective, many landmark decisions were taken in the last two (19th & 20th) Standing Committee Meeting on PIWT&T and Secretary Shipping Level Talks held in October'2018 in New Delhi and in December'2019 in Dhaka. These decisions are given effect with the signing of 2nd addendum under PIWT&T on 20th May, 2020 at Dhaka, Bangladesh.



Signing of 2<sup>nd</sup> addendum to PIWT&T at Dhaka on 20<sup>th</sup> May'2020

**Routes:** The number of Indo-Bangladesh Protocol (IBP) routes have been increased from 08 to 10 and new locations are also added to the existing routes:

- Inclusion of Sonamura-Daudkandi stretch of Gomti river (93 km) as IBP route no 9 & 10 will improve the connectivity of Tripura and adjoining states with Indian and Bangladesh economic centres and will help the neighbouring regions of both the countries.
- The operationalization of IBP route no 5 & 6 i.e., Rajshahi-Dhulian and its extension up to Aricha (270 km) will help the growing of infrastructure in Bangladesh as it would reduce the transportation cost of stone chips/aggregates to northern part of Bangladesh.
- Kolaghat in NW-86 i.e., Rupnarayan river has been also included in IBP routes no 1, 2 and 3, 4.
- IBP route no 3, 4 and 7, 8 has been extended up to Badarpur on NW-16 (River Barak). In these routes, Ghorashal in Bangladesh has also been added. The designated IBP routes under PIWT&T are:

1 & 2 – Kolkata-Silghat and vice versa

3 & 4 – Kolkata-Badarpur and vice versa

5 & 6 – Dhulian-Rajshahi-Aricha and vice versa

7 & 8 – Silghat-Badarpur and vice versa

9 & 10 – Daudkandi-Sonamura and vice versa

Further, number of Ports of Call has been increased from 6 to 11 and also 2 extended ports of call has been added as shown below:

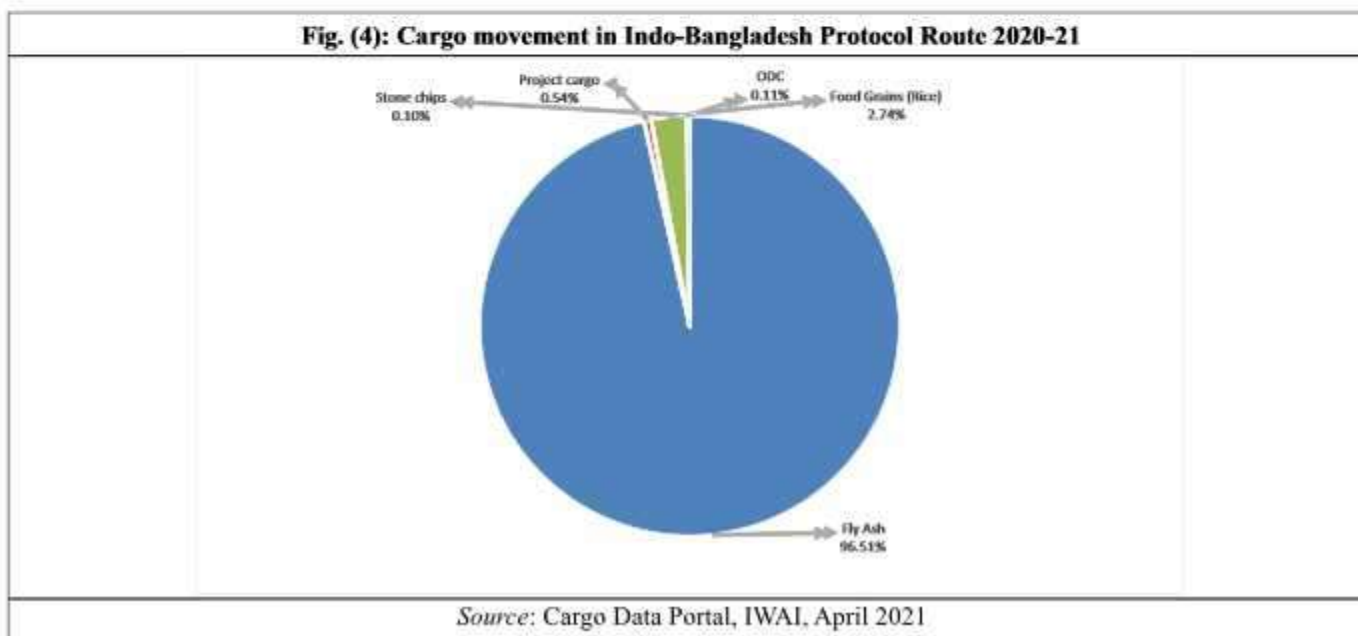


Bangladesh		India	
Ports of Call	Extended Ports of Call	Ports of Call	Extended Ports of Call
Narayanganj	Ghorasal	Kolkata	Tribeni (Bandel)
Khulna	--	Haldia	--
Mongla	--	Karimganj	Badarpur
Sirajganj	--	Pandu	--
Ashuganj	--	Silghat	--
Pangaon	Muktarpur	Dhubri	--
Rajshahi	--	Dhulian	--
Sultanganj	--	Maia	--
Chilmari	--	Kolaghat	--
Daudkhandi	--	Sonamura	--
Bahadurabad	--	Jogigopha	--

With collaborative efforts of IWAI and BIWTA, the traffic has been continuously increasing on the IBP route. Approx. 3.56 million tonnes of traffic moved on the IBP route in FY-2020-21 and displayed a growth of approx. 2.89 % over FY-2019-20. Around 700 inland vessels (including approx. 650 Bangladesh-flag vessels) completed with approximately 4,000 loaded voyages annually.

#### IBP route: Commodity profile of traffic (FY-2021)

The commodity profile of the traffic handled on the IBP route during the financial year 2020-21 is as presented in the following Fig. (4):



From the above, it may be observed that fly ash is the most preferred commodity (almost 97%) on the IBP route followed by rice (3%). Project cargo, ODC and stone collectively contribute less than 1%.

## DIGITAL SOLUTIONS FOR EASE-OF-DOING BUSINESS

- a. **CAR-D (Cargo Data) Portal:** CAR-D is a web-based portal for collection & compilation, analysis and dissemination of all cargo and cruise movement data of National Waterways to the stakeholders. It captures the traffic data in a near real time mode for cargo and cruise from different terminals, operators, Maritime Boards, etc.

**Benefits of CAR-D:** It is accessible to all the stakeholders and helps in understanding the traffic flow pattern, key commodities and potential key logistic players in the sector and can facilitate cargo consolidation and promotion of National Waterways transportation.



- b. **PANI (Portal for Asset & Navigation Information):** PANI is an integrated solution bringing river navigation and infrastructure information on a single platform. It provides detailed information of various features of National Waterways and the assets such as fairway, infrastructure facilities, cross-river structures, connectivity at jetties, emergency services for facilitating transportation of cargo. The GIS-based Bharat Map portal also helps external stakeholders in voyage planning, leading to ease of business. A mobile application has also been prepared which is available on Google Play Store for easy dissemination of information and tracking of vessels.

**Benefits of PANI:** The platform brings transparency of information for timely decision-making based on single source of truth and aims to facilitate transportation of cargo through National Waterways. It also helps in assessing the feasibility of transportation on an anticipated date of journey by simulating historical data against required draught, vertical and horizontal clearance.

These solutions increase collaboration across divergent stakeholders, improve organizational consistency, increased resource agility, enhances ownership and accountability for each stakeholder leading to improved management of activities. By having public access to key work being done by IWAI for the sector, will enhance IWAI's standing in the market and will increase trust in the sector.

## OTHER INITIATIVES FOR GROWTH OF TRAFFIC ON NATIONAL WATERWAYS

### 1. Revision of Levy & Collection of Fees:

Taking ahead the vision of the Government of India to promote Inland Waterways as a supplementary mode of transport, the Ministry of Ports, Shipping and Waterways has considered waiver of waterway user charges initially for a period of three years. Presently, Inland Waterways Authority of India levies the waterway usage charges at a rate of Rs. 0.02 per gross registered tonnage (GRT) per kilometer for plying of inland cargo vessels and Rs. 0.05 per gross registered tonnage (GRT) per kilometer for plying of Cruise vessels on National Waterways (NWs). Since Inland Waterway traffic movement is at a very nascent stage and currently contributes only 2% of total cargo traffic, the water usage charges for plying of inland vessels on National Waterways has been done away with to attract traffic on Waterways. In 2016, the number of National Waterways were increased from 5 NWs to 111 NWs. The levy of fees and charges on use of National



Waterways was applicable on the use of all the NWs which was acting as hindrance in administration of traffic movement and collection of traffic data.

Waterway usage charges collected in last five years for movement of inland vessels were Rs. 67.92 lakhs, Rs. 99.86 lakhs, Rs. 49.11 lakhs, Rs. 68.7 lakhs and Rs. 111.93 lakhs during 2014-15, 2015-16, 2016-17, 2017-18 and 2018-19 respectively. Thus, on an average, a revenue loss of approx. Rs. one crore will be caused to the exchequer every year. This step is expected to promote use of inland waterways by removing certain road blocks and provide “Ease-of-Doing-Business”.

## **2. Draft Guidelines for construction of Jetties by Private Operators**

Policy for development of Private jetty/ terminal: With the growth of IWT traffic on NWs, private entities have exhibited interest to build and operate private terminals on NWs. Allowing private entities to build, operate and manage the terminals will enable rapid development of terminal network on NWs. In view of the advantages associated with private sector participation in development of terminals on NWs, IWAI has proposed to permit the private sector to develop their own jetties and operate them on commercial basis. Recently IWAI has permitted Ro-Ro operations by private operators on NW-1 using their land on banks as landing points on temporary basis. This initiative is expected to bring in much needed participation of private sector in augmenting the development of infrastructure and modal shift of cargo in favour of IWT.

## **3. Enhanced regional trade using IWT mode:**

- a. Addition of new Ports of Call and routes in India and Bangladesh under PIWT&T:** With 7 new ports of call agreed to be added on each side along with addition/ extension of waterway routes under PIWT&T between India and Bangladesh, the accessibility of IWT mode for trade between India and Bangladesh is expected to increase and result in growth of traffic on NWs. As per an assessment, approx. 2.5 million tonne of traffic is expected to get diverted to IWT mode with the extension of Rajshahi-Dhuliyān route up to Aricha in Bangladesh.
- b. Inclusion of IWT mode in the Indo-Nepal trade treaty:** Inland waterways mode has been agreed for inclusion in the trade treaty between India and Nepal. This will allow Nepal bound cargo (coming from 3rd country via Kolkata port and India's exports) to take waterway up to Sahibganj MMT (Jharkhand), proposed Kalughat terminal near Patna (Bihar) and Varanasi MMT (UP) and further movement to Nepal via road. The IWT route will provide an alternate option to the traffic, which currently faces significant challenges such as congestion and delays on the rail and road mode currently.
- c. Trade between Bhutan and Bangladesh:** Stone exporters from Bhutan 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. The first movement under supervision of IWAI was successfully executed in July 2019. 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, transportation of stone aggregates has become regular between Dhubri and Chilmari (Bangladesh) and more than 15 shipments of approx. 4369 tonnes have been completed in FY-21. This trade using the IWT mode is expected to continue and reach a significant scale in the coming years.
- 4. Standard Operating Procedures (SOPs) for facilitating the Stakeholders to use Inland Water**

### Transport and access the various information related to National Waterways

The list of Standard Operating Procedures (SOPs) for various National Waterways which are available at IWA website is as given below:

- Standard Operating Procedures (SOP) of the Agreement on the use of Chattogram and Mongla Ports for movement of goods to and from India between the Government of the People's Republic of Bangladesh and the Government of Republic of India.
- Standard Operating Procedures (SOP) of MoU on Passenger and Cruise Services on the Coastal and Protocol Route between the Government of the People's Republic of Bangladesh and the Government of Republic of India.
- Standard Operating Procedures (SOP) for the MoU on use of Inland Waterways for Transportation of Bilateral Trade and Transit cargoes between the Government of People's Republic of Bangladesh and the Government of Republic of India.
- Standard Operating Procedures (SOP) for the Movement of Vessels on Protocol on Inland Water Transit and Trade (PIWT&T) to contain the spread of COVID-19.
- Standard Operating Procedures (SOP) and Check List for Ro-Ro / Ro-Pax vessel operations on National Waterways.
- Standard Operating Procedures (SOP) for Car-D Portal.

### 5. Ro-Ro/Ro-Pax Service Commenced in Various National Waterways

Vessel Name	Ro-Ro / Ro-Pax Service between	Date of Inauguration by Minister Prime Minister
MV Rani Gaidinliu & MV Sachin Dev Barman	Neamati and Kamalabari (Majuli)	18.02.2021
MV JFR Jacob	Guwahati and North Guwahati	18.02.2021
MV Bob Khathing	Dhubri and Fakirganj (U/S Hatsingimari)	18.02.2021
MV Adi Shankara & MV C.V. Raman	Wellington Island and Bolghaty	14.02.2021

### 6. Details of Ro-Ro / Ro-Pax Services

#### • Ro-Pax service between Majuli Island and Neamati on NW-2 (River Brahmaputra)

Majuli is the world's largest river island in the Brahmaputra River, Assam. In 2016 it became the first island to be made a district in India. The island has 144 villages with a population of over 150,000 and a density of 300 individuals per square km. The main source of income is by agriculture, with





paddy being the chief crop. Fishing, dairying, pottery and boat-making are other important economic activities. Handloom is also a major occupation among the women population of the villages. There are over 30 educational institutes, colleges and schools on the Island.

**Current Transportation challenges:** Majuli island is accessible by ferries from the city of Jorhat (via Neamati). The other route between Majuli and Jorhat is by a circuitous road through Tejpur Bridge covering a long distance of approx. 420 kms. Connectivity is one of the major problems faced by the small scale and cottage industries in the river island. It is very difficult to carry the raw materials from its sources from other parts of the State to the industrial areas due to poor transportation system.



Currently, approx. 2,000 passengers, 240 two wheelers, 54 light motor vehicles and 100 bicycles use the ferry service between Jorhat and Majuli on a daily basis. However, the boats which provide Ro-Ro services, are small wooden boats which run with over capacity most of the times making the voyage unsafe for passengers.

**Benefits of the proposed Ro-pax service:** The deployment of 2 Ro-Pax vessels (MV Rani Gaidinliu and MV Sachin Dev Burman with capacity of 2 Trucks + 4 cars + 200 Passengers each) will generate following benefits –

- Reduce distance from 420 kms by road to 12 km by waterway
- Ensure safety of passengers and provide safety of shipping and navigation
- Enable round the year service
- Enable access for heavy vehicles such as trucks, buses etc. to cross the river and boost trade.
- Include Majuli in the economic development agenda



MV Rani Gaidinliu for service between Neamati and Kamlabari (Majuli)



MV Sachin Dev Burman for service between Neamati and Kamlabari (Majuli)



### • **Ro-Pax vessels between North Guwahati and South Guwahati on NW-2 (River Brahmaputra)**

Guwahati is the hub of North Eastern state on the bank of Brahmaputra River, Assam. Guwahati is the largest city in the Indian state of Assam and also the largest metropolis in north-eastern India. A major riverine port city along with hills, and one of the fastest growing cities in India, Guwahati main city is situated on the south bank of the Brahmaputra. It is called the 'Gateway to North East India'.

The South Guwahati have many ancient Hindu temples like the Kamakhya Temple, Ugratara Temple, Basistha Temple, Doulgovinda and the Umananda Temple are situated in the city, giving it the title of "The City of Temples". Dispur, the capital of Assam, is in the circuit city region located within Guwahati and is the seat of the Government of Assam.

The North Guwahati area is on the northern bank of the Brahmaputra, is being gradually incorporated into the city limits. There are many educational institutes including IIT, Guwahati, colleges, schools and industrial area on the North Guwahati and is connected by only a Bridge called Saraighat bridge.

Current Transportation challenges: North Guwahati is accessible by ferries from the city of South Guwahati (via river Brahmaputra). The other route between these two by is by a road Bridge covering a long distance of approx. 40 kms through a heavy traffic of South Guwahati and also causing continuous traffic jam on the bridge as well as in the city area. It is very difficult and time consuming for the commuters and businessman who are facing traffic congestion for the purpose of work due to poor transportation system.

Everyday approximately 3,000 passengers and many light Motor Vehicle/ Two Wheelers/ Bicycles cross the river Brahmaputra at Guwahati travelling nearly 40 kms by road. However, the boats which provide Ro-Ro services, are small wooden boats / small ships of IWT which run with over capacity most of the times making the voyage unsafe for passengers.

Benefits of the proposed Ro-pax service: The deployment of 2 Ro-Pax vessels MV Bob Khathing and MV JFR Jacob to be operated by Government of Assam between South Guwahati and North Guwahati (capacity of 2 Trucks + 4 cars + 200 Passengers each) will generate following benefits –

- Reduce distance from 40 kms by road to 4 km by waterway and also reduce the road congestion in city area
- Ensure safety of passengers and provide safety of shipping and navigation
- Enable round the year service
- Enable access for heavy vehicles such as trucks, buses etc. to cross the river and boost trade.
- Include North Guwahati in the economic development agenda







MV JFR Jacob - for service between Guwahati and North Guwahati

- **Ro-Pax vessels between Dhubri and Hatsingimari on NW-2 (River Brahmaputra)**

Dhubri and Hatsingimari, two adjoining districts in western Assam divided by the Brahmaputra. Regular movement of the vessel, between Dhubri on the north and Hatsingimari on the south bank of the Brahmaputra, will prove a boon for the region by drastically bridging the distance for cargo from Meghalaya and passenger movement of adjoining area as well as passenger movement to the Garo Hills region of western Meghalaya easier and faster. The road distance between the two towns, crossing the Brahmaputra on Naranarayan Setu connecting Jogighopa with Pancharatna, is 220 km.

**Current Transportation challenges:** A permanent Ro-Ro jetty is operational at Dhubri with a temporary Ro-Ro jetty at Hatsingimari. Dhubri and Hatsingimari connectivity reduces travel distance of vehicles between Meghalaya and Dhubri (Assam) which currently go over Jogighopa bridge (road distance - 220 km; IWT distance 28km) and provides required commuting facility with safe, economic and environment-friendly mode of transportation. Everyday approximately 1000 passengers and many Two Wheelers/ Bicycles cross the river Brahmaputra at Dhubri. However, the boats which provide Ro-Ro services, are small wooden boats which run with over capacity most of the times making the voyage unsafe for passengers.

**Benefits of the proposed Ro-pax service:** The deployment of one Ro-Pax vessels MV Bob Khathing to be operated by Government of Assam between South Guwahati and North Guwahati (capacity of 2 Trucks + 4 cars + 200 Passengers each) will generate following benefits:

- Reduce distance from 220 kms by road to 28 km by waterway and also reduce the road congestion in city area.
- Ensure safety of passengers and provide safety of shipping and navigation.
- Enable round the year service.
- Enable access for heavy vehicles such as trucks, buses etc. to cross the river and boost trade.
- Include western Assam and Meghalaya in the economic development agenda.
- Enable access for heavy vehicles such as trucks, buses etc. to cross the river and boost trade.

Include western Assam and Meghalaya in the economic development agenda.



MV Bob Khathing - for service between Dhubri and Hatsingimari

#### • Deployment of Ro-Ro vessels between Bolgatty and Willingdon Island

The Inland Waterways Authority of India will deploy two new Roll-on/ Roll-off vessels between Bolgatty and Willingdon Island on the National Waterway-3. The vessels have been procured from Cochin Shipyard Limited and will be operated by Kerala State Inland Navigation Corporation (KSINC). The Ro-Ro vessels, MV Adi Shankara and MV CV Raman, with capacity to carry six 20-foot trucks, three 20-foot trailer trucks, three 40-foot trailer trucks and 30 passengers each, will soon become operational between Bolgatty and Willingdon Island.

Container carrying vehicles moving between locations in southern Kerala such as Kollam, Allappuzha etc. and International Container Transshipment Terminal (ICTT), Vallarpadam currently use road route of approx. 25-30 km passing through Kochi city and add to increased traffic congestion, pollution and instances of road accidents. The city entry restrictions during the day hours also increase the transit time of these vehicles thereby adding to the transportation cost.

With commencement of the proposed Ro-Ro services, container carrying vehicles can take the Ro-Ro service from Willingdon island jetty to Bolgatty from where vehicles can access ICTT, Vallarpadam by road. Similarly, outward loaded/ empty vehicles from ICTT can take the same service from Bolgatty to Willingdon Island for onward road movement. The service will reduce the travel distance from current 25- 30 km on road to 3.5 km on waterways, thereby benefitting the trade with reduced transportation cost and transit



time. Importantly, the service will bring much needed relief to the city of Kochi by reducing congestion level on road and contribute to public safety.



## COMMENCEMENT OF CARGO MOVEMENT ON SONAMURA

### Development of Sonamura Terminal

As per decision in the 19th meeting of Standing Committee of PIWT&T, Bangladesh portion of Gomti 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.23.15 cr. is envisaged in the 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).



The intended benefits of development terminal at Sonamura are as under:

- Once these stretches become fully navigable, they will help in considerable reduction in the logistic cost of cargo movement in the North East Region (connecting NW-1 (River Ganga), NW-2(River Brahmaputra) through Bangladesh waterways.
- This will result in reduction in congestion road traffic through Siliguri Corridor (Chicken's Neck).
- Sonamura can also be considered as transshipment hub for further transportation of cargo through road to adjoining North Eastern States.
- It would also strengthen economic cooperation between Government of Bangladesh and India and also boost 'Look East' policy of the Government of India.

The terminal will facilitate merchants of both India and Bangladesh for movement of their merchandise through waterways.



## MAJOR ACHIEVEMENTS DURING FY 2020-21

1. Traffic growth @10.81% CGAR in last 04 (Four) years.
2. No. of operational NWs increased from 13 in FY-19 to 17 in FY-21.
3. Cargo mapping on following stretches/NWs initiated:
  - a) Collection of cargo data from Ichamati River (~0.9 MMT).
  - b) Collection of data from Godavari River.
4. Export of Bhutan Cargo via NW-2: Operationalization of Dhubri – Chilmari Route: 15 movements of Bhutan cargo to Bangladesh via IBP route took place during FY21 (4369 MT).
5. Approx. 3.56 million tonnes of traffic moved on the IBP route in FY-21 against 3.46 million tonnes in FY 20, registering a growth of 2.89%.
6. Movement of 24 Over Dimensional Cargo on NW-1 / IBP and NW-2 Routes from Kolkata/ Haldia port to destinations along NW-1, IBP & NW-2. (PowerGrid, HURL, BHEL etc.).
7. Ministry of Steel, Textile, Coal, Food, Petroleum have been approached in July 2020, for transportation on Inland Waterways. Pilot movement on textile, plastic, iron & steel have been undertaken on IBP.
8. Flagging-off ceremony of first cruise vessel Ganga Voyager-II of M/s Heritage River Journeys from IWAI Princep Ghat tourist jetty, Kolkata to Sundarbans was held on 26/02/2021 in the presence of



SMP Chairman, Director, IWAI, senior officials of IRS, IWT and other stakeholders.

9. MoU for handing over three IWAI vessels, namely, M.V. Rabindranath Tagore, M.V. Lal Bahadur Shastri and M.V. Homi Bhabha to Inland & Coastal Shipping Limited (ICSL), a wholly Owned Subsidiary of SCI Ltd., was signed on 22nd Jan. 2021 and one vessel, namely, M.V. RN Tagore handed over to ICSL on the same day followed by M.V. Lal Bahadur Shastri on 26.02.2021 at Gaighat, Patna. The third vessel shall be handed over to SCI after completion of dry-docking.



A trial of scheduled service from Varanasi to Kolkata was conducted with M.V.



RN Tagore during 28.12.2020 to 22.01.2021 with 5 containers carrying fertilizers from Varanasi and polypropylene granules from Patna followed by regular scheduled service from (i) from Kolkata to Patna was conducted with M.V. RN Tagore during 10.02.2021 to 22.02.2021, (ii) Varanasi and Patna to Kolkata with M.V. Lal Bahadur Shastri, with 58-ton rice husk was completed on 21.03.2021, (iii) Patna to Kolkata with M.V. R.N. Tagore commenced on 23.03.2021.

10. New Ports of Call included in Second Addendum have been notified by Customs.
11. SOP for the movement of Passenger and Cruise on IBP has been operationalized.
12. IWAI have opened a sub-office at Mormugao Port Trust Complex on 14.01.2021 to promote the IWT on National Waterways in Goa and also to look after / co-ordinate the developmental works.



IWAI Goa Sub-office – Inaugural Function

13. Land measuring 446.75 sqm at Princep Ghat, Kolkata (upstream of Vidyasagar Setu) has been taken over from Syama Prasad Mookerjee Port, Kolkata on 18.01. 2021 for “Construction of new tourist/cruise Jetty”.

14. 13 no. voyages of 17,085.339 MT of Rice transported from KPD, Kolkata, India, to Mongla, Bangladesh through NW-1 and Protocol on Inland Water Transit & Trade Route.
15. Maritime India Summit 2021 was held from 2nd March to 4th March 2021 wherein IWAI have signed the following MoUs with –

- i. MOL Shipping (India) Pvt. Ltd., for IWT operations in operational National Waterways;
- ii. Dredging Corporation India Ltd (DCI), for Fairway development/ maintenance in National Waterways;



- iii. Indian Port Rail & Ropeway Corporation Ltd. (IPRCL), for Road-Rail connectivity of MMT Sahibganj;



- iv. Inland & Coastal Shipping Limited (ICSL), for Facilitating the Inland Vessel operations on National Waterways;



- v. Cochin Shipyard Ltd. (CSL), for Repair and maintenance of IWAI vessels;



- vi. National Highways & Infrastructure Development Corporation Ltd (NHIDCL), for Construction of all civil works of IWAI in North east Region;



- vii. National Institute for Smart Governance (NISG), for Program management of e-initiatives;



- viii. National Institute of Financial Management (NIFM), for Training on Financial Management;



- ix. Bhaskaracharya National Institute for Space Applications and Geo-Informatics (BISAG-N), for Support for e-initiative of IWAI;



- x. M/s KITCO Limited for facilitating consultancy services in National Waterway-3.



- xi. M/s Heritage River Journeys Pvt. Ltd, for Cruise services on NW-1 & Sundarbans Waterways and other operational National Waterways;



- xii. National Technology Centre for Ports, Waterways & Coasts (NTCPWC), for Providing technical services towards development of National Waterways;

- xiii. Kochi Metro Rail Limited (KMRL), for Transfer of land at Kakkanad Terminal for 30 years and Jetty at Kakkanad Terminal land;



- xiv. Indian Ports Association (IPA), for Supervision of IWAI vessels during their operations on various Nws;
- xv. Government of Odisha, for operation & management of Ro-Ro vessel, MV Bhupen Hazarika on 15-March-2021 in the august presence of Hon'ble Minister of Commerce & Transport, Govt. of Odisha.
16. Foundation stone for construction of tourist jetties at Jogighopa, Pandu, Biswanathghat and Neamati. Foundation Stone for construction of IWT terminal at Jogighopa.
17. An MoU has been signed between and Government of Odisha on 15.03.2021 for deployment of IWAI Vessel M.V. Bhupen Hazarika in the state of Odisha.
18. First commercial consignment of 40,000 cartons of fruit drink (512 MT) of PRAN group of Bangladesh commenced from Ghorashal extended Port of Call of Narayanganj, Bangladesh on 16th March 2021 and reached at GR Jetty Kolkata.
19. Commercial operation of Broad-Gauge Railway Siding at Pandu commenced by receiving first consignment of 644 MT of steel round bars of Rashtriya Ispat Nigam Limited (RINL) Vizag in 10 wagons on 28.03.2021.
20. An MoU has been signed between IWAI and NF Railways on 31.03.2021 for jointly utilization of IWAI and Railway infrastructure at Pandu and other locations. Photos to be attached.
21. Transportation of cargo from Karmganj to Narayanganj in Bangladesh continued with Bangladeshi vessel MV Muslim Nou Paribhan loaded with 66 MT lime stone. Similarly, the transportation of stone Chips from Dhubri to Chilmari continued with 15 Bangladeshi vessels totaling 4369 MT.



## DETAILS OF OVER-DIMENSIONAL CARGO (ODC) MOVEMENTS DURING FY 2020-21

Inland Waterway Transport (IWT) is the most preferred mode of transportation of Over-Dimensional Cargo (ODC) due to its manifold merits vis-à-vis other modes of transportation. For movement of ODC cargo, road transport faces challenges such as route and time restrictions, requirement of multiple permissions, route surveys, etc. Rail transport also faces flexibility to accommodate ODC cargo due to its standard wagon sizes.



### ODC Movements in National Waterways and IBP Route

The details of Over-Dimensional cargo movements in National Waterways and IBP route during the FY 2020-21 are as presented in the following Table. These ODC cargo movements pertain to M/s. HURL, BHEL and Power Grid Corporation.

<b>Table 0): Details of Over-Dimensional Cargo (ODC) Movements in National Waterways &amp; IBP Route during FY 2020-21</b>								
Sl. No.	NW	Month	Year	Origin	Destination	Commodity	Cargo in MT	Shipper
1	NW-1	Apr	2020	Kolkata	Semaria	Project Cargo	550	HURL
2	NW-1	Apr	2020	Semaria	Sahibganj	Project Cargo	45	HURL
3	NW-1	May	2020	Diamond Harbor	Semaria	Project Cargo	240	HURL
4	NW-1	May	2020	Diamond Harbor	Semaria	Project Cargo	240	HURL
5	NW-1	May	2020	Diamond Harbor	Semaria	Project Cargo	35	HURL
6	NW-1	May	2020	Diamond Harbor	Semaria	Project Cargo	417	HURL
7	NW-1	May	2020	Diamond Harbor	Semaria	Project Cargo	413	HURL
8	NW-1	June	2020	Diamond Harbor	Kolaghat	Project Cargo	387	HURL
9	NW-86, NW-1, IBP, NW-2	July	2020	Kolaghat	Silghat	Project Cargo	312	BHEL
10	NW-86, NW-1, IBP, NW-2	July	2020	Kolaghat	Silghat	Transformer	456	Power Grid Corp
11	NW-1, IBP	Aug	2020	Kolkata	Mongla	Project cargo	436	BHEL
12	NW-1	Sep	2020	Kolkata	Sahibganj	Project Cargo	227	HURL
13	NWW-1, IBP, NW2	Sep	2020	Kolkata	Silghat	Transformer	500	BHEL
14	NW-86, NW-1, IBP	Oct	2020	Kolaghat	Mongla	Project cargo	346	BHEL
15	NW-1	Nov	2020	Kolkata	Sahibganj	Project Cargo	227	HURL
16	NW-1	Nov	2020	Kolkata	Sahibganj	Project Cargo	324	HURL

17	NW-1, IBP	Nov	2020	Kolkata	Mongla	Project cargo	203	BHEL
18	NW-1	Dec	2020	Kolkata	Sahibganj	Project Cargo	162	HURL
19	NW-1	Dec	2020	Kolkata	Sahibganj	Project Cargo	227	HURL
20	NW-1	Dec	2020	Kolkata	Semaria	Project Cargo	162	HURL
21	NW-1	Dec	2020	Kolkata	Semaria	Project Cargo	227	HURL
22	NW-1, IBP	Jan	2021	Kolkata	Mongla	Project Cargo	458	BHEL
23	NW-1, IBP	Feb	2021	Kolkata	Mongla	Project Cargo	348	BHEL
24	NW-1, IBP	Mar	2021	Kolkata	Narayanganj	Project Cargo	53	BHEL
<b>Total (in MT)</b>							<b>6,994</b>	

## STAKEHOLDERS' CONFERENCES, SEMINARS & WEBINARS

To create awareness among stakeholders and promote Inland Water Transport, IWAI has also conducted stakeholders' conferences, seminars and webinars at various locations during the FY 2020-21, a brief of which follows in the next section.



