



Capacity Augmentation of the National Waterway- 1 (JAL MARG VIKAS) Project (P148775)

SOUTH ASIA | India | Transport Global Practice |
IBRD/IDA | Investment Project Financing | FY 2017 | Seq No: 6 | ARCHIVED on 26-Jun-2020 | ISR42281 |

Implementing Agencies: Department of Economic Affairs, Government of India, Inland Waterways Authority of India

Key Dates**Key Project Dates**

Bank Approval Date: 12-Apr-2017

Effectiveness Date: 23-Mar-2018

Planned Mid Term Review Date: 30-Dec-2020

Actual Mid-Term Review Date:

Original Closing Date: 31-Dec-2023

Revised Closing Date: 31-Dec-2023

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The Project Development Objective is to enhance transport efficiency and reliability of National Waterway- 1 and augment institutional capacity for the development and management of India's inland waterway transport system in an environmentally sustainable manner.

Has the Project Development Objective been changed since Board Approval of the Project Objective?

No

Components Table

Name

Component A: Improving the navigability of NW-1 (Haldia to Varanasi):(Cost \$770.00 M)

Component B: Institutional Strengthening and improving the investment climate, vessel design and construction framework:(Cost \$30.00 M)

Overall Ratings

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	<input type="checkbox"/> Satisfactory	<input type="checkbox"/> Satisfactory
Overall Implementation Progress (IP)	<input type="checkbox"/> Satisfactory	<input type="checkbox"/> Satisfactory
Overall Risk Rating	<input type="checkbox"/> Substantial	<input type="checkbox"/> Substantial

Implementation Status and Key Decisions

The overall project implementation is progressing well, notwithstanding the recent slowdown on account of COVID-19 impact. The cumulative physical progress on ongoing works is estimated at about 70% and the overall progress with respect to the original project scope is 31%. The first multi modal terminal at Varanasi was inaugurated in November 2018. The second Multi-modal terminal in Sahibgunj was substantially completed and inaugurated in September 2019. The progress on navigation lock in Farakka and the multi-modal terminal in Haldia is about 63% and 75% respectively and expected to be completed by end of 2020. Maintenance dredging contracts for Farkka-Barh stretch are in progress and procurement has been initiated for Farkka-Triveni stretch. Procurement for dredging of the remaining stretches will be initiated in next 3 months. GOI has recently decided to include parts of the newly launched Aarth Ganga program in this project, utilizing part of the loan savings, which would further enhance the socio-economic benefit expected from the project.



Risks

Systematic Operations Risk-rating Tool

Risk Category	Rating at Approval	Previous Rating	Current Rating
Political and Governance	☐ Moderate	☐ Moderate	☐ Moderate
Macroeconomic	☐ Low	☐ Low	☐ Low
Sector Strategies and Policies	☐ Moderate	☐ Moderate	☐ Moderate
Technical Design of Project or Program	☐ Substantial	☐ Substantial	☐ Substantial
Institutional Capacity for Implementation and Sustainability	☐ Substantial	☐ Substantial	☐ Substantial
Fiduciary	☐ Substantial	☐ Substantial	☐ Substantial
Environment and Social	☐ High	☐ High	☐ High
Stakeholders	☐ Substantial	☐ Substantial	☐ Substantial
Other	☐ Low	☐ Low	☐ Low
Overall	☐ Substantial	☐ Substantial	☐ Substantial

Results

PDO Indicators by Objectives / Outcomes

To enhance transport efficiency and reliability of NW-1				
▶ Supporting navigation of higher Vessel Sizes on NW1 (Metric ton, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	1,000.00	1,500.00	1,500.00	2,000.00
Date	31-Dec-2016	15-Jan-2019	16-Mar-2020	31-Dec-2023
▶ Reduction in cost of cargo traffic transported by inland water transport between Haldia and Varanasi (INR per ton-km) (Amount(USD), Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	1.11	1.11	1.11	0.89
Date	01-Jan-2017	15-Jan-2019	16-Mar-2020	30-Jun-2023
▶ Improved reliability of navigation on NW-1 (days available for transport operations per year) (Days, Custom)				