## PART-II

### STAKEHOLDERS' CONFERENCES, SEMINARS & WEBINARS

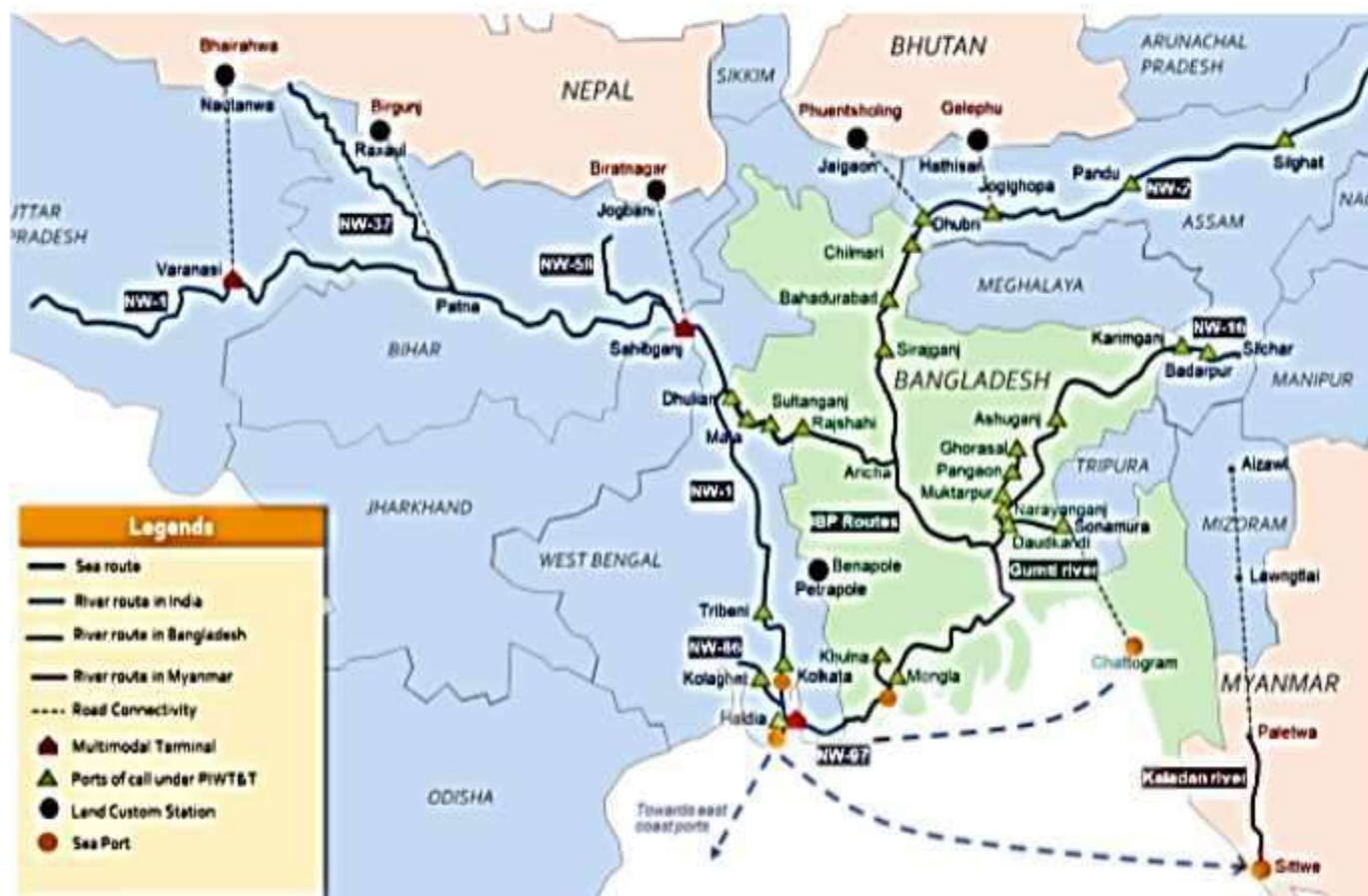


**1. Webinar on “Sonamura – A Gateway to Tripura through Waterways”, organized on 4th August 2020 by IWAI**

The Protocol for Inland Water Trade & Transit (PIWT&T) was signed between India and Bangladesh in 1972 to provide inland waterways connectivity between the two countries for bilateral trade as well as to improve the connectivity of North East States of India through waterways. Currently 3.5 MMT of cargo is transported between India and Bangladesh on the protocol routes.

To further facilitate the bilateral trade and to improve the North East Region (NER) connectivity, the scope of PIWT&T has been expanded by signing of 2nd Addendum to PIWT&T on 20.05.2020. Salient features of the 2nd Addendum are as follows: -

- Rupnarayan river upto Kolaghat (45 km) has been included in the protocol route 1 & 2.
- Dhulian – Rajshahi (78 km) (protocol route 5 & 6) has been agreed to be operationalized and extended up to Aricha (270 km).
- Daudkandi – Sonamura stretch of 93 km of River Gomti has been included as protocol route no. 9 & 10.
- Ports of call have been increased to 13 in each country from the existing six ports of call.





This Webinar on “Sonamura – Gateway to Tripura through Waterways” was conducted with an objective to promote the Daudkandi - Sonamura trade route among industry and stakeholders and provide necessary information on the use of newly added waterway. This webinar included discussions on possibilities and opportunities for cargo movement on River Gomti along with technical, commercial, regulatory and procedural issues in operationalizing the route.



### 1.1. List of speakers

1.	<b>Dr. Amita Prasad</b> Chairperson, IWAI	8.	<b>Shri Shashi Bhushan Shukla</b> , Member (Traffic & Logistics), IWAI
2.	<b>Shri N Sivasailam</b> Ex Special Secretary Logistics, Ministry of Commerce & Industry, GoI	9.	<b>Shri Gite Kirankumar Dinkarrao</b> , Secretary, Industries & Commerce, Govt. of Tripura
3.	<b>Commodore Golam Sadeq</b> Chairman, Bangladesh Inland Water Transport Authority (BIWTA), Bangladesh	10.	<b>Mr Abdul Matlub Ahmed</b> , Chairman, Nitol <small>Shipping Group &amp; Chairman, India</small> <small>Bangladesh Chamber of Commerce</small>
4.	<b>Shri Rajat Sachar</b> , Sr. Economic Advisor, Ministry of Shipping, Govt of India	11.	<b>Mr Tarique Kamal</b> , Chief Operating Officer, Premier Cement, Bangladesh
5.	<b>Smt Riva Ganguly Das</b> , High Commissioner, Indian High Commission, HC Dhaka	12.	<b>Mr Tushar Kanti Chakraborty</b> , President, All Tripura Merchants Association
6.	<b>Dr Alka Bhargav</b> , Additional Secretary, Department of Agriculture, Cooperation & Farmers Welfare	13.	<b>Smt Shruti Arora</b> , Associate Director, PwC
7.	<b>Shri G M Kamei</b> , Commissioner of Customs (Preventive), North East Region, Shillong		

### 1.2. Key Highlights

The inaugural session started with the keynote address by **Dr. Amita Prasad, Chairperson, IWAI**. She gave a short presentation on Indo Bangladesh Protocol Routes and the newly added route Daudkhandi – Sonamura under PIWT&T. She emphasized on importance of the waterway's connectivity established with Tripura and gave detailed information on existing infrastructure. She urged the industry to take advantage of



this connectivity, use shallow draft vessels with capacity upto 100 MT and explore return cargo like spices, rubber, bamboo, fruits & horticulture etc. to make the route viable and cost effective.

**Commodore Golam Sadeq, Chairman BIWTA, Bangladesh** welcomed the move of both the Governments for opening new waterway routes between India and Bangladesh. He further urged the industry to come forward to utilize this waterway for trade and transportation and that Governments of the two countries would endeavor timely addressal of challenges the user may face on the newly added waterway route between Bangladesh & Tripura.

**Shri Rajat Sachar, Sr Eco Advisor, Ministry of Shipping, Govt of India** said that both the governments have taken many initiatives on several fronts for enhancing bilateral trade between the two countries. Several agreements and amendments, SOPs, fairway development of the IBP routes among others have strengthened the bilateral relations and will benefit citizens of both the countries. He also appreciated the efforts made by IWAI for timely initiative in informing the industry about the newly added waterway between Tripura and Bangladesh and urging them to take the initiative forward. He further added that connectivity to Tripura through waterways is a critical step for the development of trade with North East Region. He emphasized that infrastructure has been created, now shippers need to come forward.

**Smt Riva Ganguly Das, High Commissioner of India, Dhaka,** informed that development of connectivity with Bangladesh through other modes (Rail & IWT) has reduced the overdependence on road routes primarily at Petrapole / Benapole LCS which normally is heavily congested contributing towards delays and overshooting of costs. She added that during the COVID-19 crisis, both governments have taken several initiatives in allowing containerized transportation of goods through railways which was earlier being used only for bulk cargo. The addition of new waterway routes has further strengthened the connectivity and has given options for traders and shippers to explore new regions to do business. She urged the industry to make use of this opportunity and optimize their supply chains by effectively utilizing IWT mode.

**Shri N Sivasailam, Ex Special Secretary (Logistics), Government of India,** stressed on the need of small barges with capacity approx. 100 tons in large numbers to ply on the newly added waterway route between Daudkhundi and Sonamura which is further connected to Kolkata / Haldia and NER regions. This would not only bring gains for business community in India but also provides a business opportunity for barge owners in Bangladesh to ensure waterways movement of EXIM cargo between both countries as well as transshipment cargo to/from NER. He also impressed upon the need to increase terminal infrastructure, and that the logistics player need to understand that time saving by travel through waterways rather than focus on the speed. He urged IWAI and BIWTA to promote, facilitate and support these small barge owners who are decisive stakeholders in operationalizing this waterway route between Tripura and Bangladesh.

**Smt Alka Bhargava, Additional Secretary, Agriculture, Govt of India,** informed that Green Gold of NER i.e. bamboo industry, could immediately grab this opportunity created by the new waterways connectivity. High volume, non-perishability, low transportation cost creates a win-win situation for the industry by using waterways. She further added that there is a need for establishing aggregation centers and cold storage facilities around waterways for NER commodities which are primarily organic produce (highly perishable) like Ginger, Turmeric, the world-famous Tripura Pineapples and other horticulture and floriculture goods. Shri Shukla informed that Sonamura terminal with an assigned land of 6.91 acres is going to be operated by Land Port Authority of India (LPAI) which can be utilized as aggregation center for agri-products and required cold storage facilities can be created.



**Shri GM Kamei, Commissioner of Customs (Preventive), North East Region, Shillong,** informed the participants about the existing customs area at Srimantapur LCS adjacent to Sonamura floating terminal which is 50 m away from Indo-Bangladesh Border. Srimantapur LCS handled approx. INR 100 crore of EXIM trade (predominantly imports) via road route in FY 2019-20. There is an opportunity to shift some of this trade via waterway route. The customs area at Srimantapur is also coming up with a warehousing facility and a weigh bridge which can also be utilized by trade through waterways. He also informed that Srimantapur LCS is governed by a customs superintendent along with two inspectors who looks after clearance of commodities under International Trade and these officers will also be responsible for handling EXIM trade through waterways at Sonamura. He stressed that to facilitate EXIM movement of Agri commodities, which also requires inspection/examination/clearance from Plant Quarantine Authorities of both countries, facilities of these authorities need to be established not only at Sonamura but also at other strategic LCSs in the North East Region. This could be a game changer to boost exports of Agri Commodities from the NER.

**Shri Gitte Kirankumar Dinkarrao, Secretary, Industries & Commerce, Govt. of Tripura,** informed the participants about existing trade to/from Tripura to/from Mainland India and Bangladesh. Tripura receives commodities worth INR 20,000 crore from mainland India and imports INR 630 crore worth commodities from Bangladesh, whereas Tripura sends approx. INR 2000 crore worth of commodities like rubber, bamboo, tea and other Agri products to mainland India. He added that in the recent trial run of TMT bars and pulses in containers from Kolkata Port to Agartala via Chittagong in July 2020, savings of INR 600/MT in the transportation cost was observed. These savings would further increase by INR 200 once the Feni River Bridge near Sabroom LCS (at south Tripura border with Bangladesh) is completed in December 2020 which will shorten the road distance to Tripura from Chittagong. A logistics park is also planned at Sabroom. He further added that Govt. of Tripura is working to bring cargo from various places in the North East to Sonamura and further evacuate to Bangladesh and Mainland India through waterways. A trial run on River Gomti is also planned in August 2020 which will help in identifying operational issues. He assured that these issues will be resolved in a timely manner to ensure the trade to be regular through the waterway route. He also stated that to address the need for food testing labs / plant quarantine facility to encourage exports of Agri commodities, Govt of Tripura will take up the matter with Ministry of Commerce & Industry at the earliest.

**Industry representatives** from Bangladesh and Tripura were enthusiastic with the opening up of additional connectivity enabled by waterways between the two countries. Mr. Abdul Matlub Ahmed, Chairman, Indo Bangladesh Chamber of Commerce and Shri Tushar Kanti Chakraborty, President, All Tripura Merchants Association stated that industry is positive about the new connectivity and assured to explore movement of goods through waterways. Mr. Tarique Kamal, COO, Premier Cement, Bangladesh stated that they have surveyed the route to identify navigable issues and found it very promising to conduct a trial run of exporting cement to India in August 2020. Shri Chakraborty also informed that steps needs to be taken with Bangladesh Custom Authorities to allow more commodities from India. He said this is a bottleneck for exporters from Tripura who are very keen to utilize this waterway connectivity.

There was a brief question and answer session in which the delegate's queries on the infrastructure available, draft availability, route and transshipment facilities were duly addressed by the panel.

The program ended with vote of thanks given by Smt. Shruti Arora, Associate Director, PwC.



## 1.4. Photo Gallery



**Dr. Amita Prasad, Chairperson, IWAI**



**Commodore Golam Sadeq, Chairman BIWTA**



**Shri Rajat Sachar, Sr Eco Advisor, Ministry of Shipping**



**Smt Riva Ganguly Das, High Commissioner of India, Dhaka**



**Shri N Sivasailam, Ex-Special Secretary (Logistics)  
Govt of India**



**Smt. Alka Bhargava, Additional Secretary, Agriculture,  
Govt of India**



**Shri GM Kamei, Commissioner of Customs (Preventive),  
North East Region, Shillong**



**Shri Gite Kirankumar Dinkarrao, Secretary, Industries & Commerce,  
Govt. of Tripura**



**Shri Abdul Matlub Ahmed  
Chairman, Indo Bangladesh Chamber of Commerce**



**Shri Tarique Kamal  
COO, Premier Cement Bangladesh**



## 2. Webinar for Development of Eco-Tourism by proposed river cruise service/ operation in the 20-km area of Chambal River upstream of Kota Barrage on 06-01-2021

A webinar was held on 06-01-2021 under the chairmanship of Chairperson, IWAI, regarding potential of river cruise tourism in Chambal River upstream of Kota Barrage wherein participants from Ministry of Ports, Shipping & Waterways, IWAI, Principal Secretary (Tourism), Government of Rajasthan, other senior officials from Government of Rajasthan, District Collector Kota, officials from Tourism Department and Forest Department, Government of Rajasthan, various cruise operators, officials from IIT-Madras and Marinetek participated.

Out of 960 km length of Chambal River, a stretch of 60.860 km from Chakarpura (confluence of Yamuna and Chambal River in Uttar Pradesh) to Awari (in Uttar Pradesh), has been declared as National Waterway-24 in the State of UP.

### 2.1 List of Speakers

1.	<b>Dr. Amita Prasad</b> Chairperson, IWAI
2.	<b>Shri Alok Gupta</b> Principal Secretary (Tourism) Government of Rajasthan
3.	<b>Shri Shashi Bhushan Shukla</b> Member (Traffic & Logistics), IWAI
4.	<b>Shri A.K. Mishra</b> Director (Technical), IWAI
5.	<b>Shri Ujjwal Rathore</b> District Magistrate, Kota
6.	<b>Shri Raj Singh</b> M/s. Heritage River Cruises Pvt. Ltd.
7.	<b>Shri Sanjay Basu</b> Managing Director The Far Horizon Tours Pvt Lt

## 2.2 Key highlights

**Presentation by Member (Traffic & Logistics), IWAI on River Cruise Tourism in India:** Member (Traffic & Logistics), IWAI, Shri Shashi Bhushan Shukla, while welcoming all the participants made a presentation on River Cruise Tourism in India and spoke about the huge potential of river cruise tourism in India. He apprised about the current status of river cruise tourism in National Waterways in India, especially in NW-1, NW-2, NW-3, NW-8, NW-97, IBP, NW-68 and NW-111. With specific reference to River Cruise tourism in Chambal river, Member (Traffic & Logistics), IWAI, hailed the number of initiatives taken by Ministry of Tourism, Government of Rajasthan, to promote river cruise tourism. He also informed that a survey and study has already been conducted by IWAI in this stretch. One of the river cruise operators, Shri Raj Singh also visited this site and IWAI requested other cruise operators to visit the area and share their experience. It was observed that there is a requirement of concrete floating jetty in this area. He assured to provide all help to Government of Rajasthan to frame the proposal based on the feasibility report. IWAI to provide all assistance to Government of Rajasthan and then can seek the funding from Government of Rajasthan and Ministry of Tourism.

**Presentation by Director (Technical), IWAI, Shri A.K. Mishra on River Cruise Tourism in Chambal River:** Director (Technical) highlighted the prospects of development of Eco-tourism in River Chambal upstream of Kota Barrage. Chambal river, a tributary of Yamuna river, flows through Madhya Pradesh, Rajasthan and Uttar Pradesh and its total length is 960 km. Hydrographic survey of only 60 km in UP from Chakarpura to Awari (river Yamuna joining point) was conducted and declared as National Waterway-24. Director (Technical) further apprised that complete stretch of 20 km u/s of Kota Barrage is covered in National Chambal sanctuary under Wildlife Protection Act, 1972. Both bank areas are protected under Mukundra National Park and Tiger Reserve (MNPR). There is no scarcity of water depth for running boats and ships. Rather more than 4m water depth is available round-the-year in the stretch. It was also observed that no proper berthing platform with approach found in the stretch for safe embarkment and dis-embarkment; both the bank of river stretch are rocky vertical banks with 10 m to 15 m height; tourist boats are being operated under Rajasthan Regulation of Boat Act, 1957; also boat registration, survey and licensing, etc., is under Transport Department, Government of Rajasthan. Local cruise vessel operators are interested provided necessary clearance/ permissions by Government of Rajasthan are expedited. Director (Technical) also apprised Government of Rajasthan that there is a requirement to establish IWT Directorate under Inland Vessel Act, 1917. IWAI may provide necessary technical assistance regarding design and construction of suitable floating jetties with identification of location. It was also informed that role of IWAI is limited to facilitation of survey and support in navigation. The role of State Government is crucial in supporting tourism.

**Presentation by M/s. Heritage River Cruises Pvt Ltd:** Shri Raj Singh, MD, M/s. Heritage River Cruises Pvt. Ltd., one of the cruise operators, made a presentation and shared his experience of visit to Chambal River. He expressed his enthusiasm for this new development. He informed that Kota Barrage is one of the magnificent tourist places in Kota where people gather to enjoy a view of the white frothy water flowing in full force. This whole stretch is covered with gorgeous forests and wildlife. This was built for storage of water which was stored by the three previous dams of the Gandhi Sagar Dam, Jawahar Sagar Dam and Rana Pratap Sagar Dam. He also mentioned about various tourist places in the stretch, viz., National Chambal Sanctuary, Kansua Temple, Godawari Dham Temple, Katiya Bheel and Garadia Mahadev Temple, Mukundra Hills and Bhainsrorgarh. Mr. Raj Singh also highlighted that for Chambal river cruise, infrastructure and other permissions are needed. This stretch needs to be declared as a National Waterway. Also river tourism policy to be made by Government of Rajasthan which will include norms for safety, security, registration of ship, pollution control measures to keep river pristine, etc.



**Launch of Policy by Govt of Rajasthan:** Shri Alok Gupta, Principal Secretary (Tourism), Government of Rajasthan thanked IWAI for organizing this webinar with all the experts in river cruises. He also informed that Government of Rajasthan has launched a new policy to promote cruise tourism recently. He has also informed that Rajasthan is not only known for beautiful palaces but also for river cruise tourism. He sought the support of IWAI to help promote this stretch. Government of Rajasthan is also planning to have a meeting with cruise operators for development of this sector. He further informed that they will endeavour their best to develop this stretch as fast as possible. Chairperson, IWAI, assured that whatever support is required from IWAI, we are committed to it. Chairperson also suggested to send a team to Goa and Gujarat which will give a clear idea of what type of technical support is required. Chairperson, IWAI, also suggested to create an IWT Cell to move further. Chairperson, IWAI, also mentioned that a spare Jetty is available with IWAI, which can also be given on loan, etc.

District Collector, Kota, informed that an amount of Rs. 700 crores has been sanctioned for river front development in Kota District. Necessary provision in respect of jetty construction, navigation aids, survey, etc., for development of river cruise tourism shall be met out from this sanctioned amount.

Transport Department, Government of Rajasthan, shall provide the policy support for river tourism in backwaters of Kota Barrage in Chambal River.

IWAI agreed to extend all technical support in respect of construction of jetty and its related infrastructure including hydrographic survey. IWAI also nominated Director (T&L) and Senior Hydrographic Surveyor as Members of the Committee constituted by Principal Secretary, Government of Rajasthan, for development of eco-river tourism in backwaters of Kota Barrage in Chambal River.

IWAI also suggested that Prof. K. Murali, NTCPWC, IIT Madras, should be approached for technical support and design of jetty, etc. by Government of Rajasthan.

A time plan and role of various departments shall be devised by Government of Rajasthan.

### **2.3 Key action points**

A meeting was held in Tourism Department, Government of Rajasthan, on 12.01.2021 wherein, among other things, it was decided that the officers of various departments of Government of Rajasthan, shall visit Kevadia (Gujarat) and Goa to see the facilities established there for river cruise tourism, for which IWAI shall be approached for necessary assistance.

A Committee has been constituted by Government of Rajasthan and order in this regard has been issued by Government of Rajasthan vide letter dated 16.02.2021.

On discussions with Director (Tourism), Government of Rajasthan, it was gathered that they would like to visit Kevadia (Gujarat) site in the second week of April and would seek IWAI's assistance.

It is informed that after visit of Kevadia, the team consisting of officials from Government of Rajasthan, IWAI and Prof. K. Murali of NTCPWC, IIT Madras, shall visit the Kota Barrage site in Chambal River to assess the feasibility for various development works like jetty construction, navigation aids, survey, etc.

The matter is being handled by Department of Tourism, Government of Rajasthan. IWAI would support technically whenever such request would be made to it.

## 1.4. Photo Gallery



**Dr. Amita Prasad, Chairperson, IWAI**



**Shri Shashi Bhushan Shukla, Member (T&L), IWAI**



**Shri Sanjay Kumar Gangwar, Member (Tech), IWAI**



**Shri Sanjay Basu, Managing Director  
The Far Horizon Tours Pvt Ltd.**



**Shri Alok Gupta, Principle Secretary (Tourism)  
Government of Rajasthan**



**Shri Ujjwal Rathor, District Magistrate  
Kota (Rajasthan)**



**Shri Raj Singh  
Heritage River Crusies Pvt. Ltd**



**Shri A.K.Mishra, Director (Tech), IWAI**



### 3. Stakeholders Conference by IWAI in association with CII at its Sub-Office at Goa regarding Industry-Stakeholders Interactive meeting on 14.01.2021

Industry-Stakeholders Interactive meeting was held to take advantage of the waterways and the challenges that are being faced to shift cargo to waterways was held on the occasion of the inauguration of IWAI Sub-Office in Goa. Mormugao Port Trust representatives presented various issues the Industry is currently facing to take advantage of the Waterways, the challenges that are being faced to Shift Cargo to Waterways, Evolve “Future Proof” strategy with support of all stakeholders, users and operators.

IWAI has assured stakeholders to facilitate and resolve all related issues raised by CII on behalf of the industry both with the Central & State Govt to promote urban transportation for the movement of passengers and cargo through the waterways, Officials from IWAI, MPT, CII and other stakeholders from the Industry participated.

#### 3.1 List of Speakers

1.	<b>Dr. Amita Prasad</b> Chairperson, IWAI	7.	<b>Shri Atul Jadhav</b> Vice -Chairman, CII Goa State Council & Managing Director, New Era Shipping Private Limited
2.	<b>Dr. E. Ramesh Kumar, IAS</b> Chairman, MPT	8.	<b>Shri Atrey a Sawant</b> Past Chairman CII Goa Panel on Logistics & Director, Sentrans Shipping
3.	<b>Shri Pravir Pandey</b> Vice -Chairman	9.	<b>Shri Gaurav Khaunte</b> Member CII Goa Council & Director, Alcon Cement Co. P. Ltd.
4.	<b>Shri Shashi Bhushan Shukla</b> Member (T&L), IWAI	10.	<b>Shri Yatish Dempo</b> Member CII Goa & Director Dempo Ship Building & Engineering Pvt. Ltd.
5.	<b>Shri Rajesh Kumar Pathak</b> Member (Finance), IWAI	11.	<b>Shri Dharendra Thakker</b> Co-Convenor CII Logistics Panel & Partner Hiralal & Company
6.	<b>Shri Sanjay Kumar Gangwar</b> Member (Technical), IWAI	12.	<b>Shri William D’Costa</b> Member CII Goa & Proprietor Goa Ore Carrier

#### 3.2 Key highlights

To promote the Inland Water Transport in the country, Inland Waterways Authority of India (IWAI) is taking several steps including infrastructure development, fairway development and aids to navigation in Goa. Cruise and Passenger terminals have been established at Captain of Ports Jetty, Panjim, and also

proposed to be established at Old Goa.

It is also noted that a substantial iron ore transportation is already taking place in Mandovi and Zuari Rivers (National Waterway-68 and National Waterway-111 respectively) and showing upward trend during the past few months.

### 3.3 Key action points

To strengthen Inland Water Transport including cargo, passengers and cruise movement, IWAI is pleased to inform you that an office has been opened in the Campus of Mormugao Port Trust Office Complex, in order to have regular close coordination with the stakeholders.

### 3.4 Photo Gallery





#### 4. Conference-cum-Webinar by IWAI in association with CII on Investment Opportunities in Inland Waterways on 22.01.2021 at IWAI Regional Office at Kolkata.

A stakeholders' conference (both physical and virtual) was organized by IWAI Regional office, Kolkata in association with CII to promote the use of Inland Waterways, to enhance the investment for the betterment of the infrastructure and to create awareness about the on-going development plans of Government of India.

IWAI had signed a MoU with Inland and Coastal Shipping Limited (ICSL) which is a wholly own subsidiary of SCI, to run services for transportation of cargo by using three IWAI Inland Cargo vessels primarily on National Waterways and Indo-Bangladesh Protocol Route.

The objective to have a smooth operation of IWAI cargo vessels on National Waterways and to use Shipping Corporation of India's commercial knowledge management expertise and business acumen to generate cargo and demonstrate the opportunities existing for transportation of various types of cargo and commodities in Indo – Bangladesh protocol routes. Officials from IWAI along with Stakeholders from the Industry participated.

##### 4.1 List of Speakers

1.	<b>Dr. Amita Prasad</b> Chairperson, IWAI	8.	<b>Shri Raj Singh</b> Antara Cruise
2.	<b>Shri Debashis Dutta</b> Chairman, CII Logistics & SCM Task Force and Managing Director, BGS Group & President, Ripley & Co	9.	<b>Shri Abdul Matlub Ahmad</b> (Virtual Address) Chairman, Nitol Niloy Group & President India Bangladesh Chamber of Commerce & Industry
3.	<b>Mrs. H.K. Joshi (Virtual Address)</b> Chairperson and Managing Director, Shipping Corporation of India Limited	10.	<b>Shri Amlan Basu</b> Managing Director, AVS Group
4.	<b>Shri Rajesh Jindal, IRS</b> Principal Commissioner of Customs, Government of India	11.	<b>Shri Prashant Kumar</b> AGM – Inland Waterways, Adani Logistics Limited (Virtual Address)
5.	<b>Shri Shashi Bhushan Shukla</b> Member (Traffic & Logistics), IWAI	12.	<b>Capt Prabhakar Prakash</b> Director, Oceanwhale Shipping
6.	<b>Shri B K Tyagi</b> Director, Shipping Corporation of India Limited		
7.	<b>Cmdr. B Cmdr Nagpal</b> (Virtual Address), Goa Shipyard Limited		

## 4.2 Key highlights

The following key interventions are undertaken for development of inland waterways:

- Fairway Development: Dredging, River training and conservancy works, bandalling, river marking and bank protection works.
- Navigational Aids: Installation of navigational aids like buoys, River Information System (RIS), DGPS, Beacon Lights etc.
- Terminal Development: Development of Multi-modal terminals (MMTs), Inter Modal Terminals (IMTs) and Ro-Ro Terminals.
- Other Riverine Structures: Construction of navigational locks, ship repair facilities, bunkering stations etc.
- Vessel Operations: Vessel designs and pilot runs.
- Opportunities for imported coal transport on NW-1: 11 power plants (belonging to NTPC, BSEB, WBPDC, CESC) in the vicinity (within 10 kms) of NW-1 in Bihar, Jharkhand and West Bengal. Approx. 0.3-0.4 million tonne p.a. of imported coal consumed by these power plants in last 2 years.
- Opportunities for coal transport using NW-1, IBP routes, NW-2: Approx. 1.00-1.25 million tonne of annual coal demand exists for the cement industry in the North East and approx. 20-25% of demand is met by imported coal coming from Haldia (KoPT). Possibility of supplying coal to the cement manufacturers in the region using Coastal + IWT route.

## 4.3 Key action points

- Possibilities and potential benefits being disseminated through stakeholder interactions and targeted outreach programs
- Promotion of River Cruise Tourism on River Ganga, Brahmaputra, Goa & Kerala waterways
- Shipbuilding Financial Assistance Policy (2016-2026)
- Ship repair facilities proposed at Sahibganj on NW-1 and Pandu on NW-2
- New Inland Vessels Act 2020 proposed
- Dual registration of vessels (MS Act & IV Act)
- Development of multimodal / intermodal terminals
- Appointment of Private O&M operators for IWA terminals
- Assess environmental and social impact regularly to negate potential damage
- Regular assured depth-based dredging on required stretches of National Waterways



#### 4.4 Photo Gallery



### 5. Virtual Meeting by IWAI, Kochi R.O. to discuss Trailer Movements through Ro Ro Service between Willingdon Island & Bolghatty was held on 29.01.2021

A virtual stakeholders meeting was held to promote Trailer Movements through Ro-Ro Service between Willingdon Island & Bolghatty. A brief discussion held between all the stakeholders during the meeting to increase the volume of Ro-Ro service, commenced on 11.01.2021. Cochin Port requested stakeholders to increase the volume of Ro-Ro service. Officials from Cochin port, KSINC, IWAI and Representative from the trade was in attendance.

#### 5.1 Key highlights

A brief discussion held among all the stakeholders to increase the volume of Ro-Ro service, commenced on 11.01.2021. Shri Vipin R. Menoth from Cochin Port while welcoming all the members laid emphasis on how to increase the volume of Ro-Ro service. The salient points emerged out of discussions are enumerated below:

- The service has started on 11.01.2021 and presently transporting about 60 TEU's and some local passengers' cars and bikes.

- KSINC described to all stakeholders that the above figures are not matching with even breakeven point for the service and also keeping one vessel idle, because of insufficient movement, also not a sustainable situation to continue the service for a long time. Hence, request to all stakeholders to come up with suggestions and efforts to improve the volume of the service.
- Director, IWAI, added that the last service was stopped in June 2017 due to some technical reasons and the service is beneficial for the trade and environment, and without getting the minimum movement to reach the breakeven point, it will become hard to sustain with the service. Hence, requested to all stakeholders to contribute their sincere support to continue the service.
- CoPT also requested to all stakeholders to support the service for the betterment of trade and environment.
- The reasons identified by all stakeholders for low volume was discussed as the service is in initial stage so it will take some time to pick-up.
- Also, the movement is more in evening as the trailers are moving out of port after completing their paper work, which usually takes few hours in day time.
- A single point contact about the schedule of service is advised so that the drivers will be assured that the service is cancelled or re-scheduled prior reaching at boarding point.
- It was also advised about the timings as the frequency of trailers are more in evening and night.
- Trailers association representative advised for another one-to-one meeting to discuss further about the service.

#### 5.4 Photo Gallery



Briefing his Presentation



## 6. Webinar organized by IWAI in association with ASSOCHAM on Eastern Waterway Grid for Regional Connectivity was held on 08.02.2021

IWAI has been in continuous talks with neighbouring countries – Bangladesh, Nepal, Bhutan and Myanmar to strengthen and promote bilateral trade in the sub region, support ease of doing business at ports and open more routes benefitting the industry. Hon'ble Minister of Shipping Shri Mansukh Mandaviya has recently shared a detailed framework of a nearly 3000 cr. project to improve national waterways. India has shown constant upgrading and is working towards more economical and efficient use of waterways to provide enhanced regional trade across the eastern corridor.

### 6.1 List of Speakers

1. <b>Shri Vineet Agarwal</b> President, ASSOCHAM and MD, TCIL	10. <b>Dr. Amita Prasad</b> Chairperson, IWAI
2. <b>Shri Prakash Dahal</b> Joint Secretary – Bilateral and Regional Trade Division, Government of Nepal	11. <b>Capt. Sandeep Mehta</b> President Adani Ports and SEZ and Chairman, ASSOCHAM National Council on Ports and Shipping
3. <b>Shri Monemul Haque</b> Joint Secretary, Ministry of Shipping-Bangladesh	12. <b>Shri Shashi Bhushan Shukla</b> Member (Traffic & Logistics), IWAI
4. <b>Commodore Golam Sadeq</b> Chairman, BIWTA	13. <b>Shri A. K. Mehra</b> Dy. Chairman, Kolkata Port Trust
5. <b>Shri Karma Tshering</b> Secy. (Economic Affairs), Govt. of Bhutan	14. <b>Shri Surya Teja Koduri</b> Addl. Commissioner, Kolkata Customs
6. <b>H.E. Smt. Ruchira Kamboj</b> High Commissioner of India to Bhutan	15. <b>Shri Syed Monowar Hussain</b> Ex-Secretary, BIWTA & IWT Expert, Bangladesh
7. <b>H.E. Shri Vikram Doraiswami</b> Honourable High Commissioner of India to Bangladesh	16. <b>Shri Abdul Ahmed</b> Chairman, Nitol Niloy Group & President India-Bangladesh Chamber of Commerce & Industry, Bangladesh
8. <b>Shri S K Mahfuz Hamid</b> MD, Gulf Orient Seaways Ltd.	17. <b>Shri Jagat B. Khadka</b> MD, Nepal Shipping and Air Logistics Pvt Ltd., Nepal
9. <b>Shri Dorji Norbu</b> MD, Tashi Wangmo Logistic and Export of Boulder and Aggregates, Bhutan	18. <b>Shri Singye Namgyel Dorji</b> MD, RSA Pvt. Ltd, Bhutan

### 6.2 Key highlights

ASSOCHAM at the behest of the Inland Waterway Authority of India (IWAI), organized the captioned webinar on Eastern Waterway Grid for Regional Connectivity on February 8, 2021. Officials,



Diplomats and Industry from Nepal, Bhutan, Bangladesh and India participated at the event and shared their perspective. The salient points emerged out of the discussions are:

**Shri Vineet Agarwal, President, ASSOCHAM and MD, TCIL** welcomed the dignitaries present and said, it is a very timely organized session as all the countries present in the webinar are looking at improving and increasing trade through the Eastern grid. The kind of work happening in the sector is tremendous and the scope of growth in trade is massive. Competitiveness is important and it is only possible if we factor in cost, speed and quality. Waterways ensures support to landlocked countries and its importance is not just in terms of cost and efficiency but is also environment friendly.

**Shri Prakash Dahal, Joint Secretary – Bilateral and Regional Trade Division, Government of Nepal** said, Intra-regional trade accounts for 5% which is very less as compared to the ASEAN and EU blocks. Poor connectivity is one of the key constraints that limits trade and inclusive growth in the region. Waterways have tremendous potential to develop regional and sub-regional cooperation and integration along with reducing the cost and time of transit. Developing a transit route from Varanasi through Bay of Bengal is an opportunity for Nepal and Bangladesh.

**Shri Monemul Haque, Joint Secretary, Ministry of Shipping- Bangladesh** said, “India is an important development partner for Bangladesh. Bangladesh is said to have a good network of waterway connectivity and are getting highest priority from the Bangladesh government to get connected with the eastern states of India.

**Commodore Golam Sadeq, Chairman, BIWTA**, said that India and Bangladesh are utilizing the opportunity well of being connected through all 3 modes of transport and would really wish to extend the connectivity to Nepal and Bhutan up North. The challenges are of heavy siltation that required dredging and embankment protection to ensure the river flows in the right direction. Should both countries collaborate and continue such dialogues, it will help improve trade and take the load off the other modes of transport.\

**Shri Karma Tshering, Secy. (Economic Affairs), Government of Bhutan**, said Bhutan recognizes the benefits of developing and utilising inland waterways for its benefit. The BIMSTEC masterplan has lot of potential to develop further trade relations with India, Bangladesh and Nepal and this plan will help facilitate enhanced multi-modal transport. Bhutan views the development of Inland Waterways not just as a way of transport but as a way of economic development.\

**H.E. Smt. Ruchira Kamboj, High Commissioner of India to Bhutan** said there is a clear case of synergy as India is committed to tapping the available resources and would allow countries like Bhutan to increase their trade opportunities. NW2 along the Brahmaputra river is particularly vital and Bhutan is using the Dhubri port for its trade with and through India. India has agreed to open 2 new riverine routes which would be to the benefit of our countries. This mode of transport is also environment friendly and economically viable which will also decongest the land routes. From Bhutan's perspective, their bi-lateral trade with India stands at USD 1 Billion and growing, there has been a lot of support from India irrespective of Covid in opening new routes and continued supply of both essential and non-essential goods. Representatives of government and private sectors should continue to hold regular meetings to get familiarized with Inland Waterway protocols and resolve trade barriers for implementations.

**H.E. Shri Vikram Doraiswami, Honourable High Commissioner of India to Bangladesh** spoke about recapturing a set of historic facilities that have fallen into disuse. “Waterways move four times more commodity than roadways per litre of fuel” he said. To enhance bilateral and regional trade, there is need to formulate SOPs with customs authorities, simplify the movement of goods and improve information sharing between neighbouring countries and financial institutions like World bank and ADB. Also need to address



issues relating to night navigation, identification facilities along with safety standards.

**Dr. Amita Prasad, IAS, Chairperson, IWAI** spoke about the World Bank and Govt. of India initiatives on Eastern Grid Waterway development and how it will be beneficial, should there be enough vessels on the route. She highlighted other issues that need to be addressed:

- Fixed vessel schedules for connecting cargo from road,
- Commodities and locations need to be identified
- Commodity focus approach: Not all commodities are profitably moved through water. Waterways offer high scope for River Cruise, Over Dimensional Project Cargo movement and bulk cargo (iron ore, coal and coke, steel, limestone, fertiliser and raw material, slog, food grains and fly ash) movement. There should also be a clause for mandatory use for particular commodity. It is proposed to shift a percentage of cargo to waterways, combined with coastal shipping.
- IWAI is developing a digital Portals i) PANI Mobile application will give near real time information with regards to available depth, terminals, pontoons, tourist jetties and ship repair facilities, tariff details and emergency services. ii) Car D (Cargo Data) will be a portal for collection and compilation, analysis and dissemination of all cargo and cruise movement data. iii) Sailing permission will be Digital portal for providing permissions vessel registration on IBP route.
- Other countries will soon have access to selective data on these portals. Taxation structure is also being looked at besides the roadblocks in the development as part of the maritime vision created by India.

**Capt. Sandeep Mehta, President Adani Ports and SEZ and Chairman, ASSOCHAM National Council on Ports and Shipping** mentioned that the initiation of developing waterways needs to be done by the water facing countries and Adani Ports and SEZ has also been working to improve the facilities at their ports. Industry and Government together must collaborate and work towards building a roadmap to inland waterways as a greener mode of transport.

**Shri Shashi Bhushan Shukla, Member (Traffic), IWAI** said that India is developing NW1 which is of 400 kms from Varanasi through Sunderbans which gets connected to Bangladesh. India has a treaty with Bhutan and Bangladesh. Treaty with Nepal is under amendment. With regulatory mechanisms taking place and things moving forward, the Eastern grid will be well developed including NW1, NW2 and NW16. This network and terminals can be developed both for cargo and cruise. The Portal for Assets and Navigational Information (PANI) portal is being developed and surveys are ongoing to be able to share real-time information to the users.

**Shri A. K. Mehra, Dy. Chairman, Kolkata Port Trust** said “there has been a 58% rise in the IWT traffic from Kolkata”. He mentioned, one of the challenges is to reduce multiple handling points to reduce cost, time and effort at the ports. There is a planned investment of 180 crore rupees to have floating cranes handling the containers.

- Night navigation is only permitted till Haldia but the port is planning to have lit wires around the port and rest is to be developed by IWAI.
- Within a span of 4 years, TU's have gone from 300 to 8000 which shows great potential but unless the local issues are resolved we would not be able to use the full potential.
- The cost is coming to 15-20 USD/tonne which is another challenge as of now.
- The barges should have AIS connectivity as recently 3 barges have sunk as well.
- Some equipment and dredging are required in Tripura and near Myanmar which will also increase



movement.

**Shri Surya Teja Koduri, Addl. Commissioner, Kolkata Customs** said that the connectivity through riverine route is only with Bangladesh as of now at Kolkata Port. All the land customs stations with Nepal, Bangladesh and Bhutan are coming under Principal Commissioner, Assam. There are two steps that are taken at the port by the customs authority: Assessment and Examination.

- A bill of export can be uploaded sitting anywhere in the country for assessment however the examination is only conducted at Kolaghat. Apart from Fly-ash and Stone-chips, even electrical machinery is now being cleared from the port for Bangladesh.
- No foreign barges are allowed at Bandel port for which a proposal has been sent out.
- Certain ports are lacking infra for loading and unloading of vessels for custom clearance however officers are present to assist.
- Permission for certain food products will also be looked at as it is currently being done by road, but it is not that cost effective.

**Shri Syed Monowar Hussain, Ex-Secretary, BIWTA & IWT Expert, Bangladesh** gave his views stating that presently cargo movement under the PIWTT is from only one place i.e., Kolkata.

- Presently cargo movement under the PIWTT is from only one place i.e. Kolkata. As such, PIWTT looks like an IWT connectivity between West Bengal and NEI and between West Bengal and Bangladesh. Operationalization of the newly added IBP Route of Dhulian-Godagari-Rajshahi-Aricha (confluence of the Padma and Brahmaputra) will establish transport connectivity between the North India and NEI and between North India and Bangladesh. NW1 and NW2 will be interlinked as well.
- To establish regional multimodal connectivity the principal maritime port in BD i.e. the Chittagong Port will also be connected with inclusion of Chandpur to Chittagong stretch (220 km) in the Protocol Route.
- Mizoram, the NE state of India should be connected in the PIWTT by including Rangamati (BD) to Demagiri (India) Route (about 80 km). Rangamati is about 75 km far from the Chittagong Port. Multimodal transport route of Demagiri-Rangamati-Chittagong Port will provide Mizoram an access to the Bay of Bengal.
- Despite the growth in tonnage, existing IWT trade between the two countries is not healthy as only one category i.e. fly ash shares more than 95% of the total tonnage. After commissioning of thermal power plants in BD now under construction, cross-border IWT trade will suffer. So it is the time to undertake joint initiatives for modal shift of cross-border trade cargo from road to river.
- Average turn-around time of a vessel under the Protocol is too high to the extent of 45 days. One vessel loaded with inter-country trade cargo has to face customs at 4 places and vessel loaded with transit cargo 6 places. If all entry/exit points are regarded as Ports of Call to provide full-fledged customs formalities at those points and if after that vessels of either country is allowed to proceed to any destination for loading-unloading; this will help to reduce the time substantially.
- The PIWTT should be converted into an independent Agreement.
- Existing unimodal transport arrangement should be turned into regional multimodal transport system. Infrastructure, soft and hard, should also be improved as such. An integrated port system consisting of all ports and consolidation places in the BBIN sub-region may create a larger catchment area extending up to Nepal, Bhutan and the NEI. Efficiently connected by other modes of transport



inland navigation in the cross boundary water region will be beneficial for all. So it is the time to undertake sub-regional initiatives to develop multimodal transport connectivity with IWT as the principal mode. The core issues of joint initiatives should be:

- Improve navigability along IBP Routes
- Find out most efficient economic transport chain.
- Introduction of container service.
- Inclusion of new Routes.
- Find out causes of the deteriorating condition of rivers.
- Find out impact of climate change on cross border trade.
- Find out benefits of the socio-economics.
- Find out benefits on environment.

**Shri Abdul Ahmed, Chairman, Nitol Niloy Group & President India-Bangladesh Chamber of Commerce & Industry, Bangladesh** spoke that there has been continued work towards land, road and rail but this is a timely move to discuss the development of waterways. Quite a few countries were landlocked post the division of sub-continent which embarked the need for waterway usage. A follow up meeting with the industry (tea, coal, Fly ash, ship owners, FCI), will provide more inputs on B2B level to improve the usage of waterways. The connectivity of north-east India with rest of the parts will be useful and 2-way traffic will be needed. The Chambers in Bangladesh and India could work together to solve these issues.

**Shri S K Mahfuz Hamid, MD, Gulf Orient Seaways Ltd.** said the most important missing link is the kinds of vessels that are required on the India-Bangladesh Protocol Route. As of now, there isn't any vessel in Bangladesh which can operate the North-east route as these require min. 4 metre depth whereas only 2-2.5mt draft is available. The dredging is stalled for the past 4-5 years and the new vessels are not being built. The Indian government is giving financing facilities which is not present in Bangladesh. Some of the import-export is being done through ocean ports where the cost is very high. The users continue to use this due to unawareness about using inland ports.

**Shri Jagat B. Khadka, MD, Nepal Shipping and Air Logistics Pvt Ltd.,** Nepal stated Nepal is more dependent on gateway ports of India and Vishakhapatnam port is quite optimised. Sahibganj, Benaras and Kalughat are in discussion and will play a vital role to change the economic growth of Nepal. Significant progress is yet to be seen in these ports. There are grey areas in the capacity allocation, quick documentation, pricing and transit commitments for these ports which will impact Nepal. Similar concerns are for the Chittagong Port. This has resulted in a loss to find new export markets and clearance of these issues will also help the coming generations.

**Shri Dorji Norbu, MD, Tashi Wangmo Logistic and Export of Boulder and Aggregates, Bhutan** spoke for Bhutan Brahmaputra / Jamuna River route from Jogighopa/Dubri to Jamuna Multipurpose Bridge now known as Bangbandu Bridge is very important because the road transport in Bhutan, the logistics cost is 75 % of the total landing cost and if it comes through this river route then it will be only 27% of the road transport cost. Mr. Norbu focused on the development on these river routes and riverbank mentioned above. He has given the following suggestion to develop this river line/bank:

**I. Jogighopa River Port:** Following facilities are required:

- RCC quay walls in U-shape with anchor poles for mooring of at least 3 vessels/floatilla/motored vessels, so that the lead distance from the stock pile is constant. At present

the location of jetty/dumb barge changes and correspondingly the length of bamboo jetty to dumb barge keeps on fluctuating.

- Dredging facility as and when required at the terminal/quay/ for maintaining adequate draft for 3000 tonne capacity barge/self-propelled vessel all the year round.
- One 20 tonne clamshell crane in the beginning either pontoon mounted or fixed on the ground or mobile placed at the terminal.
- Ro-Ro steel jetty facility for unloading stone aggregates directly into the vessels/barges. Crane handling is limited and slow.
- Full-fledged customs and IWAI offices, quarters, guest houses and posting competent persons therein.
- Electronic Weighbridge like that type in Dubri, IWAI ghat.
- The area needs to be developed. Convert the marshy area into a full-fledged river port.
- At the riverbank like Jogighopa RCC Wall or Round River Masonry Wall should be made to prevent the loss of blasted rock. If there is a wall as mentioned, then the vessel can be docking this side and loading can take place. Also, if possible, the cranes can be installed so that the rocks can be loaded directly from the bank to the vessel. This will reduce the cost and ultimately the consumer will get the cheaper price.

## II. Dubri IWAI Ghat:

- Increase the capacity of crane
- Extend the area by developing more terminals.
- The approach road to Dubri Ghat is through the congested town, where only night plying of trucks is allowed too with lots of concerns from the residents. An alternate route to river port is required.

## III. The Brahmaputra/Jamuna river:

- Requesting both IWAI, India and BIWTA Bangladesh to kindly share the monthly draft survey reports in the website for smooth plying of vessels.
- Dredging is required at certain places during the lean season. I heard at present vessels are not allowed to ply up to Jogighopa due inadequate draft. That's the reason the recent 1000 tonnes stone aggregates to Bangladesh was taken from Dubri which is 153km instead of Jogighopa which is just 98km only. Vessels are stuck and even after many days the vessels are not reaching the destination which is only 57km away into Bangladesh.
- We request both authorities to kindly let us know through their website the approved flotilla and motored vessels so that the exporters can contact them for river transport.
- Four rivers of Bhutan such as Wangchu (Raidak), PunaTsangchu (Sankosh), Maokhola (Aie) and Kurigongri (Manas) can be studied to connect Bhutan to the Brahmaputra river NW2. So that at least the vessels load of 200-300 tons can come right into the border towns of Bhutan through which within 2-3 days the vessels can reach Naranga or it can take further to Chittagong. They have given the recommendation to the Government of Bangladesh to give Chittagong Payra Port and Mongola Port as a port of transit.



- Request from Indian and Bangladeshis vessel manufacturer to manufacture or deploy vessel with the flat bottom so that in the winter it can carry more load.

#### IV. Destination:

- We request BIWTA to kindly approve a few convenient unloading terminals in the destination of Port-of-call, so that cargo is cleared fast from the terminal.

#### V. Navigation facilities:

- We request for the approval of night navigation of vessels so that the cycle of operation per month is more and the cost of freight will become reasonable. The vessels are proposed to be fitted with GPS, IDD and echo-sounder to determine the depth of the river etc. At present one trip to Narayanganj takes almost half a month whereas we expect two trips in half a month.
- If the river route is made available and user friendly, we can convince exporters to export stone chips, boulders, oranges, apples, cardamom etc., from Bhutan to Bangladesh and Kolkata via the Brahmaputra, Jamuna, Padma etc. There is abundant cargo from Bhutan to use the mighty rivers of India and Bangladesh.

**Shri Singye Namgyel Dorji, MD, RSA Pvt. Ltd, Bhutan** stated that Connectivity with Bhutan through NW2 to north east and eastern part of India and with India and Bangladesh market is pertinent and timely want specially for Bhutan. India is the destination for over more than 75% of Bhutan's commodity exports excluding the export of power and about 80% of Bhutan's import are source from India. Bangladesh is the second largest market, training partner and destination for about 20% of commodity exports.

Mr. Dorji said that Bhutan exports Gypsum, Construction Aggregate, Boulders, Dolomite etc. to India and Bangladesh. These trades will benefit with the use of the waterways. We must therefore continue our efforts to take advantage of Inland Waterways to promote cheaper regional trade and investment integration. So that the full potential of the region is harness. To ensure this, we must address some issues and constraints that are:

- Limited number of vessels.
- Lack of infrastructure for carbon handling in the Inland Waterways port such as Jogighopa and Dubri.
- Lack of customs facility at Jogighopa, India and Chilmari in Bangladesh.
- Limited draft of depth of the NW2 particularly in the winter months.
- Lack of clarity on the procedures and formalities to access the waterways.
- Barges in Inland Waterways must be allowed to dock, load and unload at every port.

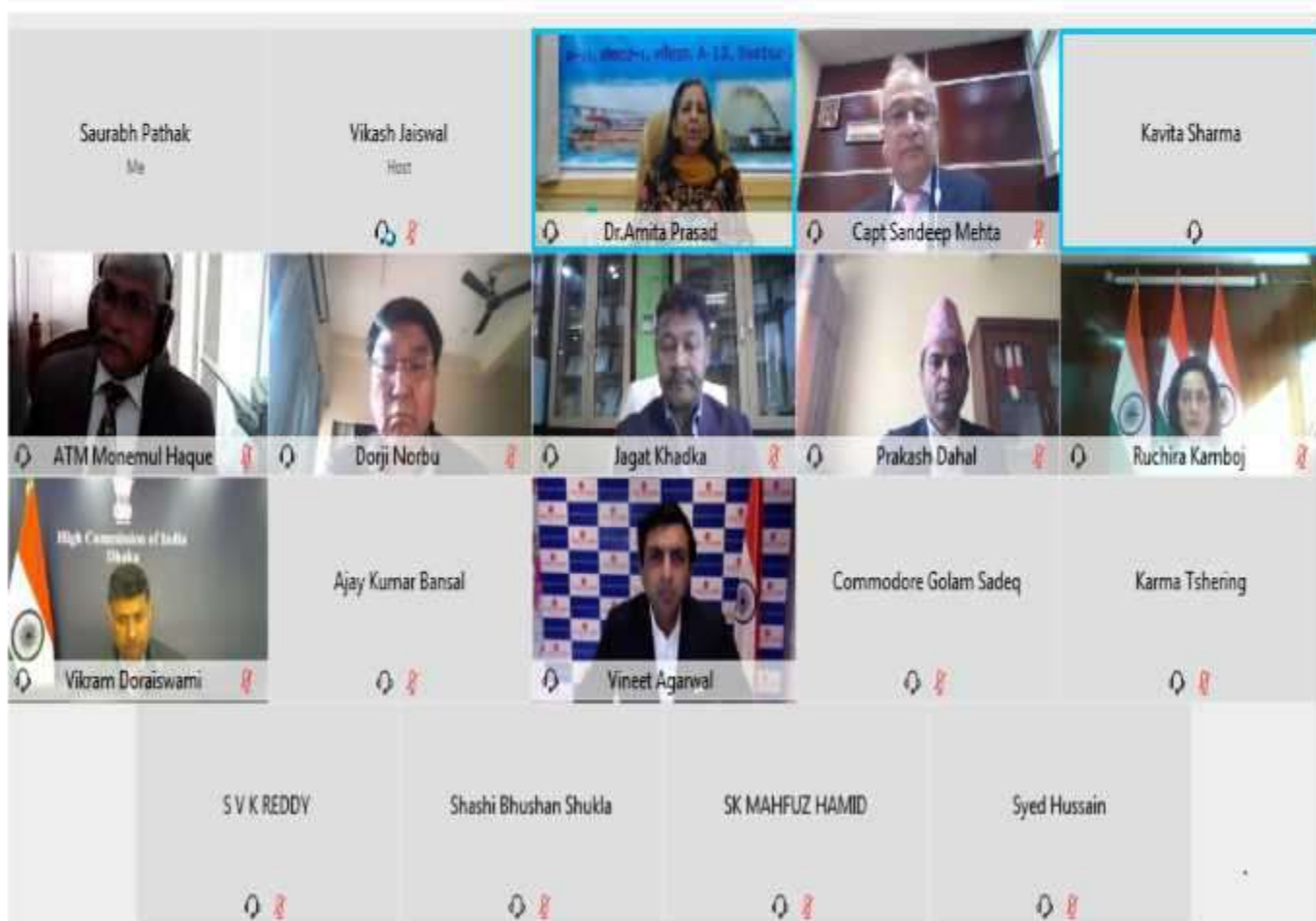
## 6.4 Photo Gallery



Dr. Amita Prasad IAS, Chairperson, IWA1 delivering keynote address at Eastern waterway grid for Regional connectivity



Commodore Golam Sadeq (G) NGP, ndc, nsc, psc, BN, Chairman, BIWTA addressing the inaugural session



Panelists at the Inaugural session on Eastern waterway grid for Regional connectivity



## 7. Stakeholders Meet on IWT Users at IWAI Regional Office, Guwahati was held on 10.02.2021

A Stakeholders meeting was held at IWAI Regional Office, Guwahati on 10.02.2021. A Power Point presentation covering the key benefits of IWAI, the status and development of NW-2, NW-16 and IBP Route was given by IWAI.

### 7.1 List of Speakers

1.	<b>Shri V.V. Jituri, I RTS</b> Pr. Chief Commercial Manager, N.F. Railway, Maligaon, Guwahati –11,	8.	<b>Shri Ajoy Sen ,</b> DGM(Mktg.) & Sr. BM, RINL, Kolkata
2.	<b>Shri Hari Singh</b> ADRM, N.F. Railway, Maligaon, Guwahati – 11	9.	<b>Shri Prabir Paul</b> Exporter & Importer, Lalganesh, Guwahati
3.	<b>Shri Musfiqur Rahman</b> Addl. Director Inland Water Transport, Assam	10.	<b>Shri Surendra Singh</b> Director, IWAI, Guwahati
4.	<b>Shri Pradeep Purohit</b> Sr. Vice President, Star Cement, Guwahati	11.	<b>Shri Prabin Bora</b> Asstt. Director, IWAI, Guwahati
5.	<b>Shri K.C. Bai shya</b> Deputy Director (Tea Development), Tea Board India, Guwahati	12.	<b>Shri Khalid Saifullah</b> Technical Asstt. (Civil), IWAI, Guwahati
6.	<b>Shri Debajit Borah, Director,</b> Brahmaputra Cruise Pvt. Ltd., Guwahati	13.	<b>Shri Abhinay Verma</b> Junior Hydrographic Survey or, IWAI
7.	<b>Shri Pranab Thakuria</b> CJ Darcl Logistics Limited, Guwahati		

### 7.2 Key highlights

Stakeholders from the users of NWs and IBP have discussed various issues like lack of return cargo, need for consolidation of cargo, availability of smaller size vessels, reduction of transit time and measures to increase traffic.

It is predicted that there is sufficient cargo from Kolkata/Haldia side to NW2 through protocol route but there is lack of down cargo which leads to nonviability in cost assessment. Various concerns raised by the Stakeholders were discussed as below:

- One of the stakeholders (Shri Prabir Paul, Importer) wanted to bring container cargo from Sirajganj, Bangladesh, but his quantity is low (one-two containers at a time). Low volume of cargo at a time was also indicated by the representative of Tea Board (Shri K C Baishya, DD).

It was opined that availability of smaller size vessel upto 200-300MT capacity can be utilised. Exploring various importer/exporter to accumulate cargo can also be a solution to this issue.

- Regarding Tea as a down cargo Shri Baisya, Dy. Director, has intimated that significant tea from Assam is moving to different states of the country, but these are moving in lower quantities by truck/train with door-to-door services. Volume of Tea cargo to be transported, time taken in transportation and the preservation during transportation are the issues. Getting large volume at a time upto 15-16 TEU or 200-300MT will be difficult. He suggested to contact big tea Companies/growers of the state like The Luxmi Tea group, Williamson Magor Group etc.

In response IWAi intimated that Time taken to reach Kolkata region from NW-2 is about 10-12 days which cannot be reduced as there are Customs/Immigration, defence posts on both India and Bangladesh sides which consumes about 3 days in addition to the voyage timings. However, integration/aggregation of cargo with chartered/scheduled voyage may be a solution. Further, big tea growers may be contacted.

- Sr. Vice-President, Star Cement of Sh. Pradeep Purohit has intimated that it will be appropriate to focus on the non-perishable, low-cost, high volume cargo for transportation through IWT. He emphasized their trial run with fly ash from Kahalgaon to Pandu but due to some technical issues in Bangladesh side, agitation in the region due to CAA etc. the voyage got delayed. However, he impresses on the efforts made by the concerned authorities and express their readiness to try further.

Shri Purohit also intimated that they are in a process to take 2 Bangladeshi vessels to make trial runs for an initial period of 6 months from Karimganj/Badarpur to Bangladesh utilizing protocol route 3-4 & 7-8. Shri Purohit further informed that they are planning to explore movement of cement through Kopili river (NW57) to Hatsingimari by traditional boats.

- IWAi has requested NF railway to share the details of cargo owners for utilizing IWT too as a linkage and substitute/alternate mode of voyage. In reply Principal Chief Commercial Manager (Pr. CCM) Sh. VV Jituri, (IRTS), NF railway has assured positively.
- DGM (M) & Sr. BM, RINL, Kolkata (Sh. Ajay Sen) has intimated that they will be placing their first rake at Pandu B.G. Siding by 1st week of March'21 and are preparing for the same. In this regard NF Railway Authority have already taken necessary action for clearing the line connecting Pandu Port B.G. Siding. Shri Sen further informed that the steel 1st consignment of steel cargo coming to Pandu port utilising B.G. Siding will be further transported to various destination by road. However, for future, he informed that RINL is exploring to utilise IWT route.
- Pr. CCM NF Railway has also requested Shri Purohit to become co-user of the IWAi siding and use the facility. In reply Sr. Purohit agreed to look into the matter.
- Director, Brahmaputra Cruise, Guwahati (Shri Debajit Bora) wanted to know if some tourist points with facilities are coming up to help the tourist vessels/operators. In response, IWAi informed that it is planning to develop tourist jetties at 4 locations (Jogighopa, Pandu, Biswanathghat and Neamati). Further, Additional Director, IWT Assam (Shri M Rahman) intimated that IWT jetties are also coming up at Guwahati and North Guwahati for passenger/tourist near Fancy bazar area.
- IWAi also intimated that a scheduled movement from Kolkata/Haldia to NW2 is likely to be operated soon and he assured of all support needed to operate through IWT mode.



### 7.3 Photo Gallery



## 8. Stakeholders Conference organized by IWAI on “Inland Waterways – Prospects and Opportunities” at Varanasi was held on 22.02.2021

A stakeholders Conference was organized by IWAI at Varanasi. A PPT on Arth Ganga and Freight Village – Varanasi and Sahibganj was presented by IWAI. Issues related to land acquisition and cargo promotion of NW-1 was discussed. Officials from IWAI, Senior Government Officials, stakeholders from the Industry including SCI have participated.

### 8.1 List of Speakers

1.	<b>Dr Amita Prasad</b> Chairperson, IWAI
2.	<b>Shri Shashi Bhushan Shukla</b> Member (Traffic & Logistics), IWAI
3.	<b>Shri A.K. Mishra</b> Director (Technical), IWAI
4.	<b>Ms. Shruti Arora</b> PwC

5.	<b>Shri Deepak Agrawal</b> Divisional Commissioner, Varanasi
6.	<b>Mrs. H.K. Joshi</b> Chairperson and Managing Director, Shipping Corporation of India Limited
7.	<b>Shri Vikas Malviya</b> M/s Nordic Cruise line, Pvt. Ltd., Varanasi
8.	<b>Dr. C.B. Singh</b> Asstt General Manager, APEDA, Ministry of Commerce & Industry, Govt of India
9.	<b>Shri R K Choudhary</b> BCC, Varanasi

## 8.2 Photo Gallery





## 9. Stakeholders Meeting held at Kottayam Port regarding commencement of Barge movement through NW-3 & NW-9 on 28.01.2021.

A stakeholders meeting was organized on 28th January 2021 at Kottayam Port in connection with the commencement of coastal container movement through NW-3 & 9, in the presence of officials from Cochin Port, DP World, Kerala Maritime Board, Shipping Lines and IWAI. Representative from the trade were also present there.

A brief discussion held between all the stakeholders during the meeting aiming to divert movement of cargo, moving from Kochi to Kottayam and from Kottayam to Kochi, by road to IWT. Shri Gautam Gupta from Cochin port, initiated the discussion and requested Shipping Lines and DP world to work closely with Kottayam port and shippers to support with cargo to make this project successful. IWAI also assured maximum support and cooperation to make the Barge movement successful.

### 9.1 List of Speakers

1.	<b>Shri Mathew George</b> Director, IWAI	5.	<b>Shri Abraham Varghese</b> Managing Director, Kottayam Port
2.	<b>Shri R. Venkatesan</b> Asstt. Hydrographic Surveyor, IWAI	6.	<b>Shri Roopesh Babu K.N.</b> General Manager, Kottayam Port
3.	<b>Shri Ashish Kumar Bhatnagar</b> Consultant Marketing & Logistics	7.	<b>Shri Krishan Kumar</b> Manager, Shreyas Shipping
4.	<b>Shri Gautam Gupta</b> Traffic (Manager), Cochin Port	8.	<b>Shri Sushant Awasthi</b> Manager-Commercials, DP World, TCL
5.	<b>Vipin R. Menoth</b> (Traffic Manager), Cochin Port		

### 9.2 Key highlights

- Movement will start with existing Barge with BX20' containers, considering heavy load in coastal containers.
- Dry-Docking of existing barge and minor repairs will be completed soon.
- Target date to commence movement with existing barge is set by 1-6th February 2021.
- Keel to be laid very soon of new Barge of capacity of 24 TEU's and expecting within six months to be operational with existing barge.
- Around 1000 TEU's moves per month to and from Kochi and Kottayam
- Existing road freight is INR 10,000, which, Kottayam port assured, will be reduced by using IWT.
- It was discussed that the increase in freight because of the acute shortage of containers in India is also one of the problems faced by shippers. Expecting movement of containers will be normalized after Chinese New Year and freight will come down with enough inventory's availability in India.
- It was discussed and advised to make ICTT as transshipment point for Kottayam so as to increase the

free detention period to 21 days compared to 10 days when shipper takes their containers from ICTT directly.

- Shippers and Kottayam Port also discussed about the incentives(subsidy) by Kerala Govt. for using IWT is not available now and this will play a key role to support IWT movement.
- Shippers of Tiles and Wheat assured Kottayam Port to give support for the movement by diverting their present movement by road to IWT if provided by competitive rates compared to road.
- As a reply of question asked by CoPT whether night navigation is possible, Sh. Mathew George, IWAI, informed that the channel is well prepared for night navigation and buoys are placed in position.
- Shippers advised Kottayam port to commence the movement with two barges' on which Copt replied to start movement with existing barge to clear all bottleneck and hitches before get the full-fledged operations with two barges.