	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	270.00	280.00	280.00	330.00
Date	01-Jan-2017	15-Jan-2019	16-Mar-2020	30-Jun-2023
► Net Annual GHG Emission avoided (Metric ton, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	108,660.00
Date	31-Dec-2016	15-Jan-2019	16-Mar-2020	31-Dec-2023
► Enhanced IWT sector capacity through improved institutional structure and operational framework for sector institutions (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	Study for IWT sector capacity enhancement launched	Strategic plan for IWAI staffing and capacity building adopted	Strategic plan for IWAI staffing and capacity building adopted	Full staffing and skill mix target for IWAI achieved and 50% target for sector capacity building achieved
Date	01-Jan-2017	15-Jan-2019	15-Jan-2019	30-Jun-2023

Intermediate Results Indicators by Components

Component A: Improving the navigability of NW-1 (Haldia to Varanasi)				
► Direct project beneficiaries (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	1,000.00	3,000.00	25,000.00
Date	01-Jan-2017	15-Jan-2019	16-Mar-2020	30-Jun-2023
□ Female beneficiaries (Percentage, Custom Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	5.00
► Performance-based contracts for navigation improvement signed (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	1.00	3.00	3.00



Date	01-Jan-2017	15-Jan-2019	16-Mar-2020	30-Jun-2023
▶ Least Available Depth (LAD) in mtr. maintained on Navigation Fairway (Meter(m), Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	1.50	2.20	2.50	4.00
Date	01-Jan-2017	15-Jan-2019	16-Mar-2020	30-Jun-2023
□ Least Available Depth (LAD) in mtr. maintained on Navigation Fairway- Haldia to Tribeni (Meter(m), Custom Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	3.00	3.00	3.00	4.00
□ Least Available Depth (LAD) in mtr. maintained on Navigation Fairway, between - Tribeni to Farakka (Meter(m), Custom Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	3.00	3.00	3.00	3.00
□ Least Available Depth (LAD) in mtr. maintained on Navigation Fairway, between - Farraka and Barh (Meter(m), Custom Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	2.50	2.50	3.00	3.00
□ Least Available Depth (LAD) in mtr. maintained on Navigation Fairway, between Barh to Ghazipur (Meter(m), Custom Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	2.00	2.00	2.00	2.50
□ Least Available Depth (LAD) in mtr. maintained on Navigation Fairway- Ghazipur to Varanasi (Meter(m), Custom Supplement)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	1.50	1.50	1.80	2.50
▶ Multi-modal Cargo terminals built (Nos.) (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	1.00	2.00	6.00
Date	01-Jan-2017	15-Jan-2019	16-Mar-2020	30-Jun-2023
▶ Ro-Ro Terminal (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target



Value	0.00	0.00	0.00	5.00
Date	01-Jan-2017	15-Jan-2019	16-Mar-2020	30-Jun-2023
► Number of Navigation Locks Built or rehabilitated (Number, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	1.00
Date	01-Jan-2017	15-Jan-2019	16-Mar-2020	30-Jun-2023

Component B: Institutional Strengthening and improving the investment climate, vessel design and construction framework				
► Project-supported organization(s) publish reports on effect of collaboration on project (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	N.A.	Vessel designs are published on website	Vessel designs are published on website	Yes
Date	01-Jan-2017	15-Jan-2019	15-Jan-2019	30-Jun-2023
► Grievances responded and/or resolved within the stipulated service standards for response times (Percentage, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	80.00	100.00	100.00	90.00
Date	01-Jan-2017	15-Jan-2019	15-Jan-2019	30-Jun-2023
► Undertake review of IWAI institutional structure and staffing (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	Study Commissioned	Strategic plan for IWAI staffing and capacity building adopted	Strategic plan for IWAI staffing and capacity building adopted	Study recommended skill mix and staffing achieved and maintained
Date	01-Jan-2017	15-Jan-2019	15-Jan-2019	30-Jun-2023
► Undertake review and alignment of the legal framework in respect of IWAI operations (Text, Custom)				
	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	Revisions Undertaken	Legal framework for vessel operation revised in the form of new Inland Vessels Act	Legal framework for vessel operation revised in the form of new Inland Vessels Act	New legal framework for inland vessels operation as well as logistics established
Date	31-Dec-2016	15-Jan-2019	15-Jan-2019	31-Dec-2023