### Webinars/ Conferences / Seminars attended by IWAI

In addition to the above webinars organized by IWAI, IWAI has also participated in various other webinars/ conferences / seminars organized by Indian and International private and government bodies. These webinars/ conferences / seminars were basically to promote inland water transport all over the world. The details of webinars attended by senior officials of IWAI are as follows:

SUMMARY OF WEBINARS/ STAKEHOLDERS' CONFERENCES ORGANIZED/ ATTENDED BY IWAI DURING FY 2020-21				
S.N.	DATE	TOPIC	OBJECTIVE	No. of Participants
1.	17.07.2020	Webinar by Institute of Marine Engineers (India) on "Initiatives to boost Inland Waterways transportation"	Chairperson, IWAI, apprised about initiatives undertaken to boost use of IWT mode: Implementation of the Jal Marg Vikas Project (JMVP) for capacity augmentation of navigation on National Waterway-1; Regional Connectivity; Fairway Development; Appointment of O&M operators at IWAI's terminals; promotion of Ro-Ro traffic; Portal for Assets and Navigational Information (PANI); Digital portal for traffic recording and dissemination and the current status of traffic.	490
2.	22.07.2020	Inland Waterway Transport (IWT) Corridor for Textile Exports to Bangladesh by TEXPROCIL (The Cotton Textiles Export Promotion Council)	TEXPROCIL in association with IWAI and the guidance of Ministry of Textiles organized a Webinar with the objective to evaluate the possibility of using the IWT as a supplementary mode of transport to export textiles from India to Bangladesh in addition to roadways and railways. Chairmen of various Textile Export Promotion Councils, President FIEO along with Representatives of a large number of Export & Trading Houses and MSME's attended the Webinar. It was decided that all efforts should be made to project shipments through IWT as an alternative to the Roadways	100

3.	22.07.2020	Webinar by World Bank on Market Development for Inland Water Transport	Member (T&L), IWAI participated in the webinar and highlighted the use of National Waterways for the purpose of cruise tourism. Already cruise services are operational on NW-1, NW-2, NW-3 and more than 250 cruise trips (more than 3,000 passengers) were conducted by private operators on these NWs. There is potential to further develop this sector and IWAI is working with Ministry of Tourism to provide necessary support in this area.	100
4.	24.07.2020	Webinar on Automotive Logistics by Society of Indian Automobile Manufacturers (SIAM)	Member (T & L), IWAI spoke on Supplementary mode of transportation for exports of Automobile to Bangladesh. The participants comprised of the Logistics heads of major vehicle manufacturing OEMs like Mahindra, Maruti, Tata Motors, Honda, Bajaj Auto etc., and 3 PLs servicing Auto Industry.	50
5.	30.07.2020	Webinar by National Bamboo Mission on "Construction using Bamboo Building Material".	Member (T & L), IWAI participated in the webinar on Scaling up of Use of Bamboo in Construction including logistics. Other topics discussed were Bamboo based Construction Material & Technology and Standards of Bamboo based Construction Material	90
6.	25.07.2020	CII Eastern Region Engage Session on "Interlinkages Beyond Barriers: Port Connectivity, Inland Waterways and Coastal Shipping" A Unique Forum to Engage B 2 B and B 2 G Stakeholders	Chairperson, IWAI, addressed the session and apprised about leveraging IWT connectivity for enhancing EXIM trade. Sessions on Port Connectivity and Coastal Shipping: Global Perspective of EXIM Trade, Maritime Business: Strengthening Port Infrastructure: Enhancing Multimodal Connectivity & SCM Interlinkages: Role of Customs, CFS, ICD & Warehousing were held. Hon'ble MoPSW, Senior Government Officers, Industry organisations and stakeholders from the Industry participated.	350



7.	18.08.2020	VC by Shri M. Nagaraju, Joint Secretary, Ministry of Coal, regarding Use of Waterways Connectivity for Coal Industries.	A VC meeting was held between ministry of Coal, IWAI, Coal India Ltd, ECL and MCL on Use of Waterways Connectivity for Coal Industries. The purpose of the meeting is to get apprised about the infrastructure developed and planned by Inland waterways authority to move cargo through rivers and to work on strategies to move forward in this direction. It was decided that CIL should convey and discuss about the development of Inland waterways with potential consumers. CIL is also to organise meeting with representatives of Power companies, Large Coal mining companies, Operators, Vendors, and Non- regulated sector consumers to discuss the issues in adopting the internal waterways mode for coal transportation.	9 participants
8.	20.08.2020	Webinar on Bolstering Ship Building and Repairing in India for Russian companies.	To identify key focus areas and chart the path forward towards strengthening and giving a boost to the shipbuilding and ship repairing in India, Invest India organized a webinar chaired by Shri Mansukh Mandaviya, Hon'ble Minister of State for Shipping (IC), Chemicals & Fertilizers, Government of India. The webinar was organized with the Trade commission, Russia. Chairperson, IWAI shared a brief background along with the investment opportunities which can showcase to the Russian Investment community. Hon'ble MoPSW, Deputy Minister of Industry and Trade, Russia; Secretary, JS, MoPSW; Trade Commissioner of Russia in India, Joint Secretary, DPIIT, Russia; Chairman, Chennai Port Trust, Cochin Shipyard Limited, Chowgule & Co., L&T Shipbuilding, Titagarh Wagons, and Representatives from Russian Business participated.	15

9.	21.08.2020	CII e-Conference on India Maritime Technology 2020— Atmanirbhar in Indian Maritime Industry: Fuelling the Growth of Indian Economy.	Chairperson, IWAI, spoke about leveraging IWT connectivity for enhancing competitiveness in Indian Maritime Industry. Hon'ble MoPSW, Senior Officials from the Government and eminent Industry Stakeholders participated.	100
10.	11.09.2020	Philip Capital India (Pvt.) Ltd a wholly owned subsidiary of Philip Capital headquartered in Singapore organised a webinar on "India Logistics Virtual Conference – Connecting the dots".	Chief Engineer (Tech), IWAI spoke about opportunities in modal shift, express and e-commerce logistics, 3PL and supply chain logistics as well as on emerging trends and disruptions in the sector. This webinar aims to bring together India's leading logistics players, government organisations, experts and industrial investor community on a common platform to discuss the opportunities ahead. The focus area of the discussions was on: - Understanding developments in supply chain and 3PL outsourcing in India and how we are compared to developed markets overseas, Regulatory changes and its impact, Opportunities in modal shift, express and e-commerce logistics, 3PL and supply chain logistics & Emerging trends and disruptions in the sector. Logistics operators, government organisations, experts and industrial investor community participated.	125
11.	19.09.2020	Webinar organized by Supply Chain & Logistics Agglomerate (SCLA) and ICC on "North Eastern Connectivity through Inland	Member (T&L), IWAI, apprised about Benefits of Inland Waterways Transport (IWT), Inland Water Transport Sector, Global Success, Key Interventions Undertaken, Traffic Movement in IWT, Initiatives Undertaken for Regional Waterway Integration, River Cruise Tourism, recent achievements and sector development in the NER.	150



		Waterways” "North East - New Business Opportunities and Logistics Achievability”		
12.	13.10.2020	VC meeting with US Embassy officials by IWAI	Chairperson, IWAI made a presentation on Opportunities in Inland Waterways for US companies, i.e., Construction of Shallow draft cargo and passenger vessels, Side floaters for reduction of Vessel draft, Ship repair facilities, Terminal management, River Cruise tourism and Technology adoption & skill development.	
13.	20.10.2020	Virtual Meeting of Coordination Committee on Transport Infrastructure & Technologies under India- Russia Strategic Economic Dialogue (IRSED)	IWAI participated in the Virtual Meeting. Chairperson IWAI apprised the participants about current status of development of IWT sector in India and elaborated on IWAI's initiatives to develop a self-sustainable, economical, safe & environment friendly supplementary mode of transport for the overall economic growth of the country. She also apprised the participants with the areas which can be explored by Russian Firms for investments and collaboration. Shri Pawan Kumar Agarwal, Special Secretary, Logistics Division, Ministry of Commerce & Industry. From the Indian Side, the meeting was attended by Govt. officials from NITI Aayog, Shipping, Civil Aviation, Indian Railways, IWAI, CONCOR and others.	25
14.	05.11.2020	Video Conference on 2nd JWG Maritime between India and Myanmar	The 2nd meeting of the Joint Working Group between India and Myanmar was held on 05.11.2020 through video conference. The agenda for the meeting included Agreement on Coastal shipping with Myanmar, Extension of LRIT services to Myanmar, Direct Shipping service between India and Myanmar through Andaman route, Kaladan Multimodal Transit Project (IWAI is the Project	25

			Development consultant), Maritime education & training (facilities available in India like IMU, IRClass Academy, SCI, CSL, etc.) Senior Government officials attended.	
15.	04.12.2020	Indian Embassy, Moscow, organized an India- Russia B2B webinar on “Inland Waterways Projects”	A webinar was organized by Indian Embassy, Moscow, between Indian and Russian Business representatives on Inland Waterways Projects. Indian Ambassador to Russia, Chairperson, IWAI, Director, Department of Shipbuilding Industry and Marine Facilities, Ministry of Industry and Trade of the Russian Federation, Representatives of Indian and Russian Business have participated. Presentation on specific Indian Waterways projects by Russian and Indian companies were made and decided to make B to B contact under Government assistance for further cooperation.	25
16.	24.12.20	Follow up VC Meeting on decisions taken on Meeting on 18.8.2020 regarding “Use of Waterways Connectivity for Coal Industries”.	A follow up VC meeting was held by AS MoC to review the status of the decision taken on 18.08.2020 regarding “Use of Waterways Connectivity for Coal Industries”. Officials from MoC, IWAI, CIL, CMPDI, ECL & MCL participated. It was decided CIL to organise meeting with representatives of Power companies, Large Coal mining companies, Operators, Vendors, and Non- regulated sector consumers to discuss the issues in adopting the internal waterways mode for coal transportation, Potential of using IWT for exporting coal to Nepal, Bhutan and Bangladesh and supply to consumers situated in NE region states via Bangladesh from Haldia be assessed. To identify infrastructure requirements so that multiple loading/unloading can be avoided, Efficient water routes be further explored and sufficient barges may be made available for transportation of coal & A discussion may be held with NTPC on revival of using Inland waterways for their Farakka power plant.	25



17.	06.01.2021	VC to discuss the potential of coal movement through Inland Waterways with various ECL coal consumers who are located along NW1 and Nw2	A VC meeting was held to discuss the potential of coal movement through Inland Waterways with various ECL coal consumers who are located along NW1 and NW2. Discussed the need for infrastructure for movement of coal in Brahmani River. Officials from MoC, IWAI, CIL, ECL and various coal consumers have participated.	25
18.	24.12.20	BCC&I Infrastructure e-Conclave Re-Strategize Indian Infrastructure Growth & Preparedness for Global Play	The Bengal Chamber of Commerce & Industry organized the 'BCC&I Infrastructure e-Conclave: Re-Strategize Indian Infrastructure Growth & Preparedness for Global Play' on virtual platform. Chairperson, IWAI stated that IWAI expects industry to take advantage of the Waterways, shift a share of cargo to IWT mode, identify problems and communicate them for resolution, Evolve "Future Proof" strategy with support of all stakeholders, users and operators. IWAI is open to creating private jetties on PPP mode. Other point of discussion was The Eastern Dedicated Freight Corridor and an intermodal system that connects the corridor with rail, road and waterways which can transform the city. Eminent participants from the Government and stakeholders from the Industry participated.	25
19.	13.01.2021	4th DVC with Bhutan	Member (T&L), IWAI, attended the 4th DVC with Bhutan to discuss action points emerging out of the visit of Hon Commerce and Industry Minister in Feb 2020. During this visit, it was agreed by both India and Bhutan to hold Video Conference, once a month, between officials of both sides led by the respective Departments of Trade / Commerce for the resolution of trade issues.	30
20.	23.02.2021	Fifteenth Annual Conference (Virtual) on "Container Infrastructure in	Member (T&L) participated in the Annual Conference. Discussed about the experience with regard to movement of container cargo through inland waterways, the progress under the Jal Marg Vikas	150

		India” organized by Indian Infrastructure Magazine	Project, measures taken to promote container movement through coastal shipping and the future potential. The topics included trends, developments and outlooks, Ministry of Shipping's perspective: prospects under Sagarmala, container movement through inland waterways and coastal shipping, dedicated freight corridors: impact, challenges and future potential, container train operator's perspective, container terminal operator's perspective, enhancing trade and logistics competitiveness, reefer container movement, direct port delivery: impact and potential, focus on container handling infrastructure, innovations in technology, automation and container handling equipment. Participants from Ports and terminals (public/private), container train operators, multimodal transport operators, container cargo operators, rail/road logistics solutions providers, equipment manufacturers, ICDs, CFS, warehousing companies, logistics parks, etc. End users, consultants, shipping lines, technology providers, financial institutions/investors, logistics firms, crane operators / manufactures, insurance providers, etc.	
21.	06.02.2021	BCC&I Annual Shipping and Logistics Conclave 2020-21 through VC on 6th February, 2021	Chairperson along with Officials from IWAI participated. A presentation was made on the use of IWT, as an alternative mode of transport, which has shown rapid growth unlocking numerous possibilities, Key interventions undertaken for development of inland waterways, Five year vision & Opportunities in IWT. Discussions on Logistics in the East, North East and neighbouring countries with Kolkata as the HUB. The subjects covered are Coastal Shipping, Ports, Inland Waterways, Roadways, Railways, ICDs, CFS, Cold Storage etc.	150



### LIST OF 23 NATIONAL WATERWAYS FOUND FEASIBLE FOR CARGO MOVEMENT

S. N.	National Waterway (NW) No.	Details of Waterways	States	Status
1	NW-1	Ganga-Bhagirathi-Hooghly River System (Haldia - Allahabad)	Uttar Pradesh, Bihar, Jharkhand & West Bengal	Development taken up with Assistance from World Bank <b>Jal Marg Vikas Project</b>
2	NW-2	Brahmaputra River (Dhubri - Sadiya)	Assam	Development taken up as per approved SFC for FY 2020-21 to 2024-25
3	NW-16	Barak River	Assam	
4	NW-3	West Coast Canal (Kottapuram - Kollam), Champakara and Udyogmandal Canals	Kerala	
5	NW-4	Krishna River (Vijayawada – Muktyala)	Andhra Pradesh	Mostly Operational Waterways and development and maintenance work taken up.
6	NW-5	Dhamra-Paradio via Mangalagadi to Pankopal	Odisha	
7	NW-8	Alappuzha-Changanassery Canal	Kerala	
8	NW-9	Alappuzha-Kottayam – Athirampuzha Canal	Kerala Alternate route: 11.5km	
9	NW-27	Cumberjua River	Goa	
10	NW-68	Mandovi River	Goa	
11	NW-86	Rupnarayan River	West Bengal	
12	NW-97	Sunderbans Waterway	West Bengal	
13	NW-111	Zuari River	Goa	
14	NW-10	Amba River	Maharashtra	Work to be taken subsequent to SFC/ EFC approval.
15	NW-44	Ichamati River	West Bengal	
16	NW-52	Kali River	Karnataka	
17	NW-57	Kopili River	Assam	
18	NW-73	Narmada River	Maharashtra & Gujarat	Substantial cargo moves in tidal waters/ river mouth under respective State Maritime Board. No interventions are contemplated by IWAI as of now.
19	NW-83	Rajpuri Creek	Maharashtra	
20	NW-85	Revadanda Creek - Kundalika River System	Maharashtra	
21	NW-91	Shastri River - Jaigad Creek System	Maharashtra	
22	NW-94	Sone River	Bihar	
23	NW-100	Tapi River	Maharashtra & Gujarat	

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

- 16.1 Inland Waterways Authority of India, a statutory body under the Ministry, is implementing the Jal Marg Vikas Project (JMVP) for capacity augmentation of navigation on NW-1 (Haldia-Varanasi stretch) with the technical assistance and financial support of the World Bank.
- 16.2 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, the JMVP is under implementation with arevised estimated cost of Rs. 4633.81 crores. The Jal Marg Vikas Project envisages to improve navigability of National Waterway-1 (NW-1) on the Haldia-Varanasi stretch along Ganga-Bhagirathi-Hooghly River System.
- 16.3 The Mid Term Review meeting was conducted during 8th – 21st December 2020 by The World Bank, where overall development of Jal Marg Vikas Project is rated as Satisfactory by the World Bank Group.
  - (i) **Fairway development:** The JMVP project targeting to provide LAD of 2.2/3 m on Haldia-Varanasi stretch, with bottom channel width of 35/45 m. This component includes re-engineering of river bends, dredging, bandalling, and bank protection works; the River Information System (RIS) and Vessel Traffic Management System (VTMS) etc. provides navigational supports to the vessels playing along NW-1.
  - (ii) **Civil Construction Works:** The construction mammoth logistics infrastructure is under development at various locations along NW-1 i.e multimodal terminals at Varanasi, Sahibganj and Haldia; intermodal terminals at Ghazipur and Kalughat; Ro-Ro terminals at Rajmahal, Manikchak, Samdaghat, Manihari, Kahalgaon, Tintanga, Hasanpur, Bakhtiyarpur, Buxar and Saraikota; and one new navigational lock at Farakka etc.
  - (iii) **Institutional strengthening and improving the investment climate; vessel design and procurement; and construction framework.**
- 16.4 The issue of requirement of environment clearance for maintenance dredging in rivers was also resolved and the Ministry of Environment, Forest & Climate Change (MoEF&CC) conveyed the decision that maintenance dredging in rivers did not require prior environment clearance and cleared the JMVP for implementation subject to IWAI implementing certain environment safety measures prescribed by MoEF&CC. Further, the Hon'ble National Green Tribunal (Principal Bench), New Delhi, vide an 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 JMVP under the EIA Notification of 2006, as amended from time to time.
- 16.5 The proposal for implementation of JMVP at the estimated cost of Rs. 5369.18 crores, appraised and recommended by the Public Investment Board, was 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 (US\$ 375.00 million);
  - (b) Government of India Counterpart Funds (budgetary allocation and proceeds from issue of infrastructure bonds: Rs.2,556.00 crores (US\$ 380.00 million)
  - (c) Private sector participation under PPP mode: Rs. 301.00 crores (US\$ 45.00 million).



- 16.6 After due negotiations between the Government of India and the World Bank, the Board of the Executive Directors of the International Bank for Reconstruction & Development approved the loan of USD 375 million for the project on 12.04. 2017. The Loan Agreement between the World Bank and the Government of India and the Project Agreement between the World Bank and IWAI were signed on 02.02.2018. The Loan Agreement and the Project Agreement became effective from 23rd March, 2018.
- 16.7 On completion, JMVP will provide an alternative, cost-effective, safe and environment-friendly mode of transport and would be an attractor for industries and logistic players in and around the project corridor, enabling socio-economic growth in the region covering the States of Uttar Pradesh, Bihar, Jharkhand and West Bengal.
- 16.8 The project implementation is planned to be completed by December, 2023 and is progressing but works are impacted due to COVID-19 pandemic. the Tripartite Project Review Meeting of the World Bank are ongoing where achievements made by JMVP are recognized and modeled for implementations for several other IWT projects at IWAI. The project is still progressing during COVID-19 impacted periods, however, the market responses in procurement activities are affected significantly, JMVP team already taken initiative to accelerate procurement and tendering activity and targeting to catchup the slipped timelines.
- 16.9 The progress achieved under each component of JMVP during the period of report is summarised below:

#### **I. Fairway Development**

##### **(i) Provision of LAD:**

- Dredging Management Plan and Strategy for NW-1, approved by IWAI Board in the 164th Board Meeting held on 2.6.2017, at Agenda point 164.20 was taken up for implementation.
- Contract for Provision of least assured depth (LAD) of 3m and bottom channel width of 35/45 m on the Farakka-Kahalgaon stretch (146 Kms) through Performance Based Assured Dredging contract was awarded to M/s Adani Ports & SEZ Ltd. on 09.04.2018 at a cost of Rs.177.00 crores.
- Contract for Provision of LAD of 2.5/3.0 m and bottom channel width of 35/45 m in Sultanganj-Mahendrapur (74 Kms) and Mahendrapur- Barh (71 km) stretches through Performance Based Assured Dredging contracts was awarded to m/s Adani Ports & Special Economic Zone Ltd on 12.04.2019 at a cost of Rs. 159.3 Cr and Rs. 182.9 Cr respectively
- Provision of LAD of 2.5 m and bottom channel width of 35/45 m on the Barh – Doriganj (109 kms) and Doriganj-Ghazipur (178 kms) stretches through Quantity based maintenance dredging contracts ( Mix & Match – IWAI dredger + SP-CSD from Service Provider); Provision of LAD of 2.2 m and bottom channel width of 35/ 45 m on the Ghazipur –Saidpur stretch (76 kms) through deployment of departmental dredgers on O&M basis, with performance criteria for maintaining LAD on quantity basis; and Provision of LAD of 2.2 m and bottom channel width of 35/ 45 m on the Saidpur-Varanasi stretch (57 km) through Performance based Assured Dredging

Contract are at advanced stages.

- Provision of LAD for 3.00 meter in Farakka – Tribeni stretch of 351 kilometer through quantity based dredging is also envisaged.

**(ii) Bank Protection Works:**

- Locations requiring bank protection works have been identified along Farakka Feeder Canal (9.438 km), Farakka to Haldia reaches (33.095 km) and river bend at Farakka (3.20 km).
- Geo-technical investigations on the Farakka Feeder Canal and river bend at Farakka have been completed.
- The DPR and drawings have been prepared on the basis of inputs received from the World Bank, the Farakka Barrage Project and IIT, Madras.
- A Joint Committee consisting of Addl. Chief Secretary (I&WD, Govt. of West Bengal), KoPT and IWAI was formed on 17.03.18 to discuss modalities of carrying out the works. The Committee met on 19.06.18 and 18.01.2019.
- Regarding Farakka Feeder Canal – The technical advisory committee of Farakka Barrage project (FBP) in the meeting held on 20 and 21st February 2020 decided that FBP should carry out such maintenance work on regular basis. Moreover, FBP being owner of the project has the responsibility to maintain the feeder canal in long run.
- Regarding Bank Protection works in Bhagirathi Hooghly river system: MoS vide letter dt. 02.12.2019 informed that Bank Protection works of the river system shall be taken by Government of West Bengal within their jurisdiction including in Murshidabad and Nadia Dist. out of their own budgetary resources.

**(iii) Navigational Aids & RIS**

- DGPS reference station with MF link was established at Swaroopganj with a view to provide sub-meter accuracy in position fixing so as to facilitate the operators to navigate their vessel smoothly and effectively along the navigational channel.
- 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. 30





IWAI vessels were equipped with Inland AIS system, short range radar and VHF.

## II. Civil Construction Works:

### (i) Construction of the Multimodal terminal at Varanasi:

- The multimodal terminal phase I with a terminal capacity of 1.26 MTPA, is constructed at RalhupurKhas, Ramnagar, Varanasi. The total land requirement for development of MMT Varanasi is 67.12 ha of which 22.351 ha for Phase-I, Phase-II and road connectivity to NH-7 have been acquired and registered on the name of IWAI.
- Civil construction work for Phase-I of the terminal, awarded to M/s AFCONS Infrastructure Ltd. at a cost of Rs. 169.59 crore in May, 2016, **was completed in October, 2018**. Hon'ble Prime Minister inaugurated the terminal on 12.11.2018 in the presence of Hon'ble Chief Minister of Uttar Pradesh, the Hon'ble Union Minister for Road Transport & Highways, Shipping and Water Resources, River Development & Ganga Rejuvenation and the Hon'ble M.P., Chandauli.
- The work on road connectivity to NH-7 was **completed in January, 2019**.
- Rail connectivity from the IWT terminal to Jeonathpur Railway Station on the Eastern Dedicated Freight Corridor (EDFC) rail head is planned. M/s EPIL and M/s Aarvee Associates, the consultant submitted the 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 the Kashi Turtle Wild Life Sanctuary at Varanasi subject to IWAI taking the standard mitigation measures prescribed by the Wildlife Institute of India and conditions prescribed by the State Chief Wildlife Warden. IWAI has complied with/is complying with these mitigation measures as per the stipulations.



### (ii) Construction of the Multimodal Terminal at Sahibganj:

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



Minister on 12.09.2019.

- 192.37 acres of land requisitioned for the IWT terminal and for the road connectivity from the terminal to NH-80 have been acquired and the land is fully in the possession of IWAI. The IWT terminal is connected to NH-80 through road and will be connected to Sakarigali railway station by rail.
- 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 will 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 42 houses are completed and 42 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.
- 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 crores, with a targeted completion time line of May, 2019, the achieved physical target of 99.50% and financial progress was Rs. 251.39 crores as on 31.03.2021.
- Rail connectivity: M/s RITES has been appointed on 25.07.2018 as the consultant for development of rail connectivity from the terminal to Sakarigali Railway Station. The consultant completed the field survey in August 2018 and out of the 3 alternate alignments, initially developed, 1 alignment was found feasible, which was also approved in principle by Eastern Railway Division, Malda on 19.09.2018. Ministry of Road Transport and Highways also conveyed in principle approval for the ROB at NH-80, Sahibganj on 29.11.2018 on the observations made by Eastern Railways, M/s RITES resurveyed the site and submitted layout plan along with the cost of the alignment with and without bridge over nala. Layout has been approved by IWAI and feasibility report is awaited from the consultant.



**(iii) Construction of the Multimodal Terminal at Haldia:**

- The multimodal terminal at Haldia, with a terminal capacity of 3.18 MPTA, is being constructed in two Phases on a 61 acres land in the Haldia Dock Complex leased from the Kolkata Port Trust (now Syama Prasad Mookerjee Port) on a 30 year tenure.
- The work on Phase-I, awarded to M/s ITD Cementations at a cost of Rs. 517.36 crore



as on 30.06.2017 with an original completion timeline of January, 2020, now in view of COVID-19 the revised completion timelines of is extended till May 2022. the achieved physical progress of 97.01% and financial progress of Rs. 465.53 crores as on 31.03.2021 has been achieved

- MoEF&CC granted Coastal Regulation Zone clearance for the terminal on 06.11.2017 subject to IWAI taking prescribed standard mitigation measures. IWAI has complied with/is complying with these mitigation measures as per the stipulations.

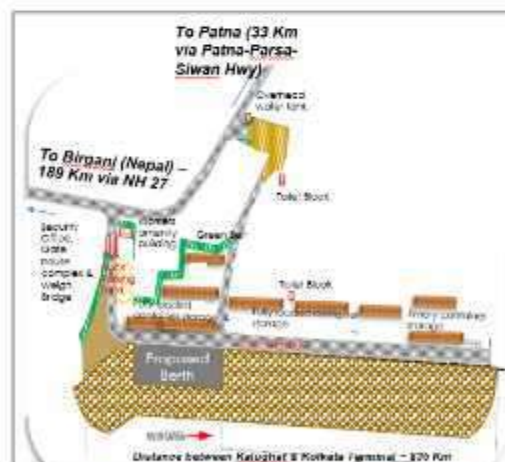


#### (iv) Navigational Locks at Farakka:

- 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 crore, with a completion time line of March, 2022, achieved physical progress of 82.42% as on March 2021 and financial progress of Rs. 283.88 crores as on March 2021.
- The existing Navigational lock at Farakka, along with land measuring 7.155 ha, was handed over to IWAI on 06.04.2018 by FBP. IWAI has initiated action for its modernization and rehabilitation to synchronize with the commissioning of the new navigational lock.
- On completion of work, both the locks will provide two-way passage to vessels across the Farakka Barrage, thereby facilitating smooth and seamless movement of vessels on NW-1.

#### (v) Intermodal terminal at Kalughat:

- The terminal is proposed to be constructed on a 5.159 ha (12.80 acres) land in Kalughat, Saran district of Bihar, with road connectivity to NH-19. Requisition for acquisition of the land was filed with the District Administration, Saran on 29.12.2016. Mapping/verification of land has been completed, the possession certificate for 13.17 acre of land is acquired on 26.09.2020 from District Administration Saran.
- IWAI transferred Rs. 17.83 crore to the State Government for the acquisition of land on 9.11.2019. The District Administration, Saran conducted SIA study through AN Sinha Institute of Social Studies, Patna. The SIA report, after inclusion of proceedings of DM Saran's public hearing, was referred to an Expert Committee for the comments and



vetting and the committee has recommended the land acquisition. The possession certificate for 13.17 acres of land is received on 26.09.2020 from District Administration, Saran.

- The DPR for Kalughat terminal is finalized on September 2020 and for hiring of EPC contractor the NIT floated on 17.12.2020, pre bid meeting was held on 06.01.2021 and bid opening was on 30.03.2021 where 2 bids are received and under evaluation.
- The Terminal is being planned to handle mostly container traffic destined to Nepal.

**(vi) Intermodal terminal at Ghazipur:**

- The terminal is proposed to be constructed on 8.917 ha land in Ghazipur, Uttar Pradesh. 4.386 ha of land has already been acquired and registered. Balance 4.531 ha of land is at an advanced stage of acquisition.
- The acquisition of the balance 4.531 ha of land was delayed as the land was submerged in the water and mapping/survey could not be carried out. There is title dispute, transfer of Govt. land and consent from landowners are some of major impediments to be addressed by the District Administration.
- The Foundation Stone for the Terminal was laid by the Hon'ble Minister for Shipping, Road Transport and Highways on 25th January, 2018.
- The DPR for development of terminal is prepared, however the Request for Expression of Interest (RoEI) for inviting business proposal for development of shore side infrastructure at Ghazipur was published on 21.02.2020, the last date for submission of EoI was 23.03.2020 where there was no responses.
- The Asset Management Consultant has recommended for re-tendering and analyzed probable reasons for non-responsiveness of REOI the primary reasons mentioned below:
  - a. Onset of Pandemic has slow down the business and economic activity
  - b. Lack of incentive to the applicant for sharing their business model etc.
  - c. High perceived risk among stakeholders as IWT is nascent sector
  - d. Accordingly, the RoEI was re-floated by giving proper advertisement and organized stakeholder's consultations.

**(vii) Ro-Ro terminals:**

- Topographic survey for the terminals have been completed.
- Geotechnical investigation has been completed for the Rajmahal, Manikchak and Manihari Ro-Ro Terminals.
- The terminals are under consideration of JMVP-II.

**Integrated Vessel Repair & Maintenance Complexes:**

The detailed studies for planning to develop Integrated Vessel Repair & Maintenance Complexes are conducted and sites are under proposal to set up facility at Sahibganj and Gaighat (Patna)



**(a) Gaighat Complex**

- Draft DPR has been submitted by M/s HOWE Engineering Projects India Pvt. Ltd. in May 2018. The same was examined in IWAI in detail and the observations of IWAI sent to the Consultant in May 2018. The revised DPR and tender document has been submitted by the Consultant.
- Estimated cost of civil construction for the project is Rs. 5.60 crores.

**(b) Sahibganj Complex**

- Draft feasibility report has been received from M/s Howe Engineering Projects India Pvt. Ltd. in November 2016.
- Estimated cost of civil construction is Rs. 140 crore.
- Estimated area of land to be acquired is 19.35 ha. Requisition was filed with District Administration, Sahibganj on 05.11.2018.
- IWAI requested consultant to prepare the report for the afloat vessel repair facility at Sahibganj and the same has been submitted by the consultant

**III. 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 impact.

**(i) Design of Inland Waterway Vessels**

- M/s DST, Germany, the consultants engaged for design of Inland Waterway Vessels, submitted 13 designs of inland waterway vessels. These models were tested at the facilities of the Consultant in Nuremburg, Germany. The approved designs have been uploaded on the IWAI website for public information for the prospective vessel builders.
- In the meantime, after due assessment of market conditions, IWAI has come to the conclusion that IWAI should own at least one vessel each conforming to these designs to kick start the vessel construction activity and demonstrate their effectiveness to the private vessel builders/shippers. Accordingly, the process for getting these vessels constructed within India has been initiated.

**(ii) Commercialization on NW-1**

- M/s Hamburg Port Consulting, the Consultants 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 by Jal Marg Vikas Project Unit of Inland Waterways Authority of India.
- One of the pilot movements were undertaken was by MV Rabindranath Tagore, India's container inland vessel, transporting container cargo consisting of 16 containers (equivalent to 16 truckloads) of food and snacks from Kolkata to Varanasi. This

container vessel was received by the Hon'ble Prime Minister 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 for providing consultancy services for development of ferry services on NW-1 were to identify suitable locations for the ferry services in Varanasi, Patna, Munger, Bhagalpur, Kolkata and Haldia to decongest the road traffic in 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 by the consultants.

**(iv) Communications and Outreach Programme.**

- M/s. AMS Consulting (P) Limited, Lucknow, the Consultants engaged to carry out a Communications Needs Assessment Study for JMVP, had recommended a number of measures. As per these recommendations, a 26- day Outreach Programme 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, Delhi.

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

- M/s EQMS, who was engaged to carry out the study on 20.12.2017. The study is completed and Final report submitted by the consultant.

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

- M/s Kitco Limited, Kochi was awarded the Consultancy for Risk Assessment and Disaster Management Plan for NW-1 on 04.04.2018 at a cost of Rs. 69.47 lakhs. The study is completed and final report 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 a Asset Management Framework for NW-1 on 13.02.2018 at a cost of Rs. 7.95 crore.
- The Consultant has submitted RFQ, RFP and Agreement for hiring of PPP concessionaire for the terminals and asset constructed by Jal Marg Vikas Project **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**

- a. RFQ for Operation, Management and Development (OMD model) of Varanasi MMT was published on 11 July 2018.
- b. Four applications were received in response to the RFQ and found eligible for RFP



stage.

- c. At the time of bid submission i.e. on 15 January, 2020 no bids were received.

#### **Second attempt**

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

**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 process of hiring of PPP concessionaire for MMT Sahibganj.

#### **First attempt**

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

#### **Second attempt**

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

**Efforts for Operationalization of MMT Haldia:** 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 Haldia.

#### **Attempt**

- a. The tender for Haldia MMT EOT project had been published on 14.05.2020.
- b. The last date for submission of bids was 21.01.2021.
- c. Four Bids were received and all the four bids were found to be technically qualified.
- d. Security clearance awaited

#### **(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 Varanasi-Sahibganj stretch 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 Farakka- Haldia stretch on 08.11.2017.
- M/s INROSS Laeckner SE Germany appointed on 06.01.2020 as technical support consultant for supervision of ongoing dredging contracts i.e Farakka – Kahalgaon, Sultanganj – Mahenderpur, Mahenderpur – Barh and also for forthcoming dredging contracts on NW-1.

**(x) 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 submitted the Inception Report, Micro-plan, Livelihood action plan, distribution of ID cards to PAFs and consultancy study is under progress.

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

Consultancy for ESIA, EMP and RAP was awarded to M/s Eco-chem sales and services on 27.02.2019. The consultants has submitted the draft ESIA, EMP and RAP reports. The study is in progress.



## 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'.

Developing waterways has its impact on the eco-system on both the banks of the river. Our Prime Minister has conceptualized “Arth Ganga”. Plans are afoot to energise economic activity along river banks.”

Arth Ganga' implies a sustainable development model with a focus on economic activities in and around Ganga. While Arth Ganga focusses on generating sustainable income streams, Jal Marg Vikas Project is aimed to develop river Ganges as a commercially sustainable and safe mode of navigation. Since, efficient logistics and transport systems are a critical enabler for sustaining and accelerating the economic growth along the River Ganga, hence, JMVP has the potential to greatly channelize economic activities along River Ganga, thus aligning to the objective of Arth Ganga.

### Development prospects

The development under the Arth Ganga scheme in association with Jal Marg Vikas Project (River Ganga) can be envisaged in 3 broad categories:

(a) Domestic & regional trade	(b) Local community's enhancement	(c) Passenger movement facilitation
<ul style="list-style-type: none"> <li>• Multimodal terminals &amp; navigational lock</li> <li>• Intermodal Terminals</li> <li>• Ro-Ro Terminals</li> <li>• Logistic hubs</li> </ul>	<ul style="list-style-type: none"> <li>• Small Community Jetties for Agricultural Produce</li> <li>• Floating Terminals</li> </ul>	<ul style="list-style-type: none"> <li>• Ferry terminals</li> <li>• Tourist based terminals</li> </ul>

### Local community's enhancement

Besides being a transport modal for large cargo movement, River Ganga will also provide opportunity for small diara 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 nearby cities.

Arth Ganga would aim at setting up of small jetties along the 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 Gramteen Kaushal Vikas Yojana. Apart from above, 19 floating jetties are also provided on River Ganga which may be utilised for local produce movement.

Arth Ganga program of JMVP is being developed on an approach based on principles of sustainable development model that focus on economic activities in & 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:

Economic benefits to the farmers, traders and public living around the Ganga belt;

#### Growth of small-scale industries;

S. No.	Project Component	Estimated cost
1.	Fairway development (Sub Component - A2 & A6)	225
2.	Channel stabilization works (Sub Component - A2)	75
3.	River Information System and DGPS (Sub Component – A6)	50
4.	River Charting & Hydrographic equipment, HDP Software, Automatic Gauge Stations (Sub Component – A6)	61
5.	Modernization of Existing Navigational Lock at Farakka (Sub Component – A4)	100
6.	Construction of Ro-Ro terminals (Sub Component – A5)	25
7.	Community Jetties (private sector participation to be encourage) (Sub Component – A5)	120
8.	Modernization of existing jetties (Sub Component – A5)	30
9.	IWT Promotions (Sub Component - B2)	20
10.	Consultancy/Studies PMC etc (Sub Component – A1)	30
11.	Cost escalation	10
<b>Total</b>		<b>746</b>



Employment opportunities;

Easy, cost-effective and environment friendly transportation of cargo;

Improved logistics through small jetties; and

Wider choice of logistics mode for cargo movement

The components identified as part of Arth Ganga are subset of JMVP and are within the approved scope & objectives of the JMVP. The project is envisaged from the savings of JMVP at a total cost of Rs. 746.00 cr. intended to be utilized to support relevant components of the program “Arth Ganga” which has to be completed by Dec'2023. The major components of the “Arth Ganga” project as derived from the JMVP sub component is enumerated as under:

Since, efficient logistics and transport systems are a critical enabler for sustaining as well as accelerating the economic growth along river Ganga, in this regard, JMVP has the potential to greatly channelize economic activities along river Ganga, thus also aligning to the objective of Arth Ganga program.

The construction of user friendly small community jetties along the river Ganga will boost the economic activity at the community level including tourism along/ around riverbanks in Uttar Pradesh, Bihar, Jharkhand, and West Bengal. These community jetties on the banks of river Ganga will bring down the logistic cost for farmers in the movement of local produce.

The programme would catalyse 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.

#### **COVID -19 pandemic impacted progress of Jal Marg Vikas Project:**

The nationwide lockdown was imposed to mitigate the hardship for safeguarding of public health, the force majeure clause were implemented and the work was totally suspended along the all ongoing construction sites of Jal Marg Vikas Project.

The following are primary reasons that impacted progress.

- Disruptions of Supply-Chain Management has delayed the deliveries of Raw Materials.
- Facing challenges of Shortage of Workforce and Migration of Labour etc. issues were faced.
- Implementation of Covid-19 Quarantine restrictions
- Traveling restrictions has delayed the inspections of materials located at distant location of factories in different states.
- Slower progress of construction due to staggered opening of various hotspots zone for Covid-19.
- Slower construction progress due to appropriate implementation of SOP and Guidelines for COVID-19, where Social Distancing, Mask Wearing, Temperature Checkup etc. are followed.
- The productivity of Labor force was declined by 40 to 60 percent.
- Due to imposition of lockdown the activity at site planned to be conducted during Dry month's periods was pushed to the monsoon periods therefore these are delayed.
- Stoppage of fabrications works due to shortage of Industrial oxygen.

- The Covid has impacted health of workers at site and recovery has taken long time including quarantine.

The contractors at site are fully adhering to the applicable guidelines for containment of COVID-19 measures.





## 17. FINANCIAL PERFORMANCE INCOME & EXPENDITURE

During the financial year 2020-21, a sum of Rs. 53112.30 lakh was received from the Government of India, Ministry of Shipping. A sum of Rs.1950.05 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:-

(Rs. in Lakh)

Sl. No.	Name of the scheme	Expenditure	
		Previous Year 2019-20	Current Year 2020-21
<b>1</b>	<b>National Waterway No – 1</b>		
(i)	River Conservancy/Fairway	3776.16	2736.48
(ii)	Construction & Maintenance of Terminals	6497.56	2142.06
(iii)	Safe 24hrs Navigation	865.84	583.27
(iv)	Installation of RIS System	143.40	15.09
(v)	Acquisition of RO-Pax Vessels	3776.72	7.05
(vi)	NINI	219.06	205.53
(vii)	Cargo /IWT Promotion Activities	231.91	94.43
(viii)	Freight Village	78.80	128.38
	<b>Sub-Total</b>	<b>15589.45</b>	<b>5912.29</b>
<b>2</b>	<b>National Waterway No – 2</b>		
(i)	River Conservancy/Fairway	2214.72	1379.81
(ii)	Construction & Maintenance of Terminals	550.43	400.93
(iii)	Development of IWT Terminal		498.00
(iv)	Acquisition of RO-Pax Vessels	2086.31	7.05
(v)	Safe 24hrs Navigation	0.00	432.70
(vii)	Installation of DGPS Station	0.13	0.00
(viii)	Information Technology Related Expenses	1.97	2.57
(ix)	Development of Protocol route	270.63	320.49
(xi)	Cargo vessels and IWT promotion activities	304.23	526.67
(xii)	TEF/DPR/CRZ/Studies for NWs (NER)	248.86	45.87
(xiii)	Consultancy charges and PMU expenses	164.79	0.00
	<b>Sub-Total</b>	<b>5842.07</b>	<b>3614.09</b>
<b>3</b>	<b>National Waterway No. – 3</b>		
(i)	River Conservancy/Fairway	399.67	415.62
(ii)	Construction of Terminals	114.80	7.39
(iii)	Construction & repairs of locks	796.66	861.66

(iv)	Acquisition of RO-PaxVessels	1295.82	606.92
(v)	Safe 24hrs Navigation	0.00	260.67
	<b>Sub-Total</b>	<b>2606.95</b>	<b>2152.26</b>
<b>4</b>	<b>National Waterway No. – 4</b>		
(i)	Development work	413.43	295.75
(ii)	Construction of floating Steel Pontoon	27.81	0.00
	<b>Sub-Total</b>	<b>441.24</b>	<b>295.75</b>
<b>5</b>	<b>National Waterway No. – 5</b>		
(i)	Development work	329.60	212.57
	<b>Sub-Total</b>	<b>329.60</b>	<b>212.57</b>
<b>6</b>	<b>Jal Marg Vikas Project</b>		
(i)	Lease land Haldia	1365.82	34.00
(ii)	Consultancy charges and PMU expenses	2617.16	2355.94
(iii)	Terminal Facilities Expenses	0.00	
(iv)	Acquisition of Land-Sahebganj	0.00	
(v)	Maintenance of Navigational in Farakka Kahalgaon of NW-1	6170.48	5841.86
(vi)	Construction of Multimodal terminal Haldia	20191.15	5003.14
(vii)	Construction of Multimodal – Sahebganj	4573.81	1441.47
(viii)	Construction of Multimodal – Varanasi	756.69	0.00
(ix)	Construction of New Navigational Lock Farakka	8732.07	5982.54
(x)	Acquisition of Land Ram nagar	0.00	146.01
(xi)	Study for Kalughat Terminal	1775.58	600.14
	<b>Sub-Total</b>	<b>46182.76</b>	<b>21405.10</b>
<b>7</b>	<b>I.T. activities expenses</b>	45.69	80.07
<b>8</b>	<b>Indian Institute of Technoogy Madras</b>	0.00	330.65
<b>9</b>	<b>IWT Development Fund</b>	221.60	210.79
<b>10</b>	<b>Establishment</b>	4380.88	4340.66
<b>11</b>	<b>Director of Ports &amp; IWT</b>	-	270.00
<b>12</b>	<b>Bond Related exp.</b>	7643.34	7624.77
<b>13</b>	<b>Mormugao Port Trust</b>	815.04	0.00
<b>14</b>	<b>Inco Mechel Pvt. Ltd</b>	71.78	14.22
<b>15</b>	<b>New National Waterways</b>	1144.35	339.93
	<b>Sub-Total</b>	<b>14322.68</b>	<b>13211.09</b>
	<b>Grand Total</b>	<b>85314.75</b>	<b>46803.15</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**

As on 31-03-2021 40 Officers and 60 staff at the head office and 30 Officers and 163 staff in the field offices were in position.

## ACKNOWLEDGMENT

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

IWAI also acknowledges the assistance and support given by the Ministry of Shipping, Comptroller & Auditor General of India and other Government departments and other agencies.

FOR AND ON BEHALF OF  
INLAND WATERWAYS AUTHORITY OF INDIA

A handwritten signature in blue ink, belonging to Sanjay Bandopadhyaya, is positioned above the name.

(SANJAY BANDOPADHYAYA)

**CHAIRMAN**



## INLAND WATERWAYS AUTHORITY OF INDIA

## 20. BALANCE SHEET AS AT 31st MARCH 2021

(Amount in Rs.)

PARTICULARS	SCHEDULES	CURRENT YEAR	PREVIOUS YEAR
<b>I. SOURCES OF FUND</b>			
<b>(i) CORPUS/CAPITAL</b>	3		
(a) CAPITAL U/S 11 (1) (C) OF IWAI ACT		9,437,244.00	9,437,244.00
(b) IWAI FUND U/S 19 OF IWAI ACT		19,812,059,194.00	17,764,289,668.00
<b>(ii) RESERVES &amp; SURPLUS</b>	4	-	-
<b>(iii) EARMARKED/ENDOWMENT FUNDS</b>	5	-	-
<b>(iv) NON CURRENT LIABILITIES AND PROVISIONS</b>			
(a) LONG - TERM BORROWINGS	6	10,000,000,000.00	10,000,000,000.00
(b) OTHER NON CURRENT LIABILITIES	7	766,153,575.00	723,049,770.00
(c) LONG TERM PROVISIONS	8	17,947,467.00	16,557,618.00
<b>(v) CURRENT LIABILITIES &amp; PROVISIONS</b>			
(a) SHORT TERM BORROWINGS	9	250,966,575.00	251,627,916.00
(b) SUNDRY CREDITORS	10	845,440,716.00	1,839,268,669.00
(c) OTHER CURRENT LIABILITIES	11	1,247,003,429.00	808,390,903.00
(d) PROVISIONS	12	55,848,466.00	10,791,641.00
<b>TOTAL</b>		<b>33,004,856,666.00</b>	<b>31,423,413,429.00</b>
<b>II. APPLICATION OF FUND</b>			
<b>(i) FIXED ASSETS</b>	13		
(a) TANGIBLE ASSETS GROSS BLOCK		17,151,740,311.00	16,734,760,431.00
LESS: DEPRECIATION		(3,601,225,019.00)	(3,210,981,476.00)
(b) INTANGIBLE ASSETS GROSS BLOCK		14,811,743.00	14,740,301.00
LESS: DEPRECIATION		(13,373,799.00)	(12,338,199.00)
(c) CAPITAL WORK - IN - PROGRESS	14	13,515,537,060.00	11,498,146,365.00
(d) INTANGIBLE ASSETS UNDER DEVELOPMENT	14	-	
<b>(ii) NON CURRENT ASSETS, LOANS AND ADVANCES</b>			
(a) NON CURRENT INVESTMENTS	15	125,608,484.00	104,235,203.00
(b) DEPOSITS, LOANS AND ADVANCES	16	2,981,738,737.00	1,718,748,100.00
(c) OTHER NON CURRENT ASSETS	17	83,162,116.00	180,913,276.00
(d) MISCELLANEOUS EXPENDITURE ( to the extent not written off or adjusted)			
<b>(iii) CURRENT ASSETS, LOANS AND ADVANCES</b>			
(a) CURRENT INVESTMENTS	18	(1,679,181.00)	21,373,281.00
(b) INVENTORIES	19	20,525,481.00	22,291,414.00

(c) SUNDRY DEBTORS	20	151,082,029.00	119,532,070.00
(d) CASH AND CASH EQUIVALENTS	21	2,297,087,672.00	2,710,216,410.00
(e) DEPOSITS, LOANS AND ADVANCES	22	171,764,749.00	1,511,575,773.00
(f) OTHER CURRENT ASSETS	23	108,076,283.00	10,200,480.00
<b>TOTAL</b>		<b>33,004,856,666.00</b>	<b>31,423,413,429.00</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



(Mayank Kumar)  
CAO(I/c)



(Ashutosh Gautam)  
Member (Finance)



(Jayant Singh)  
Vice-Chairman



(Sanjay Bandopadhyaya)  
Chairman



## INLAND WATERWAYS AUTHORITY OF INDIA

## 21. INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31st MARCH, 2021

(Amount in Rs.)			
PARTICULARS	SCHEDULES	CURRENT YEAR	PREVIOUS YEAR
<b>I. INCOME</b>			
(a) REVENUE GRANTS/SUBSIDIES			
- FROM CENTRAL GOVERNMENT		1,176,230,000.00	1,201,765,000.00
- FROM STATE GOVERNMENT(S)			
- INTERNATIONAL ORGANIZATIONS			
- OTHERS (SPECIFY)			
(b) TRANSFERRED FROM IWAI FUND		377,971,573.00	321,576,653.00
(c) OTHER INCOME (NATURE TO BE SPECIFIED)			
<b>TOTAL INCOME (A)</b>		<b>1,554,201,573.00</b>	<b>1,523,341,653.00</b>
<b>II. EXPENDITURE</b>			
(a) OPERATIONAL & MAINTENANCE EXPENSES	24	1,156,678,460.00	1,747,673,373.00
(b) PERSONNEL & ADMINISTRATIVE EXPENSES	25	432,486,338.00	420,016,647.00
(c) FINANCE CHARGES	26	762,476,986.00	764,423,890.00
(d) DEPRECIATION	13	377,971,573.00	321,576,653.00
(e) SUBSIDIES		-	-
(f) EXPENDITURE ON GRANT, SUBSIDIES ETC.		-	-
<b>TOTAL EXPENDITURE (B)</b>		<b>2,729,613,357.00</b>	<b>3,253,690,563.00</b>
<b>EXCESS OF INCOME OVER EXPENDITURE/EXCESS OF EXPENDITURE IF IT EXCEEDS INCOME (A-B)</b>		<b>(1,175,411,784.00)</b>	<b>(1,730,348,910.00)</b>
ADD/LESS: PRIOR PERIOD ITEMS	27	(3,849,667.00)	(1,167,889.00)
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		(1,179,261,451.00)	(1,731,516,799.00)
<b>Note: (A) Significant Accounting Policy</b>	1		
<b>(B) Notes to accounts forms an integral part of the financial statements</b>	2		

For and on behalf of the Authority


(Mayank Kumar)  
CAO(I/c)

(Ashutosh Gautam)  
Member (Finance)

(Jayant Singh)  
Vice-Chairman

(Sanjay Bandopadhyaya)  
Chairman

## INLAND WATERWAYS AUTHORITY OF INDIA

### 22. RECEIPTS AND PAYMENTS ACCOUNT FOR THE YEAR ENDED 31st MARCH 2021

(Amount in Rs.)		
PARTICULARS	Current Year	Previous Year
<b>RECEIPTS</b>		
<b>(I) OPENING BALANCE</b>		
(a) CASH IN HAND		
- INR	27,492.00	33,876.00
- FOREIGN CURRENCY		
(b) STAMPS IN HAND		1,940.00
(c) CASH WITH BANK	138,195,608.00	(9,300,176.09)
(d) SHORT TERM DEPOSIT WITH BANK	2,571,693,930.00	4,940,708,362.89
(e) REMMITANCE IN TRANSIT		
<b>(II) GRANTS RECEIVED</b>		
(a) FROM CENTRAL GOVERNMENT	5,311,230,000.00	5,330,072,454.00
(b) FROM STATE GOVERNMENT		
(c) INTERNATIONAL ORGANIZATIONS		
(d) <b>OTHER GRANTS</b> (NATURE TO BE SPECIFIED)		
<b>(III) RECEIPT FROM BORROWINGS</b>		
(a) FROM BONDS/SECURITIES		
(b) FROM LOANS		
(c) FROM OTHERS(IWAI FUND & Other )	2,073,437,171.00	2,218,996,738.67
<b>(IV) INTERNAL RECEIPTS</b>		
<b>(a) RENT RECEIVED</b>		
- RENTAL INCOME (BUILDING)	7,378,200.00	8,565,773.00
- RENTAL INCOME (OTHER TO BE SPECIFIED)		534,885.00
<b>(b) INTEREST INCOME RECEIVED</b>		
- INTEREST ON SHORT TERM DEPOSITS	71,655,705.00	203,631,213.17
- INTEREST ON STAFF ADVANCE		2,256.00
- INTEREST ON MOBILISATION ADVANCE	5,705,052.00	
- OTHER INTEREST RECEIVED (TO BE SPECIFIED)	627,241.00	6,545,152.75
<b>(c) OTHER INTERNAL RECEIPTS (NATURE TO BE SPECIFIED)</b>		
- INCOME FROM INVESTMENTS		
- CONSULTANCY CHARGES		3,647.00
- WATERWAY USES CHARGES	2,185,762.00	4,047,523.00
- BERTHINGE CHARGES	15,456,319.00	2,079,000.00
- TOWAGE CHARGES		
- PILOTAGE CHARGES	601,501.00	803,581.00
- TERMINAL CHARGES	3,942,163.00	74,306,079.64
- TRANSIT SHED CHARGES		
- MOVEMENT OF OVER DIMENSIONAL CHARGES (ODC)	8,084,876.00	
- CRANE (INCLUDING PONTOON CRANE) HIRE CHARGES	211,701.00	
- CONTAINER CRANE CHARGES		
- FORK LIFT CHARGES		



PARTICULARS	Current Year	Previous Year
- ELECTRIC SUPPLY TO THE VESSEL		
- WHARFAGE		
- DEMURRAGE		
- SALE OF TENDER FORMS	100,119.00	384,624.02
- PROTOCOL FEES	2,797,600.00	3,662.24
- SALE OF NAVIGATION CHARTS		68,350.00
- VESSELS HIRE CHARGES	62,782,129.00	
- HOSTEL ETC. CHARGES	404,301.00	
- TUTION FEES		
- UNIFORM CHARGES		
- RECEIPTS ON SALE OF FIXED ASSETS	4,825.00	
- SECURITY DEPOSITS RECEIVED	1,774,757.00	12,355,718.00
- EARNEST MONEY RECEIVED	2,977,016.00	27,327,851.36
- RECOVERY OF ADVANCES	1,481,851.00	11,244,823.61
- RECOVERY FROM DEBTORS		
- RECOVERY FROM NPS TRUST		
- MISCELLANEOUS RECEIPTS	891,077.00	106,828,585.00
- OTHER INCOME	599,108.00	
<b>TOTAL</b>	<b>10,284,245,504.00</b>	<b>12,939,245,920.26</b>
PARTICULARS	Current Year	Previous Year
<b>PAYMENTS</b>		
<b>(I) EXPENDITURES</b>		
(a) OPERATIONAL AND MAINTENANCE EXPENSES	3,695,653,405.64	4,081,965,972.94
(b) PERSONNEL EXPENSES	256,456,391.40	227,482,746.00
(c) FINANCE CHARGES	759,217,020.00	359,510.40
(d) PRIOR PERIOD EXPENSES	(351,579.67)	
<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	575,340.00	29,214,662.00
(b) EXPENDITURE CAPITAL WORK-IN-PROGRESS'	252,224,511.67	408,300,000.00
(c) FLOWTTING JETTIES	75,430,000.00	
<b>(V) PAYMENTS OF LOAN &amp; ADVANCE</b>		
(a) HOUSE BUILDING ADVANCE	4,016,033.00	1,206,371.00
(b) DEPARTMENTAL ADVANCE	494,865.00	6,913,937.00
(c) TRAVELLING ADVANCE	1,565,918.00	2,452,926.00
(d) LTC ADVANCE	404,202.00	29,614.00
(e) MEDICAL ADVANCE TO STAFF	175,113.00	454,822.00

PARTICULARS	Current Year	Previous Year
<b>PAYMENTS</b>		
(f) PERSONAL COMPUTER (P.C) ADVANCE	(4,780.00)	-
(g) OTHER ADVANCE TO STAFF	-	7,627,891.00
(h) ADVANCE TO SUPPLIERS & CONTRACTORS	76,117,455.00	342,890,537.00
(i) PAYMENT ON GPF CONTRIBUTION		
(j) PAYMENT OF VARIOUS RECOVERIES (CLAIMS)		
<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	24,539,170.00	256,922,642.00
(b) REFUND OF EARNEST MONEY	8,594,375.00	41,877,961.00
(c) SECURITY DEPOSIT PAID	87,966,663.00	500,000.00
(d) DUTIES AND TAXES PAID	166,137,330.00	312,074,430.91
(e) PREPAID EXPENSES	-	-
(f) PAYMENT TO MINISTRY OF SHIPPING (INTERNAL RECEIPT)	154,094,408.00	173,890,019.00
(g) PAYMENT ON PENSION CONTRIBUTION		-
(h) PAYMENT ON BEHALF OF THIRD PARTY		-
(i) PAYMENT ON GPF CONTRIBUTION	4,924,000.00	4,364,440.00
(j) PAYMENT ON GPF ADVANCE RECOVERY	-	78,432.00
(k) PAYMENT OF WITHHELD TAXES	-	625,544,297.00
(l) PAYMENT TO SUPPLIERS & CONTRACTORS	-	203,012,034.00
(m) PAYMENT OF BOND RELATED EXPENSES	33,189.00	41,986.00
(n) PAYMENT OF VARIOUS RECOVERIES TO RELATED DEPARTMENTS	4,434,761.00	(7,209,539.00)
(o) PAYMENT FOR PROVISIONS	5,118,990.00	46,471,178.00
(p) PROTOCOL EXPENSES	12,458,008.00	-
(q) OTHER EXPENSES	1,827,227.00	97,174,390.52
(r) DONATION TO RELIEF FUND	-	-
<b>(VIII) CLOSING BALANCE</b>		
(a) CASH IN HAND		
- INR	14,426.00	27,492.00
- FOREIGN CURRENCY	-	-
(b) STAMPS IN HAND	-	-
(c) CASH WITH BANKS	(228,363,422.00)	3,365,388,249.27
(d) SHORT TERM DEPOSIT WITH BANK	2,525,436,667.00	2,710,188,918.22
(e) REMITTANCE IN TRANSIT		
(f) CLOSING BALANCE H.O. WITH R/O	2,395,055,816.96	
<b>TOTAL</b>	<b>10,284,245,504.00</b>	<b>12,939,245,920.26</b>

For and on behalf of the Authority



(Mayank Kumar)  
CAO(I/c)



(Ashutosh Gautam)  
Member (Finance)



(Jayant Singh)  
Vice-Chairman



(Sanjay Bandopadhyaya)  
Chairman



## 23. "SIGNIFICANT ACCOUNTING POLICIES"

### 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 thereto:

- 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 thereto:**

- 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. After initial recognition, fixed asset is carried at cost less accumulated depreciation or amortization and accumulated impairment losses, if any.

- b. Property, Plant and Equipment have been capitalized on the date of transfer of ownership or date of put to use whichever is earlier.
- c. 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.
- d. 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 expenses with reference to lease terms.

## 9. **Retirement benefits:**

Provision 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,

### 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



(Mayank Kumar)  
CAO(I/c)



(Ashutosh Gautam)  
Member (Finance)



(Jayant Singh)  
Vice-Chairman



(Sanjay Bandopadhyaya)  
Chairman

## Schedule-2

### 24. Notes to Accounts form Integral part of Financial Statements as on 31.03.2021

1. (i) In F. Y. 2020-21, the Authority incurred the following expenditure in respect of Key Management Personnel (KMP) and full time Members:

(Figures in Rupees)

Sl.No.	Name of the Official	Designation	Period (From – To)	Emoluments	Travelling Expenses	Total
1.	Dr. Amita Prasad	Chairperson	April 20 to March 21	3159000	325995	3484995
2.	Sh. Pravir Pandey	Vice-Chairman	April 20 to March 21	3381965	337993	3719958
3.	Sh. Alok Ranjan	Member (Finance)	April 20 to Aug 20	1709904	-	1709904
4.	Sh. Shashi Bhushan Shukla	Member (Traffic & Logistic)	April 20 to Feb 21	2827608	277017	3104625
5.	Sh. Sanjay Kumar Gangwar	Member (Tech.)	April 20 to Jan 21	2835702	193967	3029669
6.	Sh. Ashutosh Gautam	Member (Technical)	March'21	368010	34981	34981
7.	Sh. Rajesh Kumar Pathak	Member (Finance)	Oct 20 to March'21	1356767	103725	1460492
	<b>Total</b>			<b>15270946</b>	<b>1273678</b>	<b>16544624</b>
	<b>Total (Previous Year)</b>			<b>16223011</b>	<b>6564025</b>	<b>22787036</b>

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

2. Rs.1000.00 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



Out of approval of Rs.1000.00 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 11.10.2017 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 2020-21 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.4200 crore 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, Chief Accounts Officer and domain experts in Administration, Finance & Accounts, Engineering, Procurement, Marketing & Business Development, Environment, Social Development and Communications.
- (ii). Project Oversight Committee consist 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.5369.18 crore, the same further revised to Rs.4633.81 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 crore 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. 2125.37 crore (US\$ 317.22 million).
- (ii). Government of India Counterpart Funds (budgetary allocation and proceeds from bond issue: Rs. 2207.58 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. 5369.18 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. 4633.81 Cr. 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 send to World Bank by Department of Economic Affairs on dated 11.06.2020. The amendment of the loan agreement was send to DEA by World Bank on dated 03.09.2020. Under the active financing clause of the Loan agreement, JMVP has submitted a claim of Rs 784.02 crore to CAAA out of the same an amount of Rs.779.22 crores which includes retroactive and project preparatory advance has been credited in Consolidated Fund of India up to end of March, 2021. 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 FY 2020-21, Authority got sanctioned budget of Rs. 261.50 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.280.90 crore; Multimodal Terminal at Haldia at a cost of Rs.481.37 crore; and new navigational lock at Farakka at a cost of Rs.359.19 crore. Besides this, LAD dredging contract at a cost of Rs. 150 crores, Rs.159.30 crores and Rs. 182.90 crores have been awarded for the stretch between Farakka-Kahalgaon, Sultanganj – Mahendrapur and Mahendrapur - Barh respectively. Expenditure on the project have been treated as capital expenditure. Since the inception of the project total expenditure of Rs.190453.46 lakh (previous year Rs. 169048.37 lakh) has been incurred as of 31st March 2021 against which an expenditure of Rs.21405.09 Lakh (Previous year Rs. 46182.74 lakh) has been incurred in the financial year 2020-21.

4. A sum of Rs.4816.19 lakh (previous year Rs.4801.60 lakh) towards 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.2212.04 Lakh till 31.03.2021. For widening of canal, 21.5305 hectors land acquired at the cost of Rs.1783.47 lakh. An amount of Rs.1621.11 lakh has been charged to revenue expenditure since the land sub-merged in water after widening of Waterways upto 31.03.2021. Authority is 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.820.68 lakh is available with various District Collectors in Kerala which included Rs.797.72 lakh deposited for land acquisition for new approach road to Maradu terminal.
5. A sum of Rs.3440.02 lakh (previous year Rs. 3440.02 lakh) has been paid as advance to CPWD construction of terminals. A sum of Rs.2679.38 lakh has been capitalized (Terminals and Buildings) and Rs. 101.52 lakh have been shown as revenue expenditure till 31.03.2021. The expenditure incurred till date for Rs.603.98 lakh for the construction of Kayamkulam terminal, approach road (Rs.389.00 lakh) and Chavara approach road and Compound wall (Rs.214.98 lakh) have been shown under Capital Work in Progress.
6. A sum of Rs.1660.00 lakh (previous year Rs.1660.00 lakh) paid as deposit to Cochin Port Trust (CPT) for construction of Jetty at Bolghatty and Willington Island. Out of the same, Rs.1575.02 lakh has



been capitalized till date and balance Rs.84.98 lakh is available with CPT.

7. 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 and same has been shown as Capital Advance.
8. A sum of Rs.3469.02 lakh (previous year Rs. 2411.97 lakh) has been deposited including interest of Rs.169.02 lakh to Director, Inland Navigation Directorate, Asramam, Kollam, Govt. of Kerala for the reconstruction of Navigational Lock at Thrikkunnappuzha of NW-3. The expenditure incurred till 31.03.2021 Rs. 1397.99 lakhs (previous year Rs.536.32 lakh) booked as revenue Expenditure and an amount of Rs.169.02 lakh (previous year Rs.111.97 lakh) has been accrued as interest for the above deposit up to 31.03.2021
9. A sum of Rs.2232.58 lakh (previous year Rs.1638 lakh) has been released to M/s Cochin Shipyard Ltd, towards the cost for the construction of 02 nos. of Ro-Ro vessels for NW-3. The same has been capitalized in current financial year.
10. A sum of Rs.515 lakh (previous year Rs.515 lakh) has been released to M/s KSEB Ltd towards cost of shifting of HT lines across Champakkara canal of NW-3, up to 31.03.2021 an amount of Rs.259.97 lakh has been charged as Revenue Expenditure.
11. A sum of Rs.706.22 lakh (previous year Rs.706.22 lakh) has been deposited with CPWD, Patna for construction of office building, boundary wall, generator room and partitions of office space etc. at Gaighat, Patna. Out of this, as per financial progress of work, an amount of Rs.674.36 lakh has been capitalized and balance Rs.31.86 lakh has been received from CPWD during the year.
12. An amount of Rs.9352.24 lakh (previous year Rs.9352.24 lakh) has been released as advance to District Land Acquisition Officer and Deputy Commissioner, Sahibganj for acquisition of land for construction of multi-modal terminal at Sahibganj. Out of above, land measuring 184.685 acres has been taken over amounting to Rs.11719.36 lakh (previous year Rs.11719.36 lakh), the same has been capitalized and Rs.2367.12 lakh (previous year Rs.2367.12 lakh) has been shown as liability for balance dues against the land taken over as on 31.03.2021. In addition, Rs. 6767.22 lakhs (previous year Rs. 6767.22 lakh) has been released to District Land Acquisition Officer and Deputy Commissioner, Sahibganj for rehabilitation and resettlement of effective families on the project. Out of the above Rs 4216.51 lakh (previous year Rs. 4216.51 lakh) shown as capital work in progress and balance Rs 2550.71 lakh (previous year Rs. 2550.71 lakh) as advance.
13. 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 (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.
14. 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-I 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. In F.Y.2020-21 as assured to Audit components of assets and liabilities excluding capital reserve and fixed asset, since the same will affect capital grant of the authority, has been included in Annual Accounts of IWAI for the F. Y. 2020-21.

The Authority has received Rs.3387.04 lakh (previous year Rs.3387.04 lakh) from MEA including PDC fees of Rs.2904.98 lakh, Service Tax Rs.211.44 lakh, GST Rs.171.75 lakh and reimbursement of Hydrographic Survey Expenditure of Rs.98.87 lakh upto 31.03.2021. In addition, there has been internal receipts of Rs.271.95 lakh (previous year Rs.256.04 lakh) mainly bank interest generated on the project till 31.03.2021. Out of the above, an expenditure of Rs.3128.43 lakh has been incurred.

During F. Y. 2020-21, an amount of Rs.143.11 lakh (previous year Rs.226.17 lakh) has been incurred as expenditure and an amount of Rs.15.91 lakh has been (previous year Rs. 18.55 lakh) received as internal receipt on the project.

The Annual Accounts of the Project has been Audited and certified by the Independent Chartered Accountants Firm same attached as "Annex-A".