Performance-Based Conditions

Data on Financial Performance

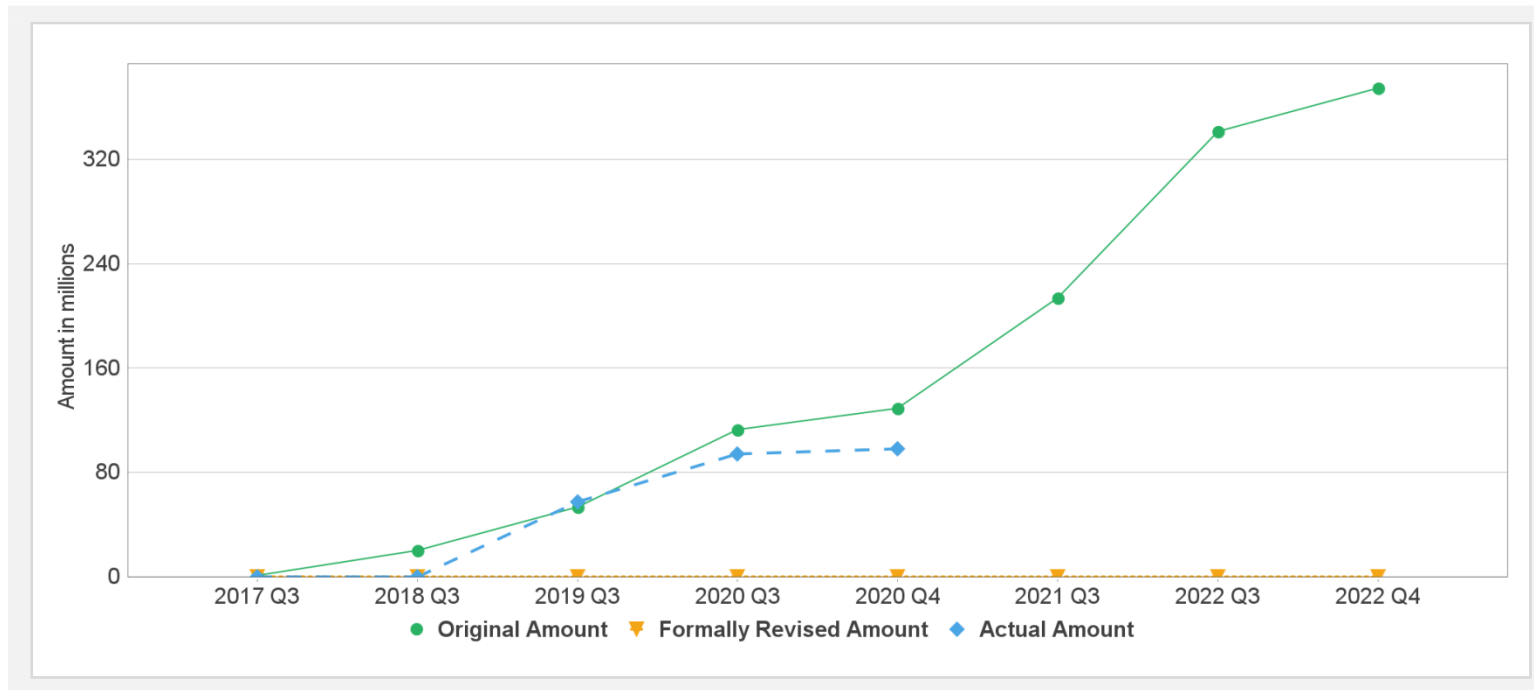
Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	% Disbursed
P148775	IBRD-87520	Effective	USD	375.00	375.00	0.00	99.20	275.80	26%

Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P148775	IBRD-87520	Effective	12-Apr-2017	02-Feb-2018	23-Mar-2018	31-Dec-2023	31-Dec-2023

Cumulative Disbursements



PBC Disbursement

PBC ID	PBC Type	Description	Coc	PBC Amount	Achievement Status	Disbursed amount in Coc	Disbursement % for PBC
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Restructuring History

There has been no restructuring to date.

Related Project(s)

There are no related projects.