15. Authority has taken five 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 31.03.2021, an amount of Rs.16900.00 lakh for Pension (previous year Rs. 13725.00 lakh), Rs.1872.77 lakh for Gratuity (previous year Rs. 1870.94 lakh) and Rs.1324.78 lakh for leave encashment (previous year Rs. 1220.06 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.16586.57 lakh and Rs.1822.96 lakh is available with the Trust for pension and gratuity respectively and Rs.1236.29 lakh is available with LIC for leave encashment fund. In F. Y. 2020-21, Provisions for Pension Rs.313.43, Gratuity Rs.49.82, Leave Encashment Rs.88.49 has been provided. For Actuarial Valuation, the assumptions are:

Mortality Rate : IALM (2006-08) ultimate.



Withdrawal Rate	:	1% to 3% for all age.
Discount Rate	:	7% p.a.
Salary Escalation	:	7% p.a.

16. 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 232.01 lakh (previous year Rs.206.97 lakh) as on 31.03.2021. In F.Y 2020-21, an amount of Rs 52.54 lakh (previous year Rs. 41.39 lakh) has been provided on the same.

17. 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 IWA. 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 informed that they intend to close JV firms viz Royal Logistics and SKS Waterways for which necessary formalities are being completed from their end. However, the settlement of accounts is awaited.

18. There are four Arbitration cases pending before the Arbitrators having contingent liability upon IWA and claim by IWA as on 31.03.2021. These are i) dredging work in NW-3, ii) dredging work in NW-5, iii) slipway work in NW-2 and iv) construction of vessels V) dredging work in Barak. At present one 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 IWA	Claim by IWA
Hon'ble Supreme Court	04	-	-
NGT, Delhi	02	-	-
NGT Southern Zone, Chennai	02	-	-
Hon'ble High Court, Delhi	04	-	-
Hon'ble High Court, Kerala	13	-	-
Hon'ble High Court, Patna	04	-	-
Hon'ble High Court, Allahabad	12	-	-
Hon'ble High Court, Kolkata	07	-	-
Hon'ble High Court, Guwahati	07	-	-

Hon'ble High Court, Hyderabad	02s	-	-
Hon'ble High Court, Madras	01	-	-
District Court, Varanasi	04	-	-
Adll Chief Judicial Magistrate, Jangipur, Murshidabad	00	-	-
CAT Bangalore	01	-	-
Lower Court, Balasore	00	-	-
District Court/City Court, Guwahati	02	-	-
CGIT cum Labour Court, Guwahati	01	-	-
Office of ALC, Guwahati	02	-	-
Sub Court, Patna	01	-	-
City Court, Kolkata	03	-	-
CGIT Cum Labour Court, Kolkata	05	-	-
Additional District Judge, Visakhapatnam	01	-	-
Munsiff Court, Kerala	04	-	-
Magistrate Court, Kerala	01	-	-
Arbitration between IWAI vs DDCL	01	-	-
Arbitration between IWAI vs M/s Neptune Maritime	01	29.81	21.04
Arbitration between Reach Dredging Limited vs IWAI	01	78.63	68.71
Arbitration between Reach Dredging Barak SPV Private vs IWAI	01	14.91	71.04
Sub Court, Kerala (LAR/LAA cases)	04	1.17	0.00
<b>Total</b>	<b>81</b>	<b>137.41</b>	<b>174.39</b>

19. Authority received Rs.53112.30 lakh as Grant under different budget heads. . During the year, capital expenditure of Rs 23596.74 lakh and revenue expenditure of Rs. 23554.91 lakh was incurred by the Authority. During the year, Authority generated Internal Receipts of Rs 1950.05 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:-

#### **Abstract of Fund received and Expenditure in F. Y. 2020-21**

**(Figures in lakh)**

<b>Particulars</b>	<b>Total</b>	<b>Total</b>
<b>Grants received</b>		
(a) Plan	53112.30	
(b) Deficit of F. Y. 2019-20	(3777.75)	<b>49334.55</b>
<b>Less:- Expenditure incurred</b>		
(a) Revenue expenditure	23554.91	
(b) Capital expenditure	23596.74	<b>47151.65</b>



20. In F. Y. 2020-21, Internal Receipts of Rs.1950.05 lakhs (previous year Rs 2995.98 lakhs) has 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:

Sl. No.	Internal Receipts	Amount (in Rs.)
1.	Pilotage Charges	601501
2.	Birthing Charges	15456319
3.	Over dimension Cargo Income	6677053
4.	Other Income	599108
5.	Protocol Fees	2797600
6.	Misc. Receipts	891077
7.	Rent Received Terminal	3942163
8.	Sale of Tender Forms	100119
9.	Course Fee & Hostel Charges NINI	404301
10.	Dry Cargo	1407823
11.	Pontoon Hire Charges	211701
12.	Hiring of Vessels	62782129
13.	Water Usage Charges	2106258
14.	Interest on Deposits/Investment	83233472
15.	Interest on Mobilization Advance	5705052
16.	Rent-Building	7378200
17.	Storage and handling charges	79504
18.	Profit/Loss ON Sale of Assets	4825
19.	Interest on HBA etc.	627241
<b>Total</b>		<b>195005446</b>

21. The Lease Land has been acquired at Noida, MMT Haldia, Patikhali Terminal Haldia and Princep 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.
22. A 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, 5 nos. of location are assigned to Authority as under:
- Shatrunjay Dam—Gujarat
  - Sardar Sarovar Dam—Statue of Unity—Gujarat
  - Sabarmati River Front—Gujarat
  - Guwahati River Front—Assam
  - Umrangso Reservoir—Assam

For the above work, an estimate of Rs. 1183.70 lakh was sent to Airport Authority of India (AAI) and the same was agreed to. A sum of Rs. 1003.14 lakh has been received from AAI as advance for above work. An amount of Rs.833.91 lakh has been incurred under this project as on March 2021. The balance has been shown as advance received from AAI.

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.
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, 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 higher officer of the department and at present it is pending with DCIT, Ghaziabad.
- (iii) The authority registered under section 12 A with effect from 01.04.1998 and exempted under section 10 (23 c) (iv) and (v) of Income Tax act, 1961. Indo-Bangladesh Protocol Route (IBP).
- (iv) There is a Protocol Agreement called Inland Water Transit and Trade Protocol between India and Bangladesh under which vessels of either country can travel through specified river routes of each country. Under these protocol routes there were 6 ports of call in each country and 5 more ports of call and 2 extended ports of calls were added increasing to 11 ports of calls. The agreement is valid up to 2025 and renewable automatically in line with India Bangladesh Trade Agreement.
- (v) During the meeting of the shipping Secretaries of Bangladesh and India, held at Dhaka on 06-07 December 2016, it was decided that "dredging to maintain 2.5 m depth is to be done in 470 km. in two stretches of protocol routes i.e. Zakiganj/Karimganj to Ashuganj and Sirajganj – Daikhawa" on cost sharing ratio of 80:20 between India and Bangladesh. The tender has been finalized and work awarded by Government of Bangladesh to M/s Dharti-Banga JV for a



period of 7 years at a total cost of BDT 322.95 crore including taxes. For the above work M/s WAPCOS has been appointed as PMC w.e.f 30.12.2020. The work has commenced on 31st March, 2019 and is in progress. Initial dredging in first 2 years completed by March-2021. Maintenance dredging will be in place from October-2021 (after monsoon) and will continue up to 2026. With the development of above protocol routes, there will be uninterrupted connectivity from Varanasi on NW-1 to NW-2 and through NW-16 via Patna (Bihar), Sahibganj (Jharkhand), Haldia (West Bengal). IWAI is overseeing the project as nodal agency from Indian side. A Joint Monitoring Committee (JMC) has been constituted by Govt. of India comprising Member (Technical), IWAI, Chief Engineer (Tech.) IWAI, Director (IWT), MoPSW, First Secretary, IHC Dhaka.

26. Annual accounts for FY 2020-21 has been prepared on the approved and Notified Format of Accounts in official Gazette on 13.07.2020. The financial statement has been prepared on going concern basis.
27. The liability on the Capital awarded contracts, to be executed, is expected to be Rs.56152.61 lakhs at the end of March, 2021.
28. Bank Guarantee valued at Rs. 29089.78 lakh (previous year Rs. 31135.84 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 2021.
29. Details of location-wise Land/ Lease Land in the possession of the Authority as on 31.03.2021 is enclosed at "Annex.-B".
30. Details of Fixed Assets along with depreciation thereon located in respective field offices as on 31.03.2021 is enclosed at "Annex.-C".
31. Annual Accounts has been prepared as per Accounting Standards issued by the Institute of Chartered Accountant of India as far as possible.
32. Re-grouping and re-classification has been done where considered necessary.
33. All the figures are rounded off to the nearest rupee and figures in ( ) indicate negative figures.

For and on behalf of the Authority



(Mayank Kumar)  
CAO(I/c)



(Ashutosh Gautam)  
Member (Finance)



(Jayant Singh)  
Vice-Chairman



(Sanjay Bandopadhyaya)  
Chairman

## 25. AUDITOR'S REPORT (CHARTERED ACCOUNTS) (ANNEX-A)



**ATUL K. GARG & CO.**

Chartered Accountants

(A Peer Reviewed Firm)

### Auditor's Report

1. We have audited the attached Balance Sheet of **Inland Waterways Authority of India Kaladan Project** at 31<sup>st</sup> March, 2021 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 2021;
    - (b) In the case of the Income & Expenditure Account, of the surplus/deficit for the year ended on that date.

Place: Noida  
Date: 14.07.2021

**For Atul K Garg & Co.**  
Chartered Accountants

(FERN 15668N)

**CA. D.D. Goel**

Partner

M. No. 090332

UDIN 21090332AAAABP9717



**IWAI - KALADAN PROJECT**  
Balance Sheet as at 31.03.2021

Previous Year	Liabilities	Current Year	Previous Year	Assets	Current Year
	<b>Capital Reserve</b>			<b>Fixed Assets</b>	
362,150	Capital for Fixed Assets		362,150.00	Gross Block	362,150.00
326,051	Less:- Replacement Reserve		329,802.00	Less: Depreciation	329,802.00
36,099		32,348.00	36,099.00	Net Block	32,348.00
				<i>(Refer Schedule D)</i>	
	<b>Capital Reserve</b>			<b>Cash &amp; Bank Balances</b>	
4,485,152	Expenses / Claims Payable	6,324,486.00	3,276,325.00	Canara Bank, Noida	7,835,743.00
48,601,160	Retention Fund from MEA	36,717,364.00	500,154.00	Punjab National Bank, Noida	104,085.00
	<i>(Refer Note I of Schedule II)</i>			<b>Short Term Deposits with</b>	
198,708	TDS Payable on GST	0.00	2,080,000.00	Canara Bank, Noida	16,000.00
			44,106,000.00	Punjab National Bank, Noida	34,959,000.00
			3,122,541.00	TDS Recoverable	127,022.00
<b>53,321,119</b>		<b>43,074,198.00</b>	<b>53,121,119.00</b>		<b>43,074,198.00</b>

Schedule - I to II form an integral part of accounts

As per audit report of even date attached

For Atul K Garg & Co.

Chartered Accountants

(FRN 015668N)



CA. D.D. Goel

Partner

M No. 090332

UDIN- 21090332AAAAA8P9719

Place : Noida

Date : 14-07-2021

For and on behalf of IWAI Kaladan Project

*(Signature)*  
(Mayank Kumar)  
Chief Account Officer

*(Signature)*  
(S. V. K. Reddy)  
Chief Engineer

# IWAI-KALADAN PROJECT

Income & Expenditure Account for the year ended 31.03.2021

(Amount in Rupees)					
Previous Year	Expenditure	Current Year	Previous Year	Income	Current Year
127,421	Remuneration to experts	246,203	1,854,038	Bank Interest	1,591,275
22,011,833	Consultancy Charges	14,004,502	908	Miscellaneous Receipts	0
6,004	Postage, Telegram & Telegram	0	20,762,118	Consultancy Charge	11,883,796
442,480	Traveling Expenses - Abroad	38,762		(Refer note no. 2 of Schedule-II)	
20,807	Audit Fee	20,904	3,751	Replacement Reserve as per contra	3,751
8,519	Bank Charges	203		( Being Depreciation as per Contra)	
3,751	Depreciation	3,751	0	Prior Period Adjustment	835,503
22,620,815		14,314,325	22,620,815		14,314,325

Schedule - I to II form an integral part of accounts

As per audit report of even date attached

For Atul K Garg & Co.

Chartered Accountants



CA. D.D. Garg

Partner

M No. 090332

UDIN- 21090332AAAABP9719

Place : Noida

Date : 14-07-2021

For and on behalf of IWAI Kaladan Project



(Mayank Kumar)

Chief Account Officer



(S.V.K Reddy)

Chief Engineer



**Schedule - I**

**IWAI - KALADAN PROJECT  
SCHEDULE FOR FIXED ASSETS AS ON 31.03.2021**

Sl. No.	Particulars	Gross Block as on 31.03.2020	Addition During the Year	Adjustment	Gross Block as on 31.03.2021	Depreciation		Total Depreciation	Net Block as on 31.03.2021
						Upto 31.03.2020	For the Year Depreciation		
1	Furniture & Fixture	103,334	-	-	103,334	79,408	3,751	83,159	20,175
2	Computers	243,452	-	-	243,452	231,279	-	231,279	12,173
3	Temporary Structure	15,364	-	-	15,364	15,364	-	15,364	-
	<b>Total</b>	<b>362,150</b>	<b>-</b>	<b>-</b>	<b>362,150</b>	<b>326,051</b>	<b>3,751</b>	<b>329,802</b>	<b>32,348</b>



## Schedule - II

### Notes forming part of accounts as on 31.03.2021

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 31.03.2021 is as under:

Particulars	Amount (Rs.)
Opening Balance on 01.04.2020	4,86,01,160
Add: Fund Received from MEA during the Year	0
<b>Total Fund towards Consultancy Charges</b>	<b>4,86,01,160</b>
Less: Utilized During the Year (Refer Note 2 below)	1,18,83,796
<b>Balance of Advance From MEA</b>	<b>3,67,17,364</b>

2. Consultancy Charges has been accounted for to the extent of expenditure incurred during the Financial Year and has been adjusted from the "Advance Received from MEA" towards the Consultancy Charges.
3. 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, 2016. 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 Atul K Garg & Co.  
Chartered Accountants  
(FRN 015668N)

CA. D. D. Goel  
Partner  
M. No. 090332  
UDIN: 21090332AAAABP9719  
Place: Noida  
Date: 14.07.2021



For and on behalf of IWAI Kaladan Project

  
(Mayank Kumar)  
Chief Account Officer

  
(S. V. K. Reddy)  
Chief Engineer



Annex.-B

## INLAND WATERWAYS AUTHORITY OF INDIA

### 26. OFFICE-WISE DETAILS OF LAND AS ON 31.03.2021

Sr. 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	Encroachment (if any)	Land Title is Freehold or Leasehold	Remarks
<b>Kolkata Office</b>								
<b>A. Operation &amp; Maintenance of Terminal</b>								
1	Haldia TWT Terminal	103.19	103.19	On lease basis w.e.f. 15.03.1994	---	---	---	Lease period: 1994-2016. Lease rent being paid Rs. 16.41 Lakh/A annum. Rs. 1.37 Lakh/month (WAI requested for long term lease. HDC (K&PT) offered for 30 years. Matter under consideration at HC.
2	BISN Jetty & G.R. Jetty-1	30409.64	30409.64		---	---	Purchased	This land has already been transferred to IWAI from K&PT and the sale deed executed on 08.02.2020.
3	G.R. Jetty -II Terminal	14557	14557		---	---	Purchased	
4	Construction of Mithi Model Terminal at Haldia	340838.155 (61Acre)	340838.155 (61Acre)	Lease deed made on 11.02.2015 to 10.02.2045	---	---	---	Rs. 35,34,38,500/- paid to K&PT towards one time Upfront premium for 30 years long term lease.
5	Sweezy Jetty, DGPs Station, RIS station	2000	2000	Lease Basis w.e.f. 28.02.2011	---	---	---	Rs. 34275.00 per month paid to K&PT
6	Sweezy Jetty, DGPs Station, RIS station	290	290	Lease Basis w.e.f. 28.02.2011	---	---	---	
7	Bomaton, Gachhi Jetty, Howrah Dist.	22.5	22.5	Lease Basis w.e.f. 18.08.2002	---	---	---	Provided free of cost by Kolkata Port Trust w.e.f. Decemise, 2004
8	IWAI, Kolkata RO Office building	996	996	Lease Basis w.e.f. 01.01.2003	---	---	---	
9	Pratap Char Jetty, Kolkata	941	941	07.01.2005	---	---	---	Rs. 1,06,300/- license fee for the 11 months lease.
10	Parakla Barrage Project	446.75	446.75	18.01.2001 to 17.01.2051	---	---	NA	Rs. 2,73,72,520/- paid to K&PT towards one time Upfront Premium for 30 years long term lease.
<b>B. Parakla Barrage Project</b>								
11	New Navigational Lock at Parakla (NGB)	14.86(Hectare)	544	03.02.2016	---	---	---	Transfer from Parakla Barrage project, Parakla to IWAI (MoS)
12	Exiting Navigational Lock	7.125(Hectare)	544	04.09.2018	---	---	---	Handed over to IWAI by FRP
<b>C. State Administration</b>								
13	Shantipur Terminal, Nadia Dist.	600	340		---	---	---	Provided free of cost by Dist. Magistrate, Nadia (W.B.) Laminated over in August, 2008
<b>D. Private Owners</b>								
14	Kumarpur RIS Station	919.12	399	11.01.2012	---	---	---	On 5 years lease rent basis extendable upto 30 years @ 15% escalation after every five years, w.e.f. 01.11.2013 taken from Sri. Tapas Mandal, S/o Sri Sahajgopal Mandal, Vill-PO Karpur, PS Beldarga, Dist-Murshidabad, West Bengal-742180, Muzra-Kumarpur, IL No 44 Plot No. 137 & 137/2560
15	Balia RIS Station	530.99	472.5	11.01.2013	---	---	---	On 5 years lease rent basis extendable upto 30 years @ 15% escalation after every five years, w.e.f. 01.11.2013 taken from Sri. Asit Ghosh, S/o Late Baskin Chandra Ghosh, Vill-PO Balia PS Sagar Dighi, West Bengal-742237, Muzra Balia IL No. 140 Plot No. 2196 Khairan No. 886 Hda Khairan 610
16	Tibhail RIS Station	664.26	664.26	01.01.2014	---	---	---	On 5 years lease rent basis extendable upto 30 years @ 15% escalation after every five years, w.e.f. 01.01.2014 taken from Sri. Sanjay Kumar Singh, S/o Late Prem Kumar Singh, Mada Kalimunda, Barambela, PS Dug No. 941 (p), R.S. KD No. 1456, Area 7150.00 sqft (0.164 Acre) PS. Moga, Dist-Hooghly (W.B.)
<b>Allahabad</b>								
17	Lawayan, Kund Nalail, Allahabad	8.759(Hectare)	8.759(Hectare)	25.01.2004	---	---	Freehold	
<b>Panna Office</b>								
18	Gaighat, Panna, Dist - Panna	11668.23 (2.9327 Acre)	11668.23 (2.9327 Acre)	---	Yes	No	---	Low Level Emb. Terminal
19	4046.86 (1.05Acre)	4046.86 (1.05Acre)	4046.86 (1.05Acre)	---	Yes	No	---	High Level Jetty, DGPS Station, RIS Station
20	17401.50 (4.3Acre)	17401.50 (4.3Acre)	17401.50 (4.3Acre)	---	No	No	---	National Inland Navigation Institute
21	4539.34 (1.04Acre)	4539.34 (1.04Acre)	4539.34 (1.04Acre)	---	Yes	No	---	NSRI Campus
22	15620.87 (3.86Acre)	15620.87 (3.86Acre)	15620.87 (3.86Acre)	---	Yes	No	---	DGPS Station, RIS Station
23	13759.31 (3.40 Acre)	13759.31 (3.40 Acre)	13759.31 (3.40 Acre)	---	No (Khasrahal Land)	Yes	---	RIS Station Floating Terminal

7	Sundargarh, Sambalpur, Dist-Subdiv	741100.81 (183.13 Acre)	741100.81 (183.13 Acre)	---	---	Yes	No	---	---	Multi Model Terminal
8	Sundargarh, Sambalpur, Dist-Subdiv	37392.55 (9.24 Acre)	37392.55 (9.24 Acre)	---	---	Yes	No	---	---	Road Connectivity to MMT Subdiv
9	Seri Choudi, Subdiv, Dist-Subdiv	48404.497 (119.61 Acre)	48404.497 (119.61 Acre)	---	---	---	---	---	---	Freight Village, Notification and Declaration has been published by District Administration
10	Leaning Khari, Dist-Subdiv	87590 (8.759 Hectare)	87590 (8.759 Hectare)	---	---	Yes	No	---	---	Porting Terminal
11	Leaning Land, Dist-Subdiv	742.52 (18.35 Decimal)	742.52 (18.35 Decimal)	---	---	No	No	---	---	RIS Station
12	Mandari Nandan, (Mandari) Dist-Subdiv	744.14 (18.30 Decimal)	744.14 (18.30 Decimal)	---	---	No	No	---	---	RIS Station
13	Mandari, Hattish Dist-Subdiv	758.71 (18.75 Decimal)	758.71 (18.75 Decimal)	---	---	No	No	---	---	RIS Station
14	Nandari, Hattish Dist-Subdiv	796.73 (8.576 Sqr)	796.73 (8.576 Sqr)	---	---	No	No	---	---	RIS Station
15	Gavimur Khas Dist-Subdiv	743.22 (8.020 Sqr)	743.22 (8.020 Sqr)	---	---	No	No	---	---	RIS Station
16	Gavimur Khas Dist-Subdiv	632.11 (8.014 Sqr)	632.11 (8.014 Sqr)	---	---	No	No	---	---	RIS Station
17	Kalighat Sonpur District Saran Chhapra	53297.09 (13.17 Acre)	53297.09 (13.17 Acre)	---	---	No	No	---	---	Land Possession Certificate (LPC) received from DDAO, Sonpur on 26.09.2020. Physical Possession of Land Yet to be received. Letter to G.O. Sonpur requesting the transfer of Govt. Land has been sent by this office vide letter dated 25.11.2020. Mutation for one Village i.e. Murtan has been applied online on 10.12.2020
<b>Guwahati Office</b>										
1	Pandu, Kamrup Metro Dist.	77870	77870	Govt. of India Land (Railways)/Titled not executed in the name of IWAL	No	No	No	---	---	Govt. land taken over from CIWTC in 1995. As per recommendation the land in Pandu is in the name of R.Y. Dept. However, the land is in possession of IWAL. HQ was requested to take up the matter of higher in the office vide letter dated 07.07.2018 Permanent terminal and RO, IWAL is running from the land parcel.
2	Legidra, (Terminal) Bongaigaon Dist.	164700	164700	Govt. of India Land. Title deed not executed in the name of IWAL	No	No	No	---	---	Title deed not executed. Application for mutation filed and it is in process. This part of legidra land is free from encroachment and is in the possession of IWAL. One DQPS submitted and one temporary terminal is available at this point.
3	Namati, Jorhat Dist.	20000	20000	Title deed not executed in the name of IWAL	Yes	Yes	Yes	---	---	Land Party (about 50%) owned. IWAL's Ro-Ro vessel was plying from this location. Some TWT Barrow also running from this point. ATWDS, Govt. of Assam requested to expedite the handing over of the IWAL parcel of land at Namati to TWT Directorate Assam on 11.03.2021 vide letter no. TWA/ GFR/3(1)(N)LA/1998-2008/392
4	Hisingimari, Dibrugarh Dist.	17240	17240	Acquired through Govt. of Assam. Title deed not executed in the name of IWAL	No	---	---	---	---	Land completely recorded as per Deputy Commissioner South Salmara, Mazachar, Hisingimari line No. HLA-1/2017/21 dated 20/09/2018
5	Dibrugarh, Dibrugarh Dist.	40190	40190	Executed in the name of IWAL on 18.10.2012	Yes	No	No	---	---	TWT terminal & DQPS station. Terminal land demarcation done on 10/02/2019 by stung trench pillar.
6	Siliguri, Nagaon Dist.	20070	20070	Executed in the name of IWAL on 24.01.2013	Yes	---	---	---	---	Land has been recorded completely as per ADC Nagaon. Letter no. NBS/65/2014/63 dated 18.09.2018. Temporary berthing with steel position is available at this location.
7	Biharsingh, Sonpur Dist.	6300	6300	Executed in the name of IWAL on 16.03.2013	Yes	No	No	---	---	A DQPS station is being established at this location. Temporary berthing with steel position is available at this location.
8	Dibrugarh, Dibrugarh Dist.	32500	32500	Executed in the name of IWAL	Yes	No	No	---	---	Permanent terminal with RCC Ro-Ro jetty and other shore facilities available at this location. Also one DQPS-ICP is available at this point. Mutation in the name of IWAL is completed. Case No. TS 03/2021 is with the District Judge Court, Dibrugarh. As per approval of TWA HQ, IWAL Dibrugarh sub-divisional commissioning officer will be handling the case. The next hearing of the case will be on 17.07.2021.
9	Changal, Dibrugarh Dist.	26000	26000	Title deed not executed in the name of IWAL. Processed through Govt. of Assam.	No	No	No	---	---	Multistorey terminal has been put into Revenue Department's custody. Matter has been taken up with DDC Dima. SDO Jorhat will be releasing the land to Security, Revenue & District Management (SR), Dibrugarh. As per approval of TWA HQ, IWAL Dibrugarh sub-divisional commissioning officer will be handling the case. The next hearing of the case will be on 17.07.2021.
10	Old Jaggipora Port	41626	NIL	Govt. of India land Title deed not executed in the name of IWAL	No	Yes	Yes	---	---	Ministry of Port, Shipping & Waterways has approved approval. For transfer of 100 acres of land at Jaggipora to IWAL in March 2021, two nos. of court case WP (C) 4234/2020 & WP (C) 4235/2020 are pending in District Court. To settle the court case D.C. Bongaigaon, has requested with the land owners & encroachers and identified as minor of Rs. 2.64 Crore to IWAL. IWAL HQ has approved the request and has sent to AD-Guwahati for further necessary action. AD-Guwahati has written a letter to D.C. Bongaigaon to provide to Assistant Engineer, when the matter will be settled. After the purchase and withdrawal of four acres, demarcation and station of 100 acres land will be done.
11	Agrary Bongaigaon at Dibrugarh	6314	6314	Executed in the name of IWAL on 7.11.2017	Yes	No	No	---	---	Transfer from CIWTC. Mutation completed. IWAL sub office running from this point.
12	Ketingga, Sonpur Dist	7237	7237	Executed in the name of IWAL on 30.01.2018	Yes	No	No	---	---	Land taken over from CIWTC. Mutation completed



13	Bodupur, Kottayam District	4361	4361	Executed in the name of IWAI on 29.01.2018	Yes	No	Freehold	Work kind of CWTC taken over. Mutation completed.
14	Uttam Bazar	1248	1248	Executed in the name of IWAI on 26.04.2018	Yes	No	Freehold	Mutation completed. Boundary Beting completed.
15	Ferry Boat, Cavendish	2187.4	2187.4	Govt. Land. Title deed not executed in the name of IWAI. CWTC based over the land in IWAI in custody.	No	No	Freehold	As per directives from HQ, this office has conveyed to NOC in 20C, Kottayam (Memo) on 20.01.2020
<b>Kochi Office</b>								
1	Kottayam Terminal, Thrissur District	5823	5823	Possession and enjoyment Certificate obtained	Yes	No	Freehold	Land Transferred into the name of IWAI
2	Aluva Terminal, Ernakulam District	13110	13110	Possession and enjoyment Certificate obtained	Yes	No	Freehold	-do-
3	Mavelikandam Terminal, Ernakulam District	20085	20085	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	Nidamangalam Terminal, Kottayam District	5184	5184	Possession and enjoyment Certificate obtained	Yes	No	Freehold	Land Transferred into the name of IWAI
6	Thiruvananthapuram Terminal, Alappuzha District	5057	5057	Possession and enjoyment Certificate obtained	Yes	No	Freehold	-do-
7	Thiruvananthapuram Terminal, Alappuzha District	9170	9170	Possession and enjoyment Certificate obtained	Yes	No	Freehold	-do-
8	Alappuzha Terminal, Alappuzha District	22250	22250	Possession and enjoyment Certificate obtained	Yes	No	Freehold	-do-
9	Kayamkulam Terminal, Kollam District	14332	14332	Possession and enjoyment Certificate obtained	Yes	No	Freehold	-do-
10	Chavara Terminal, Kollam District	8061	8061	Under process	No	No	Freehold	Transferring land into the name of IWAI is under process
11	Kollam Terminal, Kollam District	5812	5812	Under process	No	No	Freehold	Transferring land into the name of IWAI is under process
<b>Land acquired for widening of canals in:</b>								
11	Alappuzha District	11347	11347	Since the land acquired for widening of canals has been	No	No	Freehold	Land Transferred into the Name of National Waterway Corporation in village records
12	Kollam District	102178	102178	acquired in 1961 and its 30% (30%) land is available. Hence the	No	No	Freehold	Transferring land into the name of National Waterway Corporation in village records is under process
<b>Sub Total</b>		<b>338914</b>						
<b>Details of land taken over on lease basis from Cochin Port Trust</b>								
1	Ro Ro Terminal, Bolgatty, Ernakulam District	3000	3000	Lease Deed executed between IWAI and CoPT on 15.06.2018 for 30 years w.e.f. 23.04.2010	No	No	Freehold	No

# INLAND WATERWAYS AUTHORITY OF INDIA 27. SCHEDULE OF FIXED ASSETS AS ON 31.03.2021

PARTICULARS	GROSS BLOCK AS ON	ADDITIONS DURING THE YEAR	ADJUSTMENT/ DEDUCTIONS	GROSS BLOCK AS ON	DEPRECIATION/AMORTISATION		ADJUSTMENT ON ACCOUNT OF ASSETS	TOTAL DEPRECIATION	NET BLOCK AS ON
					AS ON	FOR THE YEAR			
	31.03.2020	YEAR		(3+4+5)	31.03.2020	YEAR		AS ON 31.03.2021 (7 + 8 + 9)	31.03.2021 (6 + 10)
	3	4	5	6	7	8	9	10	11
<b>Noida</b>									
1									
Survey Equipment	2,561,260	-	-	2,561,260	2,391,615	3,679	-	2,395,294	165,966
Vehicles	2,258,620	-	-	2,258,620	1,591,883	276,650	-	1,868,533	390,087
Furniture & Fixture	7,567,881	256,947	-	7,824,828	5,190,471	466,772	-	5,657,243	2,167,585
Office Equipment	12,247,320	1,200,820	-	13,448,140	8,351,873	1,530,846	-	9,882,719	3,565,421
Electric Installation	11,718,138	-	-	11,718,138	6,718,274	1,009,046	-	7,727,319	3,991,819
Air Conditioners	21,260,451	107,438	-	21,367,889	12,719,711	1,868,492	-	14,588,203	6,779,686
Water Coolers & Refrigerators	182,751	-	-	182,751	173,814	-	-	173,814	9,137
Fans & Air-Coolers	1,187,013	-	-	1,187,013	1,120,182	3,353	-	1,123,535	63,478
Generator Set	7,047,195	-	-	7,047,195	3,447,481	360,363	-	3,807,874	3,239,321
Cycle	27,711	-	-	27,711	26,380	-	-	26,381	1,331
Temporary Structure	710,114	-	-	710,114	710,114	-	-	710,114	-
Library Books	1,456,471	74,236	-	1,530,707	1,456,471	74,236	-	1,530,707	-
Computer	29,346,865	1,264,064	-	30,610,929	23,985,079	2,355,498	-	26,340,575	4,270,354
Computer (Survey)	3,077,350	-	-	3,077,350	980,789	974,494	-	1,935,283	1,142,067
Computer (FV)	139,981	-	-	139,981	32,061	44,327	-	76,388	63,593
Communication equip. Building	1,523,420	-	-	1,523,420	1,447,248	2	-	1,447,250	76,170
Computer Software	2,725,622	71,442	-	2,797,064	2,024,190	388,513	-	2,412,703	364,361
Computer Software	418,621	-	-	418,621	34,906	132,563	-	167,469	251,152
Residence Quarter	30,857,003	-	-	30,857,003	8,682,064	474,714	-	9,356,778	21,500,225
Car Parking	23,392,491	-	-	23,392,491	3,923,000	338,938	-	4,261,938	19,130,553
Lease -Land	17,951,542	-	-	17,951,542	543,310	271,655	-	814,965	17,136,577
Passenger Lift	4,612,400	-	-	4,612,400	773,515	66,830	-	840,345	3,772,055
<b>TOTAL (A)</b>	<b>292,469,100</b>	<b>2,974,947</b>	<b>-</b>	<b>295,444,047</b>	<b>122,971,100</b>	<b>12,438,690</b>	<b>-</b>	<b>135,409,791</b>	<b>160,034,257</b>
<b>Kolkata</b>									
Terminal	469,957,181	8,672,653	-	478,629,834	99,505,513	13,909,505	-	113,415,018	365,214,816
Vehicles	1,184,049	-	-	1,184,049	703,860	108,409	-	812,269	371,780
Furniture & Fixture	1,562,331	64,118	-	1,626,449	1,269,554	82,812	-	1,352,466	293,983
Office Equipment	1,050,845	-	-	1,050,845	734,073	89,204	-	823,277	227,568
Electric Installation	67,869	-	-	67,869	62,000	2,316	-	64,316	3,573
Survey Instruments	27,267,745	23,914	-	27,291,659	20,508,747	1,221,944	-	21,730,691	5,560,968
Library Books	143,886	1,950	-	145,836	143,886	1,950	-	145,836	-
Speed Boats	2,833,266	-	-	2,833,266	2,678,593	13,020	-	2,691,613	141,653
Vessels Ordinary	219,716,583	-	-	219,716,583	106,772,277	5,560,925	-	112,333,202	107,383,381
Fans & Air Coolers	91,073	48,852	-	139,925	74,001	3,543	-	77,544	62,381
Communication Network	4,099,567	-	-	4,099,567	1,491,236	577,783	-	2,069,019	2,030,548
Barges	134,182,007	-	-	134,182,007	39,679,228	2,802,706	-	42,481,934	91,680,073
Cycles	5,975	-	-	5,975	5,015	297	-	5,312	663
Vessel Dredging Unit	206,693,296	-	-	206,693,296	78,150,459	6,411,831	-	84,562,290	122,131,006
Computers	3,415,382	412,484	-	3,827,866	2,812,536	220,812	-	3,033,148	794,718
Computers Software	2,562,108	-	-	2,562,108	2,030,001	279,403	-	2,309,404	252,704
Night Nav. Equipment	62,495,846	3,189,540	-	65,685,386	29,801,078	3,032,988	-	32,834,066	32,851,340
Air Conditioner	913,870	132,986	-	1,046,856	497,719	84,454	-	582,173	464,683
Generator Set	1,185,869	381,400	-	1,567,269	610,221	94,986	-	705,207	862,062
RIS Station Structure	19,889,240	-	-	19,889,240	1,332,965	314,973	-	1,647,938	18,241,302
RIS Equipment	140,667,890	-	-	140,667,890	37,710,545	8,908,968	-	46,619,511	94,048,379
Terminal -Land	1,150,000,000	-	-	1,150,000,000	-	-	-	-	1,150,000,000
DGPS Station	14,215,359	-	-	14,215,359	6,498,661	750,255	-	7,247,116	6,968,243
Lease Land at Hedia	32,349,012	-	-	32,349,012	1,078,300	1,078,300	-	1,078,300	31,270,712
LEASE -Land at Princep	27,372,520	-	-	27,372,520	-	912,417	-	912,417	26,460,103
<b>TOTAL (B)</b>	<b>2,464,183,257</b>	<b>72,849,429</b>	<b>-</b>	<b>2,537,032,686</b>	<b>433,070,358</b>	<b>46,463,679</b>	<b>-</b>	<b>479,534,037</b>	<b>2,057,498,649</b>



<b>PATNA</b>	Land	21,820,100	-	-	21,820,100	-	224,478	-	-	1,330,131	21,820,100
	Vehicle	2,620,377	-	-	2,620,377	1,105,853	200,708	-	-	1,290,246	1,066,302
	Furniture & Fixture	2,685,100	-	-	2,685,100	1,418,090	99,871	-	-	363,230	396,350
	Office Equipment	687,002	-	32,578	719,580	263,359	243,984	-	-	775,886	1,797,642
	Electric Installation	2,573,508	-	-	2,573,508	531,882	143,965	-	-	888,925	746,560
	Air Conditioners	1,635,485	-	-	1,635,485	744,960	-	-	-	-	-
	Water Coolers &	-	-	-	-	-	-	-	-	-	-
	Refrigerators	107,200	-	-	107,200	85,676	14,424	-	-	80,100	27,100
	Generator Set	-	-	-	-	-	-	-	-	-	-
	Survey Instruments	37,275,205	-	-	37,275,205	17,401,096	1,976,864	-	-	19,377,960	17,897,245
	Vessels: Dredging Unit	804,999,581	-	-	804,999,581	470,456,128	13,472,617	-	-	483,926,746	321,070,836
	Vessels: Ordinary	544,347,583	-	705,168	545,052,751	51,650,874	16,925,257	-	-	68,576,131	476,476,620
	Speed Boat	2,862,309	-	-	2,862,309	1,953,992	72,513	-	-	2,026,505	636,804
	Barges	82,233,341	-	-	82,233,341	44,602,797	1,685,924	-	-	46,288,721	45,944,620
	Temporary Structure	424,845	-	-	424,845	21,747	132,994	-	-	154,741	270,104
	Computer	4,759,903	-	-	4,759,903	4,239,080	173,642	-	-	4,412,722	347,181
	Library Books	117,464	-	-	117,464	-	-	-	-	117,464	-
	Survey Equip.(compu)	5,312,946	-	188,000	5,480,946	4,684,528	151,277	-	-	4,835,805	646,141
	Survey Pillars	649,995	-	-	649,995	461,106	22,376	-	-	483,482	166,513
	Communication Equip.	1,345,844	-	-	1,345,844	1,176,653	43,167	-	-	1,222,020	123,824
	Building on Free Hold	57,087,430	-	-	57,087,430	4,139,120	904,306	-	-	5,043,426	52,044,004
	Building on Lease Hold	25,708,978	-	-	25,708,978	859,037	407,085	-	-	1,266,122	24,442,854
	Boundary Wall	6,393,000	-	-	6,393,000	404,036	101,009	-	-	505,045	5,887,955
	Terminals & Building -	802,909,768	-	-	802,909,768	237,059,056	16,299,903	-	-	253,367,859	349,551,899
	Night Navigation	9,277,200	-	-	9,277,200	5,557,941	494,886	-	-	6,052,827	3,224,373
	DGPS STATION	32,245,501	-	-	32,245,501	15,673,909	1,641,180	-	-	17,315,089	14,930,412
	BEACON Tower	15,895,321	-	-	15,895,321	8,924,184	1,030,336	-	-	9,954,520	5,940,801
	SHOAL ANALYSIS	4,928,846	-	-	4,928,846	4,680,503	-	-	-	4,680,503	246,343
	RIS Station	102,149,566	-	23,344,667	125,494,233	14,102,366	6,894,774	-	-	20,997,140	104,497,093
	Sewerage Treatment	10,852,000	-	-	10,852,000	2,417,372	699,463	-	-	3,116,835	7,735,166
	CRANE	46,326,824	-	-	46,326,824	41,738,583	1,576,827	-	-	43,315,410	3,011,414
	<b>TOTAL (C)</b>	<b>2,439,830,210</b>	<b>24,250,413</b>	<b>24,250,413</b>	<b>2,464,080,623</b>	<b>936,453,392</b>	<b>65,632,730</b>	<b>-</b>	<b>-</b>	<b>1,002,086,122</b>	<b>1,461,994,501</b>
<b>GUWAHATI</b>	Communication	1,504,388	-	-	1,504,388	1,216,604	81,341	-	-	1,297,945	206,443
	Vehicles	1,576,029	-	-	1,576,029	554,554	124,937	-	(247,596)	431,895	883,507
	Furniture & Fixture	1,710,909	-	15,800	1,726,709	931,147	114,335	-	-	1,045,462	881,227
	Office Equipment	817,667	-	22,500	840,167	564,478	72,142	-	-	636,620	203,547
	Electric Installation	50,819	-	-	50,819	41,695	2,546	-	-	44,241	6,578
	Fans & Air-Coolers	57,780	-	-	57,780	37,198	3,859	-	-	41,057	16,723
	Survey Instruments	21,120,565	-	-	21,120,565	11,328,943	889,674	-	-	12,218,617	8,901,948
	Cycle	660	-	-	660	646	-	-	-	646	34
	Library Books	47,884	-	15,684	63,568	47,884	15,684	-	-	63,568	-
	Vessel Speed Boat	4,021,123	-	-	4,021,123	3,186,230	189,687	-	-	3,355,917	665,206
	Generator Set	119,500	-	-	119,500	47,849	5,281	-	-	53,130	66,370
	Computer	6,222,422	-	101,000	6,323,422	4,635,295	336,822	-	-	4,972,117	1,351,305
	Terminals- Pandu	1,833,531,578	-	-	1,833,531,578	390,598,575	53,334,489	-	-	443,933,064	1,389,596,514
	Night Navigation Equip.	15,617,252	-	1,579,830	17,197,082	11,073,269	589,875	-	-	11,643,144	5,553,938
	Barges	133,745,241	-	-	133,745,241	61,929,088	3,913,203	-	-	65,842,291	67,902,950
	Vessels - Ordinary	1,483,794,943	-	1,145,888	1,484,940,841	145,490,916	46,330,537	-	-	191,821,453	1,293,119,388
	Land Terminal	128,549,213	-	-	128,549,213	-	-	-	-	-	128,549,213
	Vessels Dredging Unit	1,504,254,532	-	-	1,504,254,532	542,565,036	37,934,986	-	-	580,500,022	923,754,510
	CRANE	44,969,796	-	-	44,969,796	38,125,389	4,595,918	-	-	42,721,306	2,248,490
	Air Conditioner	798,000	-	-	798,000	341,791	75,574	-	-	417,365	380,635
	RIS Equipment	4,207,723	-	-	4,207,723	806,239	266,549	-	-	1,074,788	3,132,935
	Building	-	-	-	-	-	-	-	-	-	-
	<b>TOTAL (D)</b>	<b>5,186,718,044</b>	<b>2,880,712</b>	<b>2,880,712</b>	<b>5,189,338,129</b>	<b>1,213,524,825</b>	<b>148,837,439</b>	<b>(247,596)</b>	<b>-</b>	<b>1,362,114,668</b>	<b>3,827,223,461</b>
<b>SAHIBGANJ</b>	Buoy	54,467	-	-	54,467	51,744	-	-	-	51,744	2,723
	Vehicle	1,388,939	-	-	1,388,939	451,710	117,485	-	-	569,195	819,744
	Furniture & Fixtures	276,402	-	-	276,402	201,749	11,068	-	-	212,817	63,586
	Office Equipment	182,810	-	-	182,810	136,482	22,072	-	-	157,554	25,256

Electric Installation	3,227				3,227	3,066	-		3,066	161
Fans & Air Coolers	25,819				25,819	15,421	1,829		17,250	8,569
Survey Instruments	5,134,403				5,134,403	2,238,976	2,06,334	-	2,447,310	2,687,083
Barges	-				-	-	-	-	-	-
Cycle	701				701	666	-	-	666	35
Library Books	25,805				25,805	25,805	-	-	25,805	-
Communication	157,026				157,026	149,175	-	-	149,175	7,851
Land	36,734				36,734	-	-	-	-	36,734
Computers	237,197				237,197	225,338	-	-	225,338	11,859
DGPS STATION	18,320,308				18,320,308	10,218,949	1,028,894	-	11,247,843	7,072,465
Terminals-	4,570,828				4,570,828	839,695	138,053	-	977,748	3,593,078
Air-Conditioner	20,000				20,000	11,486	1,922	-	13,408	6,592
<b>TOTAL (E)</b>	<b>30,434,664</b>				<b>30,434,664</b>	<b>14,569,282</b>	<b>1,529,657</b>		<b>16,095,919</b>	<b>14,335,745</b>
Furniture & Fixtures	1,341,190	9,381			1,350,571	895,794	67,918		966,712	383,859
Office Equipment	919,506		(7,872)		911,634	290,180	136,355	(6,950)	419,565	492,089
Fans & Air Coolers	59,846	7,743	(12,000)		55,589	41,355	3,229	(12,000)	32,584	23,005
Air-Conditioner	83,200				83,200	48,695	4,085		53,780	29,420
Survey Instruments	9,820,381		(161,727)		9,658,654	5,352,704	573,593	(161,727)	5,784,570	3,894,084
Communication	1,480,257	1,970			1,482,227	1,017,732	141,818		1,159,550	322,677
Generator	354,969				354,969	295,296	22,481		316,777	36,192
Computer	2,276,469		(113,448)		2,163,021	1,950,963	215,701	(113,448)	2,053,206	109,815
Vessels Ordinary/RO-	5,824,584	225,373,061			230,997,645	4,075,289	3,774,026		7,849,315	223,148,330
SPEED BOATS	1,120,418				1,120,418		-		1,080,905	39,513
Land (Terminals)	214,451,451	6,762,519			221,203,970		-			221,203,970
Land Widening	16,236,339				16,236,339		-		-	16,236,339
Library Books	19,847	2,569			22,416	19,847	2,569		22,416	-
Building	8,390,016				8,390,016	1,578,943	132,842		1,711,785	6,678,231
Terminal & Bulding	442,921,170				442,921,170	142,371,255	14,025,838		156,397,093	286,524,077
Dredger	139,823,701		(2,956,037)		136,867,664	59,345,315	4,334,142	(2,956,037)	60,723,420	76,144,244
Night Navigation	43,798,549	584,928	(290,829)		44,092,646	24,923,905	2,257,074	(28,280)	27,152,899	16,939,947
Foot Over Bridge	2,188,615				2,188,615	1,208,765	69,308		1,278,091	910,524
Fork Lifts	6,370,925				6,370,925	5,406,307	403,492		5,809,799	561,128
Hydraulic Cranes	68,945,177				68,945,177	57,432,825	4,366,528		61,799,353	7,145,824
Electrical Installations	1,266,828				1,266,828	385,448	120,349		505,795	761,033
Temporary Terminal	1,236,195				1,236,195	1,236,195	-		1,236,195	-
Computer Software	2,525,701				2,525,701	2,132,954	175,680		2,309,534	216,067
<b>TOTAL (F)</b>	<b>971,255,334</b>	<b>232,732,189</b>	<b>(3,541,913)</b>		<b>1,200,445,610</b>	<b>311,095,660</b>	<b>30,820,046</b>	<b>(3,278,442)</b>	<b>338,645,264</b>	<b>861,800,346</b>
Computer	824,351				824,351	611,568	72,276		693,664	140,487
Furniture & Fixtures	154,339				154,339	146,622	11,929		146,622	7,717
Office Equipment	153,004				153,004	107,748	11,547		119,675	33,329
Fans & Air Coolers	12,155				12,155	11,547	-		11,547	608
Library Books	58,784				58,784	58,784	-		58,784	-
Electrical Installation	1,074,339				1,074,339	559,322	85,007		644,329	430,010
Air-Conditioner	93,900				93,900	9,653	8,608		18,261	75,639
Land	2,405,763				2,405,763	-	-		-	2,405,763
TERMINAL	5,882,942				5,882,942	1,716,753	176,048		1,892,799	3,990,143
Buoys	3,613,680				3,613,680	163,807	112,752		276,559	3,337,121
VEHICLE			12,153		12,153	-	-		-	12,153
Survey Instruments	634,118				634,118	313,389	145,181		458,570	175,548
Furniture & Fixtures	4,949,467				4,949,467	2,289,104	176,090		2,475,194	2,474,273
<b>TOTAL (G)</b>	<b>19,856,842</b>		<b>12,153</b>		<b>19,868,995</b>	<b>5,998,315</b>	<b>787,889</b>		<b>6,786,204</b>	<b>13,082,791</b>
Furniture & Fixtures	1,065,607				1,065,607	185,762	96,718		284,480	781,127
Computer	706,742		(29,345)		677,397	409,418	167,555		576,973	100,424
Office Equipment	379,218	35,100			414,318	213,137	95,410		308,547	105,771
Fans & Air Coolers	47,225				47,225	8,452	4,332		12,784	34,441
Air-Conditioner	626,500				626,500	24,304	66,478		90,782	535,718
Electrical Installation	52,550				52,550	2,499	5,621		8,020	44,530
Vehicle	1,583,842		(12,153)		1,571,689	576,518	144,250		720,768	850,721
Communication						-	-		-	-
Library book	10,909				10,909	10,909	-		10,909	-



DGPS Station	12,558,612	-	-	12,558,612	1,386,263	400,224	-	1,786,487	10,772,125
Land - Freight Village	80,534,123	-	-	87,493,683	-	-	-	-	87,493,683
Building	2,034,302	-	-	2,034,302	1,133,621	799,966	-	1,932,587	101,715
RIS Station	5,688,163	-	-	5,688,163	2,190,364	444,231	-	24,131	238,805
Survey Instruments	105,187,613	-	-	105,187,613	6,141,247	2,249,816	-	2,634,595	2,953,698
<b>TOTAL (H)</b>	<b>5,546,004</b>	<b>7,267,596</b>	<b>(41,498)</b>	<b>112,403,711</b>	<b>6,141,247</b>	<b>2,249,816</b>	<b>-</b>	<b>8,391,053</b>	<b>104,012,648</b>
Furniture & Fixtures	5,546,004	-	-	5,546,004	4,199,171	214,633	-	4,413,804	1,132,200
Generator Set	1,423,581	-	-	1,423,581	626,496	48,518	-	875,014	748,567
Computer	1,992,752	-	-	1,992,752	1,664,539	162,783	-	1,827,322	165,430
Office Equipment	1,890,365	69,999	-	1,960,364	1,276,891	124,909	-	1,401,800	558,564
Air Conditioner	1,656,881	399,494	-	2,056,375	1,184,908	101,241	-	1,286,149	790,026
Building/Workshop	113,739,075	-	-	113,739,075	20,143,742	1,785,134	-	21,928,876	91,810,199
Hostel & kitchen	606,957	-	-	606,957	578,610	-	-	578,610	30,347
Work SHOP	402,778	-	-	402,778	230,602	26,592	-	257,194	145,584
Fire Mock up	5,237,144	-	-	5,237,144	4,975,288	-	-	4,975,288	261,856
FRP Boat with OBM	528,962	-	-	528,962	252,788	15,065	-	277,853	251,109
Water Cooler&	633,142	-	-	633,142	390,640	26,368	-	416,988	216,144
Temporary Structure	1,661,542	-	-	1,661,542	1,661,542	-	-	1,661,542	-
Course Material &	529,999	-	-	529,999	529,999	-	-	529,999	-
SIMULATOR	31,731,375	-	-	31,731,375	30,144,804	-	-	30,144,804	1,586,571
Library book	1,665,159	-	-	1,665,159	1,665,159	-	-	1,665,159	-
Computer Software	6,002,368	-	-	6,002,368	5,702,269	-	-	5,702,269	300,119
Electric Installation	494,676	-	-	494,676	288,134	50,083	-	338,217	166,459
Fans & Air Coolers	90,545	-	-	90,545	49,210	8,932	-	58,142	32,403
Survey Instruments	5,256,165	-	-	5,256,165	4,990,607	-	-	4,990,607	265,558
Vessel (Buxar Ghoghra)	65,000	-	-	65,000	-	-	-	-	65,000
<b>TOTAL (I)</b>	<b>165,881,542</b>	<b>489,493</b>	<b>-</b>	<b>165,881,542</b>	<b>80,543,399</b>	<b>2,564,248</b>	<b>-</b>	<b>83,107,647</b>	<b>264,397,678</b>
Furniture & Fixtures	6,184,846	-	-	6,184,846	2,916,867	587,244	-	3,504,101	2,680,745
Furniture & Fixture-PIU-	94,663	-	-	94,663	21,737	9,000	-	30,737	63,928
Furniture & Fixture-PIU-	204,970	8,209	-	213,179	52,366	22,975	-	75,343	137,836
Sahibganj	-	-	-	-	-	-	-	-	-
Computer	2,735,505	-	-	2,735,505	2,431,805	166,925	-	2,598,730	136,775
computer-PIU Patna	199,199	-	-	199,199	166,682	22,558	-	189,240	9,959
Office Equipment	2,229,004	117,728	-	2,346,732	1,856,428	96,305	-	1,952,733	394,001
Office Equipment-	43,650	-	-	43,650	3,772	8,396	-	12,158	31,492
Office Equipment -	17,363	-	-	17,363	3,980	3,025	-	7,015	10,348
Library book	14,000	-	-	14,000	-	-	-	14,000	-
Air Conditioner-PIU-	-	-	-	-	-	-	-	-	-
Air Conditioner -	408,000	-	-	408,000	116,224	38,738	-	154,962	253,038
Computer Software	505,861	-	-	505,861	413,879	58,441	-	472,320	33,541
Temporary Structure	9,037,112	-	-	9,037,112	9,037,112	-	-	9,037,112	-
Electric Installation	2,549,577	-	-	2,549,577	1,211,049	242,215	-	1,453,264	1,096,313
Electric Installation-	11,619,270	-	-	11,619,270	1,104,133	1,104,133	-	1,104,133	10,515,137
Electric Installation--	32,999,667	500,000	-	33,499,667	1,305,691	3,196,690	-	4,502,381	28,997,166
Kitchen Equipment	8,720	-	-	8,720	6,564	1,657	-	8,221	499
WaterCooler &	-	-	-	-	-	-	-	-	-
WaterCooler &	27,800	-	-	27,800	13,693	5,292	-	18,975	8,825
Fan & Air Coolers	23,030	-	-	23,030	10,985	4,376	-	15,361	7,659
Furniture & Fixture-	321,484	-	-	321,484	120,245	30,541	-	150,786	170,898
Lease Land -Kolkata	401,888,022	981,333	-	402,869,355	29,145,525	14,571,235	-	43,716,760	359,132,595
Land -Farakka-Kolkata	23,580,160	-	-	23,580,160	-	-	-	-	23,580,160
Computer-Kolkata	428,897	-	-	428,897	245,716	94,226	-	339,942	88,955
Computer-Varansi PIU	81,676	-	-	81,676	39,437	19,269	-	58,726	22,950
Computer-Sahibganj-PIU	187,133	-	-	187,133	25,428	61,040	-	86,466	100,667
Communication	3,547,740	-	-	3,547,740	662,590	-	-	-	-
Vessel Ordinary-sahibganj	63,343,800	-	-	63,343,800	5,956,370	2,005,887	-	7,962,257	55,381,543
Vessel Ordinary-kolkata	63,343,800	-	-	63,343,800	5,817,561	2,006,579	-	7,824,140	55,619,660
Terminal-Varansi	1,824,392,265	-	-	1,824,392,265	35,042,266	57,772,422	-	92,814,708	1,731,677,557
<b>LAND-Varansi-Terminal</b>	<b>1,115,673,248</b>	<b>-</b>	<b>-</b>	<b>1,115,673,248</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,115,673,248</b>

(Sanjay Bandopadhyaya)  
Chairman

(Jayant Singh)  
Vice-Chairman

(Ashutosh Gautam)  
Member (Finance)

(Mayank Kumar)  
CAO(I/c)

[illegible]



**INLAND WATERWAYS AUTHORITY OF INDIA**  
**28. SCHEDULES FORMING PART OF THE BALANCE SHEET AS AT 31st MARCH 2021**

		(Amount in Rs.)	
PARTICULARS		CURRENT YEAR	PREVIOUS YEAR
<b>SCHEDULE - 3 "CAPITAL"</b>			
1	CAPITAL U/S 11 (1) (c) OF IWAI ACT	9,437,244.00	9,437,244.00
2	IWAI FUND U/S 19 OF IWAI ACT		
	<b>OPENING BALANCE OF FUND</b>	17,764,289,668.00	15,751,695,114.00
	<b>ADD:</b>		
	CAPITAL GRANTS RECEIVED FROM GOI	4,135,000,000.00	4,065,927,000.00
	INTERNAL RECEIPTS (AS PER LIST)	195,005,446.00	299,598,237.00
	OTHER GRANTS RECEIVED ( NATURE TO BE SPECIFIED)		
	OTHERS (NATURE TO BE SPECIFIED)		
	<b>LESS:</b>		
	AMOUNT PAYABLE TO GOI	(195,005,446.00)	(299,598,237.00)
	UNSPENT GRANT PAYABLE TO GOI	(529,962,000.00)	-
	TRANSFERRED TO INCOME & EXPENDITURE ACCOUNTS	(377,971,573.00)	(321,576,653.00)
	BOOK VALUE OF FIXED ASSETS SOLD/WRITTEN OFF DURING THE YEAR	(35,450.00)	(238,994.00)
	OTHERS (NATURE TO BE SPECIFIED)		
	- ADJUSTMENT OF DEPRECIATION		-
	<b>ADD/LESS: SURPLUS/DEFICIT TRANSFERRED FROM INCOME &amp; EXPENDITURE ACCOUNTS</b>	(1,179,261,451.00)	(1,731,516,799.00)
	<b>CLOSING BALANCE OF IWAI FUND</b>	19,812,059,194.00	17,764,289,668.00
	<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	-	-

PARTICULARS		CURRENT YEAR	PREVIOUS YEAR
<b>SCHEDULE - 6 "LONG 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	-	-



PARTICULARS		CURRENT YEAR	PREVIOUS 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	10,000,000,000.00	10,000,000,000.00
	ADDITION, IF ANY, DURING THE YEAR	-	-
	REPAYMENTS MADE DURING THE YEAR	-	-
	INTEREST ACCRUED AND DUE	-	-
	CLOSING BALANCE	10,000,000,000.00	10,000,000,000.00

PARTICULARS		CURRENT YEAR	PREVIOUS YEAR
<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>10,000,000,000.00</b>	<b>10,000,000,000.00</b>
<b>SCHEDULE - 7 "OTHER NON CURRENT LIABILITIES"</b>			
1	SECURITY DEPOSIT RECEIVED	309,200,532.00	355,759,794.00
2	EARNEST MONEY RECEIVED	1,537,546.00	1,718,322.00
3	MARGIN MONEY RECEIVED		
4	TAXES WITHHELD	227,023,977.00	153,888,438.00
5	LIABILITIES FOR EXPENSES	85,903,154.00	88,745,815.00
6	DUTIES AND TAXES PAYABLE	-	-
7	INTERNAL RECEIPT PAYABLE TO GOI	-	-
8	ADVANCE RECEIVED FROM CUSTOMERS	-	1,562,307.00
9	RETENTION MONEY	-	-
10	OTHERS		
	- LIABILITIES FOR LEAVE ENCASHMENT	123,629,303.00	103,935,203.00
	- CLAIM PAYABLE	18,859,063.00	17,439,891.00
	<b>TOTAL</b>	<b>766,153,575.00</b>	<b>723,049,770.00</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	17,947,467.00	16,557,618.00
	<b>TOTAL</b>	<b>17,947,467.00</b>	<b>16,557,618.00</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	-	-



PARTICULARS		CURRENT YEAR	PREVIOUS YEAR
	<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	-	-

PARTICULARS		CURRENT YEAR	PREVIOUS YEAR
	<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	251,627,916.00	250,966,575.00
	ADDITION, IF ANY, DURING THE YEAR	-	-
	REPAYMENTS MADE DURING THE YEAR	(251,627,916.00)	(250,966,575.00)
	INTEREST ACCRUED AND DUE	250,966,575.00	251,627,916.00
	CLOSING BALANCE	250,966,575.00	251,627,916.00
<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 - 9)</b>	<b>250,966,575.00</b>	<b>251,627,916.00</b>
<b>SCHEDULE - 10 "SUNDRY CREDITORS"</b>			
<b>1</b>	<b>SUPPLIERS &amp; CONTRACTORS</b>	<b>763,437,377.00</b>	<b>548,954,438.00</b>
<b>2</b>	<b>PROFESSIONALS</b>	<b>1,188,854.00</b>	<b>1,280,922.00</b>
<b>3</b>	<b>OTHERS</b>	<b>80,814,485.00</b>	<b>1,289,033,309.00</b>
	<b>TOTAL</b>	<b>845,440,716.00</b>	<b>1,839,268,669.00</b>
<b>SCHEDULE - 11 "OTHER CURRENT LIABILITIES"</b>			
<b>1</b>	<b>SECURITY DEPOSIT RECEIVED</b>	<b>111,944,308.00</b>	<b>78,764,663.00</b>
<b>2</b>	<b>EARNEST MONEY RECEIVED</b>	<b>2,183,456.00</b>	<b>8,090,032.00</b>



PARTICULARS		CURRENT YEAR	PREVIOUS YEAR
3	MARGIN MONEY RECEIVED	-	-
4	TAXES WITHHELD	50,751,134.00	75,500,933.00
5	LIABILITIES FOR EXPENSES	177,094,902.00	138,283,481.00
6	DUTIES AND TAXES PAYABLE	28,450,346.00	10,470,857.00
7	INTERNAL RECEIPT PAYABLE TO GOI	195,005,446.00	299,568,237.00
8	UNSPENT GRANT PAYABLE TO GOI	529,962,000.00	-
9	ADVANCE RECEIVED FROM CUSTOMERS	126,717,417.00	51,443,777.00
10	RETENTION MONEY	-	6,800.00
11	OTHERS (NATURE TO BE SPECIFIED)	24,894,420.00	146,232,123.00
<b>TOTAL</b>		<b>1,247,003,429.00</b>	<b>808,360,903.00</b>
<b>SCHEDULE - 12 "PROVISIONS"</b>			
1	PROVISION FOR GRATUITY	4,981,469.00	-
2	PROVISION FOR LEAVE SALARY & PENSION CONTRIBUTION (FOR EMPLOYEES ON DEPUTATION)	3,800,860.00	5,118,990.00
3	PROVISION FOR PENSION CONTRIBUTION	31,342,784.00	-
4	PROVISION FOR LEAVE ENCASHMENT	8,848,965.00	-
5	PROVISION FOR NEW PENSION SCHEME	-	-
6	PROVISION FOR BONUS	1,620,502.00	1,533,577.00
7	PROVISION FOR DUTIES AND TAXES	-	-
8	PROVISION FOR INTEREST ON BONDS/DEBENTURES (i.e ACCRUED BUT NOT DUE)	-	-
9	PROVISION FOR BAD & DOUBTFULL DEBTS	-	-
10	OTHER PROVISIONS (MEDICAL)	5,253,886.00	4,139,074.00
<b>TOTAL</b>		<b>55,848,466.00</b>	<b>10,791,641.00</b>

For and on behalf of the Authority


(Mayank Kumar)  
CAO(I/c)

(Ashutosh Gautam)  
Member (Finance)

(Jayant Singh)  
Vice-Chairman

(Sanjay Bandopadhyaya)  
Chairman

# INLAND WATERWAYS AUTHORITY OF INDIA 29. SCHEDULE OF FIXED ASSETS AS ON 31.03.2021

## SCHEDULE - 13

(Amount in Rs.)

Particulars	Gross Block				Depreciation/Amortisation			Net Block	
	As on 01.04.2020	Additions	Deductions	As on 31.03.2021	As on 01.04.2020	During the Year	Additions/ Deductions	As on 31.03.2021	As on 31.03.2020
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5 = (2+3+4)</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9 = (6+7+8)</b>	<b>10 = (2 - 6)</b>
<b>(A) TANGIBLE ASSETS</b>									
<b>Land &amp; Building</b>									
<b>Land</b>									
(a) Freehold									
- Land (Widening)	16,236,339	-	-	16,236,339	-	-	-	16,236,339	16,236,339
- Land Terminals	3,925,103,879	6,752,519	-	3,931,856,398	-	-	-	3,931,856,398	3,925,103,879
- Land - Freight Village	16,240,350	6,959,560	-	23,199,910	-	-	-	23,199,910	16,240,350
- Land (Ramnagar)	-	14,601,610	-	14,601,610	-	-	-	14,601,610	-
- Land (Kailghat)	80,014,817	-	-	80,014,817	-	-	-	80,014,817	-
- Land (NINI)	152,450,100	-	-	152,450,100	-	-	-	152,450,100	152,450,100
(b) Leasehold									
- Land (Widening)	-	-	-	-	-	-	-	-	-
- Land Terminals	401,688,022	961,333	-	402,649,355	29,145,525	14,571,235	-	43,716,760	359,132,595
- Land (Haldia)	-	32,349,012	-	32,349,012	-	1,076,300	-	1,076,300	31,270,712
- Land (Princeo Ghat)	-	27,372,520	-	27,372,520	-	912,417	-	912,417	26,460,103
- Land (Noida Office)	17,951,542	-	-	17,951,542	543,310	271,655	-	814,965	17,136,577
<b>Building</b>									
(a) on Freehold Land									
- Building	86,764,911	-	-	86,764,911	6,981,136	1,545,242	-	8,526,378	78,238,533
- Car Parking	-	-	-	-	-	-	-	-	-
- Workshop	113,739,075	-	-	113,739,075	20,143,742	1,785,134	-	21,928,876	91,810,199
- Temporary Structure	10,688,654	-	-	10,688,654	10,688,654	-	-	10,688,654	-
- Civil Structure (River Information System)	74,951,957	-	-	74,951,957	2,488,434	-	-	2,488,434	72,463,523
- Civil Structure (Digital Generator Protection)	-	-	-	-	-	-	-	-	-
- Others (to be Specified)	-	-	-	-	-	-	-	-	-
(b) on Leasehold Land									
- Building	123,046,693	-	-	123,046,693	39,660,222	3,626,994	-	43,287,216	78,759,477
- Car Parking	23,392,491	-	-	23,392,491	3,923,000	339,938	-	4,261,938	19,130,553
- Workshop	-	-	-	-	-	-	-	-	-
- Temporary Structure	-	-	-	-	-	-	-	-	-
- Civil Structure (River Information)	19,869,240	-	-	19,869,240	1,332,885	314,973	-	1,647,938	18,221,302
- Civil Structure (Digital Generator Protection)	-	-	-	-	-	-	-	-	-
- Others (Temporary Structure-Noida)	710,114	-	-	710,114	710,114	-	-	710,114	-
<b>(c) Residential Quarters</b>									
Noida									
- Building	30,857,003	-	-	30,857,003	8,882,064	474,714	-	9,356,778	21,500,225
- Car Parking	5,013,900,370	149,011,171	-	5,162,911,541	124,509,166	24,919,602	-	149,428,768	5,013,482,773
- Workshop	-	-	-	-	-	-	-	-	-
- Temporary Structure	-	-	-	-	-	-	-	-	-
- Civil Structure (River Information)	-	-	-	-	-	-	-	-	-
- Civil Structure (Digital Generator Protection)	-	-	-	-	-	-	-	-	-
- Others (Temporary Structure-Noida)	710,114	-	-	710,114	710,114	-	-	710,114	-
<b>Terminals</b>									
- Civil Structures	5,312,709,933	8,872,653	-	5,321,582,586	807,424,838	155,800,337	-	1,063,225,175	4,258,357,411
- Others (Temporary Terminals)	2,285,158	-	-	2,285,158	1,302,678	155,370	-	1,436,048	837,110
<b>Bridges, culverts, bunkers, etc.</b>									
- Foot Over Bridge Thotapally	2,188,615	-	-	2,188,615	1,208,765	69,306	-	1,278,091	910,524
- Others (to be Specified)	-	-	-	-	-	-	-	-	-
<b>TOTAL (I)</b>	<b>5,013,900,370</b>	<b>149,011,171</b>	<b>-</b>	<b>5,162,911,541</b>	<b>124,509,166</b>	<b>24,919,602</b>	<b>-</b>	<b>1,278,091</b>	<b>910,524</b>
<b>TOTAL (II)</b>	<b>5,315,005,091</b>	<b>8,872,653</b>	<b>-</b>	<b>5,323,877,744</b>	<b>908,737,516</b>	<b>155,955,707</b>	<b>-</b>	<b>1,064,683,223</b>	<b>4,259,194,521</b>
<b>TOTAL (III)</b>	<b>2,188,615</b>	<b>-</b>	<b>-</b>	<b>2,188,615</b>	<b>1,208,765</b>	<b>69,306</b>	<b>-</b>	<b>1,278,091</b>	<b>910,524</b>
<b>TOTAL (IV)</b>	<b>12,525,494,976</b>	<b>157,883,824</b>	<b>-</b>	<b>12,683,378,800</b>	<b>2,237,641,446</b>	<b>250,944,615</b>	<b>-</b>	<b>2,488,596,061</b>	<b>10,194,782,739</b>



[illegible]

Note : - Depreciation of Rs. 394805180/- for the year Includes Amortisation of Rs.16833607/- for the year on the Gross Blocks of Rs. 24481916/- in respect of Lease Land at Noida Office, Rs. 434253632/- In respect of Lease Land Terminals for MMT, Haldia Terminal, Rs.32349012/ for Patkhali terminal Haldia, & Rs.27372520/-Princep GhatTerminal

**For and on behalf of the Authority**

**(Sanjay Bandopadhyaya)**  
Chairman

(Jayant Singh)  
Vice-Chairman

(Ashutosh Gautam)  
Member (Finance)

(Mayank Kumar)  
CAO(I/c)



## INLAND WATERWAYS AUTHORITY OF INDIA

## 30. SCHEDULES FORMING PART OF THE BALANCE SHEET AS AT 31st MARCH 2021

SCHEDULE 14: "CAPITAL WORK IN PROGRESS"

(Amount in Rs.)

S.No.	PARTICULAR		OPENING BALANCE AS ON 31.03.2020	ADDITIONS DURING THE YEAR 2020-21	ASSETS CAPITALIZED DURING THE YEAR 2020-21	CLOSING BALANCE (As on 31.03.2021)
<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	7178295	1422002	0	8600297
3	M/s Mormugao Port Trust		12873434		0	12873434
	<b>Total Noida Office</b>		<b>23526534</b>	<b>1422002</b>	<b>0</b>	<b>24948536</b>
	<b>NW- 1 - Kolkata office</b>					
1	M/s Nalanda Engineering Enterprise	Construction of BSN Gsngrways at Haldia Terminal	2122241		2122241	0
2	M/s Cleghorn Manufacturing Co. Limited	Keen laying of steel pontoon	4819500	2907000	0	7726500
	<b>Total - Kolkata office</b>		<b>6941741</b>	<b>2907000</b>	<b>2122241</b>	<b>7726500</b>
	<b>Patna Office</b>					
1	M/s Elcome Integrated Services Pvt. Ltd.	RIS Equipment at Patna-Varanasi, Mauzampur & Govindpur	14995864	0	14995864	0
2	M/s Shiv Chandra Kumar	RIS Ramnagar, Zamania & Mauzampur	4980322	0	4980322	0
3	The Indian Registrar of Shipping	Supervision & Monitoring work of Vessels (BY-98-107)		705168	705168	0
	<b>Total -Patna office</b>		<b>19976186</b>	<b>705168</b>	<b>20681354</b>	<b>0</b>
	<b>Jal Marg Vikas Project</b>					
1	M/s Larsen & Toubro Ltd.	Construction of multimodal terminal at Sahibganj	2427447271	144146958	0	2571594229
		Construction of new navigational lock at Farakka	2215814556	675,544,641.00	0	2891359197
2	M/s ITD Cementation India Ltd.	Construction of MMT at Haldia	4166604604	500313821	0	4666918425
3	M/s Adani Ports & SEZ Limited		563191665	375403543	0	938595208
4	M/s Adani Ports & SEZ Limited	LAD-Mahendraour-Barh	23030963	104837725	0	127868688
5	M/s Adani Ports & SEZ Limited	lad-Sultanganj-Mahendrapur	46652198	126156969	0	172809167
6	CWIP-Operational & Maintenance	JMVP-PMU	1127760825	233680565	0	1361441390
7	Rehabilitation & Resettlement	CRADLE	0	191160		191160
8	CWIP-Operational & Maintenance	Kolkata-PIU	46370259	25835679	0	72205938

S.No.	PARTICULAR		OPENING BALANCE AS ON 31.03.2020	ADDITIONS DURING THE YEAR 2020-21	ASSETS CAPITALIZED DURING THE YEAR 2020-21	CLOSING BALANCE (As on 31.03.2021)
9	CWIP-Operational & Maintenance	Patna-PIU	7636005	5165517		12801522
10	D.C.Saran	District Land Acq. Officer, Saran, for SIA Study for Kalughat Terminal	757103	0	757103	0
11	CWIP-Operational & Maintenance	Varansi-PIU	30699189	8755879	0	39455068
12	CWIP-Operational & Maintenance	Sahibganj-PIU	17787168	18821966	0	36609134
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	0		47232230
<b>Total - JMVP</b>			<b>11134403036</b>	<b>2,218,854,423.00</b>	<b>757103</b>	<b>13352500356.00</b>
<b>NW-2</b>						
1	M/s Yojaka India Pvt. Ltd	Construction of Slipway repair facility	4913896	0		4913896
2	I.R.S	supervision work for vessels	440730	0	440730	0
3	Executive Engineer , CPWD, Guwahati	Deposit work		2788745		2788745
4	Land at Jogighopa (103 acre)	Token Price		1		1
5	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/-		26451173		26451173
			<b>5354626</b>	<b>29239919</b>	<b>440730</b>	<b>34153815</b>
<b>NW-3</b>						
1	CPWD-Kerala	Construction of terminal and approach Road at Alappuzha, Kayamkulam, Chavara	60,398,653	0	0	60,398,653
2	M/s Cochin Shipyards Ltd.,		163,800,000	35981460	199781460	0
3	M/s IRS	supervision work for vessels	881,460	0	881460	0
4	The Director, Inland Navigation Directorate	reconstuction of navigational lock at Thrikkunnappuzha	53632129	0	53632129	0
<b>Total - NW-3</b>			<b>278,712,242</b>	<b>35,981,460</b>	<b>254,295,049</b>	<b>60,398,653</b>
<b>NW-4</b>						
1	M/s Waterways Shipyards Pvt. Limited	floating pontoons on river krishna-NW-4	29232000	6577200	0	35809200
<b>Total - NW-4</b>			<b>29,232,000</b>	<b>6,577,200</b>	<b>0</b>	<b>35,809,200</b>
<b>Grand Total</b>			<b>11,498,146,365.00</b>	<b>2,295,687,172.00</b>	<b>278,296,477.00</b>	<b>13,515,537,060.00</b>

For and on behalf of the Authority



(Mayank Kumar)  
CAO(I/c)



(Ashutosh Gautam)  
Member (Finance)



(Jayant Singh)  
Vice-Chairman



(Sanjay Bandopadhyaya)  
Chairman



**INLAND WATERWAYS AUTHORITY OF INDIA**  
**SCHEDULES FORMING PART OF THE BALANCE SHEET AS AT 31st MARCH 2021**

**SCHEDULE 15: "NON CURRENT INVESTMENTS"**

(Amount in Rs.)

S. No.	PARTICULAR	OPENING BALANCE	ADDITIONS DURING THE YEAR	DISPOSE OFF/ WRITTEN DOWN DURING THE YEAR	CLOSING BALANCE
<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	300,000.00	-	-	300,000.00
6	OTHERS (TO BE SPECIFIED)	-	-	-	-
	<b>SUB -TOTAL (A)</b>	<b>300,000.00</b>	<b>-</b>	<b>-</b>	<b>300,000.00</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))	103,935,203.00	21,373,281.00	-	125,308,484.00
	<b>SUB -TOTAL (B)</b>	<b>103,935,203.00</b>	<b>21,373,281.00</b>	<b>-</b>	<b>125,308,484.00</b>
	<b>TOTAL (A+B)</b>	<b>104,235,203.00</b>	<b>21,373,281.00</b>	<b>-</b>	<b>125,608,484.00</b>

For and on behalf of the Authority



(Mayank Kumar)  
CAO(I/c)



(Ashutosh Gautam)  
Member (Finance)



(Jayant Singh)  
Vice-Chairman



(Sanjay Bandopadhyaya)  
Chairman

## INLAND WATERWAYS AUTHORITY OF INDIA

### SCHEDULES FORMING PART OF THE BALANCE SHEET AS AT 31st MARCH 2021

(Amount in Rs.)

PARTICULARS		CURRENT YEAR	PREVIOUS YEAR
<b>SCHEDULE - 16 "DEPOSITS, LOANS AND ADVANCES"</b>			
1	ADVANCE TO CONTRACTORS & SUPPLIERS		
	- CAPITAL ADVANCE	2909582832	1638497094
	- REVENUE ADVANCE	18567942	24994285
2	ADVANCE TO STAFF	4943417	6275551
3	DEPARTMENTAL ADVANCE		
4	SECURITY DEPOSITS PAID	42540454	41084101
5	ADVANCE DUTIES AND TAXES PAID	6019227	7804524
6	INTEREST ACCRUED & DUE	84865	92545
7	OTHERS	0	
	<b>TOTAL</b>	<b>2981738737</b>	<b>1718748100</b>
<b>SCHEDULE - 17 "OTHER NON CURRENT ASSETS"</b>			
1	PREPAID EXPENSES	2074343	831778
2	CLAIMS RECOVERABLE	81087773	180081498
3	OTHERS (NATURE TO BE SPECIFIED)		
	<b>TOTAL</b>	<b>83162116</b>	<b>180913276</b>

For and on behalf of the Authority



(Mayank Kumar)  
CAO(I/c)



(Ashutosh Gautam)  
Member (Finance)



(Jayant Singh)  
Vice-Chairman




(Sanjay Bandopadhyaya)  
Chairman

#### SCHEDULE 18: "CURRENT INVESTMENTS"

(Amount in Rs.)

S. No.	PARTICULAR	OPENING BALANCE	ADDITIONS DURING THE YEAR	DISPOSE OFF/ WRITTEN DOWN DURING THE YEAR	CLOSING BALANCE
1	IN GOVERNMENT SECURITIES	-	-	-	-
2	OTHER APPROVED SECURITIES	-	-	-	-
3	SHARES	-	-	-	-
4	DEBENTURES AND BONDS	-	-	-	-
5	OTHERS (TO BE SPECIFIED)	21,373,281.00	(21,373,281.00)	1,679,181.00	(1,679,181.00)
	<b>TOTAL</b>	<b>21,373,281.00</b>	<b>(21,373,281.00)</b>	<b>1,679,181.00</b>	<b>(1,679,181.00)</b>

For and on behalf of the Authority



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(Sanjay Bandopadhyaya)  
Chairman



**INLAND WATERWAYS AUTHORITY OF INDIA**  
**SCHEDULES FORMING PART OF THE BALANCE SHEET AS AT 31st MARCH 2021**

(Amount in Rs.)

PARTICULARS		CURRENT YEAR	PREVIOUS YEAR
<b>SCHEDULE - 19 "INVENTORIES"</b>			
1	MARINE SPARE PARTS	1817383	10388218
2	PERMANENT STORES	438971	615786
3	CONSUMABLES & STATIONERY	754811	470072
4	POL STOCK	17514316	10817338
5	OTHERS (NATURE TO BE SPECIFIED)		0
	<b>TOTAL</b>	<b>20525481</b>	<b>22291414</b>
<b>SCHEDULE - 20 "SUNDRY DEBTORS"</b>			
1	MORE THAN SIX MONTHS	137655083	107966869
2	OTHERS ( i.e. LESS THAN SIX MONTHS)	13426946	11565201
	<b>TOTAL</b>	<b>151082029</b>	<b>119532070</b>
<b>SCHEDULE - 21 "CASH AND CASH EQUIVALENTS"</b>			
1	CASH IN -HAND		
	- INR	14426	27492
	- FOREIGN CURRENCY		
2	STAMP IN-HAND		
3	CASH WITH BANKS		
	- CURRENT ACCOUNTS	(278539139)	86010
	- SAVING ACCOUNTS	50175718	138408978
4	SHORT TERM DEPOSIT WITH BANKS	2525436667	2571693930
5	REMITTANCE IN TRANSIT		0
	<b>TOTAL</b>	<b>2297087672</b>	<b>2710216410</b>
<b>SCHEDULE - 22 "DEPOSITS LOANS AND ADVANCES"</b>			
1	ADVANCE TO CONTRACTORS & SUPPLIERS		
	- CAPITAL ADVANCE	133633792	1468926385
	- REVENUE ADVANCE	12551234	9958118
2	ADVANCE TO STAFF	5548559	731049
3	DEPARTMENTAL ADVANCE	907020	1074237
4	SECURITY DEPOSITS PAID	4989391	2594389
5	ADVANCE DUTIES AND TAXES PAID	2405619	27491789
6	INTEREST ACCRUED & DUE	11729134	799806
7	OTHERS (NATURE TO BE SPECIFIED)		
	<b>TOTAL</b>	<b>171764749</b>	<b>1511575773</b>

**INLAND WATERWAYS AUTHORITY OF INDIA**  
**SCHEDULES FORMING PART OF THE BALANCE SHEET**  
**AS AT 31st MARCH 2021**

(Amount in Rs.)

PARTICULARS		CURRENT YEAR	PREVIOUS YEAR
<b>SCHEDULE - 23 "OTHER CURRENT ASSETS"</b>			
1	INCOME ACRUED	0	0
(a)	ON INVESTMENTS		
(b)	ON LOANS AND ADVANCES		
2	OTHER (INCLUDING CLAIMS RECOVERABLES)		
	- CLAIM RECOVERABLE	104644462	9139697
	- PREPAID EXPENSE	3431821	1060784
	<b>TOTAL</b>	<b>108076283</b>	<b>10200480</b>

For and on behalf of the Authority

(Mayank Kumar)  
CAO(I/c)

(Ashutosh Gautam)  
Member (Finance)

(Jayant Singh)  
Vice-Chairman

(Sanjay Bandopadhyaya)  
Chairman



## INLAND WATERWAYS AUTHORITY OF INDIA

## 31. SCHEDULES FORMING PART OF INCOME &amp; EXPENDITURE ACCOUNT FOR THE YEAR ENDED 2021

## SCHEDULE - 24 "OPERATIONAL AND MAINTENANCE EXPENSES"

PARTICULARS	H.O.	NW-1	NW-2	NW-3	NW-4	NW-5	NEW WATERWAYS	PATNA - NINI	JAL MARG VIKAS PROJECT	CURRENT YEAR	YEAR
SCHEDULE - 24 "OPERATIONAL AND MAINTENANCE EXPENSES"											
(i) SURVEYING		8113122	20515850	1994743	2465469	15607445			0	121675629	218397460
(ii) DREDGING		59068109	35506755	26208987	20781740	0				141565591	205102901
(iii) BUNDALING		46995564	67725335							114724899	119663401
(iv) AIDS TO NAVIGATION & CHANNEL MARKING		5647216	11375718	0		0				17022934	220641240
(v) TERMINAL FACILITIES		81784775	40092509	12055219	0	473409			0	134405912	148381478
(vi) REPAIR AND MAINTENANCE OF VESSELS		105583359	8817528	1748163	83783	0				116232833	89189710
(vii) NIGHT NAVIGATION		55137104	41690496	6234371						103061971	147413228
(viii) PROTOCOL EXPENSES			32048927							32048927	27062508
(ix) RIVER BANK PROTECTION			0	502492						502492	191301359
(x) TRAINING EXPENSES		20552772								20552772	21906281
(xi) CONSULTANCY CHARGES	0	0	0	0	1137557	4564300	12427841		0	18129698	157132191
(xii) PROJECT MANAGEMENT CONSULTANCY CHARGES	0		4586667	917334	3057778	611555	16817782		0	25991116	51867260
(xiii) PUBLIC PRIVATE PARTNERSHIP PROJECT EXPENSES									0	0	0
(xiv) INFORMATION TECHNOLOGY RELATED EXPENSES	8435422	0	256972	119876						8812270	5138411
(xv) INLAND WATERWAYS TRANSPORT PROMOTIONS EXPENSES	16449181	9442677	43849298	1369728	6835	0				71117719	59221753
(xvi) SALARY WAGES & OTHERS ADMINISTRATIVE EXPENSES							4443335		0	4443335	4763922
(xvii) OTHERS- (A) Freight Village	5877722	736855								6614577	12275733
(B) REPAIR & MAINTENANCE OF NAVIGATIONAL LOCK GATES		50713050		165795222						216508272	20291804
(C) - BARAK			2963727							2963727	35529785
(D) -GHAGRA							205150			205150	26315
(E) -GANDAK							98636			98636	12964633
TOTAL	30762325	516797603	309429782	216966135	27533162	21256709	33992744	0	0	1156678460	1747673373

For and on behalf of the Authority

(Sanjay Bandopadhyaya)  
Chairman

(Jayant Singh)  
Vice-Chairman

(Ashutosh Gautam)  
Member (Finance)

(Mayank Kumar)  
CAO(I/c)

**INLAND WATERWAYS AUTHORITY OF INDIA**  
**SCHEDULES FORMING PART OF INCOME & EXPENDITURE ACCOUNT FOR THE YEAR ENDED 2021**  
**SCHEDULE - 25 "PERSONNEL AND ADMINISTRATIVE EXPENSES"**

										(Amount in Rs.)	
PARTICULARS	HO	NW-1	NW-2	NW-3	NW-4	NW-5	NEW WATERWAYS	PATNA-NINI	JAL MARG VIKAS PROJECT	CURRENT YEAR	PREVIOUS YEAR
<b>(A) PERSONNEL EXPENSES</b>											
(i) PAY & ALLOWANCE	130167291	118838428	23281269	14901911	5014985	1379704				293581588	291018632
(ii) HONORARIUM	129000								0	129000	0
(iii) MEDICAL FACILITIES	9603899	4224900	605830	585748	130088	6725				15157190	15575453
(iv) DAILY WAGES						2136				2136	24440
(v) OVERTIME ALLOWANCES (OTA)	35461	17414	0							52875	89227
(vi) BONUS	453050	918764	158884	75988	13816	13816				1634318	1572722
(vii) LEAVE SALARY AND PENSION CONTRIBUTION FOR EMPLOYEES ON DEPUTATION	4712193									4712193	5118990
(viii) RENT FOR ACCOMMODATION PROVIDED TO EMPLOYEES	0		0							0	848433
(ix) LIVERIES	110000	0	45000	17499						172499	74978
(x) TUITION FEES	783000	1545854	486000	189000	0	0				3003854	2633918
(xi) PENSION CONTRIBUTION	10750424	15595684	3179703	1362730	454243					31342784	0
(xii) GRATUITY CONTRIBUTION	1523542	2619123	479317	222540	102711	34237				4981469	0
(xiii) LEAVE ENCASHMENT	3549174	4652549	867008	449837	182453	60817				9761838	15487622
(xiv) EMPLOYERS CONTRIBUTION TO NEW PENSION SCHEME (NPS)	1139301	520308	435772	324950	177070	0				2597401	2906699
(xv) LTC EXPENSES	860491	265203	61676	93192	0	0				1280562	2323528
(xvi) STAFF WELFARE EXPENSES	1275629	237546	64097	22732	27509	44997				1672510	2335191
(xvii) STAFF RECRUITMENT EXPENSES	6993942			0						6993942	3379253
(xviii) SEMINAR AND TRAINING EXPENSES	139240			0						139240	3276479
(xix) OTHER EXPENSES (NATURE TO BE SPECIFIED)										0	0
<b>TOTAL</b>	<b>172225637</b>	<b>149435772</b>	<b>29664556</b>	<b>18346127</b>	<b>6102875</b>	<b>1542432</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>377217399</b>	<b>346665565</b>
<b>(B) ADMINISTRATIVE EXPENSES</b>											
(i) REPAIR & MAINTENANCE	17167371	438425	151509	115238	238300	125764				18236607	14775844
(ii) COMMUNICATION EXPENSES	1331393	276242	157196	73517	72517	48810				1959675	2145689
(iii) PRINTING & STATIONERY	2198481	138906	221760	62401	20895	41303				2683746	4153870
(iv) VEHICLE RUNNING & MAINTENANCE	8625001	505610	0	0	0	204433				9335044	10869862
(v) ADVERTISEMENT & PUBLICITY	105000			0	8644	0				113644	650117
(vi) CONVEYANCE REIMBURSEMENT	161535	90644	5082	2054	6584	2436				268335	628146
(vii) TRAVELLING										0	0
- INLAND	4234628	564587	0	0	101298	204308				5104821	13541447
- FOREIGN	530929	0								530929	3778066
(viii) NEWSPAPER & PERIODICALS	341448	127541	49331	52814	15002	3926				590062	614146
(ix) CONSUMABLES	222402	93114	59926	0	11028	5777				392247	430651
(x) ELECTRICITY & WATER	3941527	504496	1220	137512	92604	38375				4717754	6087852
(xi) LEGAL AND PROFESSIONAL CHARGES	4984557	30160		67218	0	0				5081935	3952154
(xii) LOSS ON SALE OF ASSETS										0	0
(xiii) HINDI PROMOTION	216029	209801	44985	17578	12863					501256	609986
(xiv) AUDIT FEES & EXPENSE	3383059									3383059	3060424
(xv) AUTHORITY MEETINGS EXPENSES	6990				2725					9715	146515
(xvi) INSURANCE					34033					34033	26297
(xvii) RENT, RATES & TAXES		1483772	0	0		20955				1504727	1738880
(xviii) WRITTEN OFF										0	0
(xix) BAD DEBTS										0	0
(xx) MISC. EXPENDITURE	6300	4788	0	39413	17376	21304				89082	136656



[illegible]

**SCHEDULE - 26 "FINANCE CHARGES"**

(C) BANK CHARGES	7228	17487	164	3283	1049	67	535	0	29813	90219
(D) INTEREST PAID									0	
- ON BONDS / DEBENTURE	762447173								762447173	764332001
- ON OTHERS				0					0	1670
(E) COMMISSION / BROKERAGE									0	
<b>TOTAL</b>	<b>762454401</b>	<b>17487</b>	<b>164</b>	<b>3283</b>	<b>1049</b>	<b>67</b>	<b>535</b>	<b>0</b>	<b>762476986</b>	<b>764473890</b>

**For and on behalf of the Authority**

**Chairman**  
**(Sanjay Bandopadhyaya)**

(Jayant Singh)  
Vice-Chairman

(Ashutosh Gautam)  
Member (Finance)

(Mayank Kumar)  
CAO(I/c)

## INLAND WATERWAYS AUTHORITY OF INDIA

### 32. SCHEDULES FORMING PART OF THE BALANCE SHEET AS AT 31st MARCH 2021

#### SCHEDULE 27: "PRIOR PERIOD EXPENSES"

(Amount in Rs.)

PARTICULARS	CURRENT YEAR	PREVIOUS YEAR
<b>Noida Office</b>		
NPS-IWAI Employees	(970462)	
M/s Institute of Directors	200000	
M/s ECOPACK	(32000)	
M/s ECOPACK	32000	
M/s Moulik Electricals	119824	
Sh. S.K. Gangwar- Telephone	27000	
M/s Open Source Technologies	44201	
Sh. P.L. Meena, Lib. Assistant	709961	
Sh. Mayank Kumar, DD(R&E)	65833	
M/s IMU Kolkata	613600	
M/s Amey Travels	125198	
Rectification	(46687)	
Sh. Razi Jawaid-CEA	81000	
M/s EQMS	996950	
PAO, (A&E) in r/o Samir Shukla	386074	
M/s Sea Eagle Marine	(38188)	
M/s Feedback Infra	(174817)	
Sh. Abinash Roul- Leave salary & pension contribution	2455503	
Rectification	33922	
<b>Total (A)</b>	<b>4628912</b>	
<b>Patna Office</b>		
IWAI-Employee(Salary)	(199022)	
M/s Simanchal Detective & Services, Supply of Security Guards (S.D.)	(27399)	
M/s Hi Tech. Elastomer Ltd.,	(64775)	
M/s Sanil Diesel Kolkata	(210290)	
M/s Sanil Diesel Kolkata	(46531)	
M/s IMS Ship Management	(352560)	
		1167889



PARTICULARS	CURRENT YEAR	PREVIOUS YEAR
M/S Chinar Shipping & Infrastus	(4117995)	
M/s Ravinder Kumar Singh	(313724)	
<b>Total (B)</b>	<b>(5332296)</b>	
<b>Varanasi Office</b>		
NPS contribution	32807	
<b>Total (C)</b>	<b>32807</b>	
<b>Kochi Office</b>		
M/s IRS-Cosr Supervision of RO-RO Vessels	(881460)	
M/s Oriental Insurance Company Ltd	479612	
<b>Total (D)</b>	<b>(401848)</b>	
<b>Vijaywada office</b>		
M/s CCSPL JSC ST JV-	780092	
The Distret Collector (LA) WG(SIA Charges	4142000	
<b>Total (E)</b>	<b>4922092</b>	
<b>Gran Total (A+B+C+D+E)</b>	<b>3849667</b>	<b>1167889</b>

For and on behalf of the Authority


(Mayank Kumar)  
CAO(I/c)

(Ashutosh Gautam)  
Member (Finance)

(Jayant Singh)  
Vice-Chairman

(Sanjay Bandopadhyaya)  
Chairman

### 33. Audit Report of the Comptroller & Auditor General of India on the Accounts of Inland Waterway Authority of India for the Year ended 31 March 2021

We have audited the attached Balance Sheet of Inland Waterways Authority of India (Authority) as at 31 March 2021 and the Income and Expenditure Accounts/ Receipt & Payment Account for the year ended on that date under Section 23 of the Inland Waterway 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 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 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 (13.07.2020) by Ministry of Shipping, Government of India (GoI).
- (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:

#### General

Ministry of External Affairs (MEA), Government of India through an agreement (March 2009) appointed the Authority as Project Development Consultant (PDC) for Kaladan Project being executed for implementations of Multi-modal transit transport facility, on Kaladan River connecting Sittwe Port in Myanmar with the State of Mizoram in India. The work on the Project was still in progress.

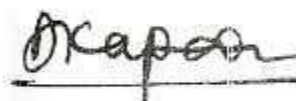
IWAI is acting as the Project Development Consultant (PDC) for Kaladan Project. The PDC fee received as well as expenses incurred therefrom pertained to IWAI and hence needed to be included in accounts of IWAI. However, as per the disclosure made in point No. 14 of Notes to Accounts, the authority has received, upto 31 March, 2020, Rs. 33.87 crore from MEA including PDC fee 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. Internal receipts of Rs. 2.72 crore including bank interest generated have also been generated in the project till 31 March 2021. Out of the above note cannot be vouched safe by audit as Authority has prepared separate books of accounts of the Kaladan Project for the year 2020-21 and no impact of transactions of above project have been included in the accounts of the Authority for the year 2020-21.



This issue was also raised during 2016-17, 2017-18, 2018-19 and 2019-20 but 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 related to the Balance Sheet, of the state of affairs of the Authority as at 31 March, 2021
  - b. In so far as it related to the Income & Expenditure Account, of the deficit for the year ended on 31 March, 2021.

For and behalf of the  
(Comptroller and Auditor General of India)



(Deepak Kapoor)  
Director General of Audit (Infrastructure)  
New Delhi

Place: New Delhi  
Dated: April 22, 2022

## **Annexure**

**(To the Audit report on the Accounts of Inland Waterways Authority of India for the year 2020-21)**

**1. Adequacy of Internal Audit System**

The Internal audit for the year 2020-21 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. However, the fixed asset Register was not maintained as per the requirements of General Financial Rules.

**4. System of Physical verification of inventory**

Physical verification of inventory for the year 2020-21 has been conducted by IWAI.

**5. Regularity in payment of statutory dues**

No Instance of delay in payment of statutory dues was noticed.



### 34. MANAGEMENT REPLIES ON THE COMMENTS OF THE COMPTROLLER & AUDITOR GENERAL OF INDIA ON THE ACCOUNTS OF INLAND WATERWAY AUTHORITY OF INDIA FOR THE YEAR ENDED 31ST MARCH, 2020-21.

Reply of IWAI to the Audit Report of the Comptroller & Auditor General of India letter No. DGA/IHQ-I/27-66/21-22/Vol.II/27 dated 22.04.2022 on the Accounts of Inland Waterways Authority of India for the year ended on 31 March 2021

Details of Audit Report	Reply of IWAI
<p>We have audited the attached Balance Sheet of Inland Waterways Authority of India (Authority) as at 31 March 2021 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>(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;</p> <p>(ii) The Balance Sheet and Income &amp; Expenditure Account/Receipt &amp; Payment Account dealt with by this report have been prepared in the revised format of accounts notified (13.07.2020) by Ministry of Shipping, Government of India (GoI);</p> <p>(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.</p>	<p>Factual Position</p>

<p>(iv) We further report that:</p> <p><b>General</b></p> <p>Ministry of External Affairs (MEA), Government of India, through an agreement (March 2009) appointed the Authority as Project Development Consultant (PDC) for Kaladan Project being executed for implementation of multi modal transit transport facility, on Kaladan River connecting Sittwe Port in Myanmar with the State of Mizoram in India. The work on the project was still in progress.</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. However, as per the disclosure made in point No 14 of Notes to Accounts, the authority has received, upto 31 Mar 2020, Rs. 33.87 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. Internal receipts of Rs.2.72 crore including bank interest generated have also been generated in the project till 31 Mar 2021. Out of the above an expenditure of Rs.31.28 crore has been incurred. The facts and figures of the above note cannot be vouched safe by audit as Authority has prepared separate books of accounts of the Kaladan Project for the year 2020-21 and no impact of transactions of above project have been included in the accounts of the Authority for the year 2020-21.</p> <p>This issue was also raised during 2016-17, 2017-18, 2018-19 and 2019-20 also but no corrective action has been taken by the Management yet.</p> <p>(v) Subject to our observations in the preceding paragraphs, we report that the Balance Sheet and Income &amp; Expenditure Account/ Receipt &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</p>	<p>In this regard it is to inform that Assets and Liabilities pertaining to the project are not depicted in the Financial Statements of IWAI &amp; observation of Audit is correct.</p> <p>Further, as observed by Auditors, PDC fee received as well as expenses incurred will be accounted for during F.Y. 2022-23. Audit may check the same during visit for next Audit.</p>
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<p>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 March 2021; 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 March 2021.</p>	
<p style="text-align: center;"><b>Annexure</b></p> <p style="text-align: center;"><b>(To the Audit Report on the Accounts of Inland Waterways Authority of India for the year 2020-21)</b></p> <p><b>1. Adequacy of Internal Audit System</b></p> <p>The internal audit for the year 2020-21 was carried out by a firm of Chartered Accountants.</p> <p><b>2. Adequacy of Internal Control System</b></p> <p>The Internal Control system in IWAI seems adequate.</p> <p><b>3. System of Physical verification of fixed assets</b></p> <p>The Physical Verification of Fixed Assets has been carried out by IWAI. However, the Fixed Assets Register was not maintained as per the requirements of General Financial Rules.</p> <p><b>4. System of Physical verification of inventory</b></p> <p>Physical verification of inventory for the year 2020-21 has been conducted by IWAI.</p> <p><b>5. Regularity in payment of statutory dues</b></p> <p>No instances of delay in payment of statutory dues was noticed.</p>	<p>Factual Position.</p> <p>Factual Position.</p> <p>Regarding non maintenance of fixed assets register as per requirements of GFR, it is to inform that vide OM IWAI/FIN/AA/3452/2020-21 dated 04.05.2022 all concerned units have been directed to take necessary corrective measures in maintaining fixed assets register of IWAI as per the requirements of General Financial Rules 2017, as advice Audit. Audit may check please the same during its next visit for Audit.</p> <p>Factual Position.</p> <p>Factual Position.</p>



Annual Report 2020-21