GOVERNMENT OF ASSAM
ASSAM INLAND WATER TRANSPORT DEVELOPMENT SOCIETY (AIWTDS)

REQUEST FOR EXPRESSIONS OF INTEREST

Country: INDIA

Name of Project: ASSAM INLAND WATER TRANSPORT PROJECT [AIWTP]

Assignment Title: Development of Terminals for Inland Water Transport at Brahmaputra River, Assam for AIWTP

The Government of Indiahas appliedfor financing from the World Bank toward the cost of the AIWTP, and intends to apply part of the proceeds for development of terminal at various locations of Assam.

The AIWTDS is in the process of preparation of Detailed Project Report and the Bid Document for the development of upcoming state of the art Inland Water Transport Terminals proposed at Guwahati, North Guwahati and Apahalamukh at Phase I. The estimated cost of works combined shall be approx. INR 210 Cr. A brief description of the project has been placed in Annexure I.

Now, AIWTDS invitesEoIs from theinterested firms/companies/organizations/institutions for the construction of upcoming terminal developmentto understand the market responsiveness and to seek knowledge inputs regarding any modern and market accepted technology, design, suggestions to structure the bid document for these upcoming IWT terminal developments.

AIWTDS will not make any shortlist based on this expression of interest.

Further information can be obtained at the address below during office hours [1100hrs to 1700hrs].

The proposal must be delivered in a written form(either in soft copy or hard copy) to the address below by 9th April2019 till 14:00HRS(IST)

Additional State Project Director,
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DEVELOPMENT OF TERMINALS FOR INLAND WATER TRANSPORT AT BRAHMAPUTRA RIVER, ASSAM FOR AIWTP INTRODUCTION & BACKGROUND

1. INTRODUCTION

- Assam has approximately 1980 km of navigable waterways of which the most important for transport purposes are the Brahmaputra and Barak Rivers. The Brahmaputra River with a length of 891 Km between the Bangladesh Border and Sadiya, was declared National Waterway no. 2 by the Government of India in 1988, the development of its navigation infrastructure thereafter being the responsibility of the Inland Waterways Authority of India (IWAI). IWAI is currently aiming to maintain a navigable depth of 2.5m from Bangladesh Border to Neamati (629 Km), 2.0 m from Neamati – Dibrugarh (139 Km) and 1.5m from Dibrugarh – Sadiya. However, while IWAIis responsible for the navigation 'fairway' it does not have responsibility for operating water transport services. These services are provided by the State or local governments.

- Both urban and rural ferry services are provided by the Directorate of Inland Waterway Transport Assam, and by country boat operators – typically small independent and informal private businesses. In addition to the 97 ferry service routes designated by the Directorate of IWT, there are numerous routes licensed by the local (village) and district councils. Other users of the river include the Central Inland Water Corporation Limited,security forces, tourist organizations and other private cargo operators.

- The Directorate of Inland Waterway Transport Assam, established in 1958 and part of the Assam Transport Department, is responsible for developing, maintaining and regulating IWT services in the state. It also operates and maintains many of the passenger transport services, ferry terminals and navigation aids on both Brahmaputra and Barak Rivers. Headquartered in Guwahati, it has three divisional offices in Guwahati, Dibrugarh and Silchar; five sub-divisional offices in Guwahati, Goalpara, Jorhat, Dibrugarh and Hailakandi; and three commercial offices at Guwahati, Goalpara and Dibrugarh. It also has a Crew training centre at Guwahati. DIWTA currently has atotal of about 4,330 regular staff.

- The ferry industry as a whole is characterised by an aging and poorly equipped fleet. Most demand is now met by the informal sector operating traditional country boats without supporting infrastructure. Terminal facilities and navigational aids are insufficient. Most ferry terminals consist of no more than improvised moorings on the bank of the river, which require relocation with changing river conditions, often over substantial distances. In the absence of bank protection, the main ferry terminals in or close to the urban centres (provided with floating, movable steel pontoons and temporary access roads) also typically require frequent relocation as river conditions change across seasons. The cargo sector is small partly because of market circumstances, partly because of connectivity problems and partly because the

navigation standards provided do not permit reliable year round use by large modern vessels that can deliver competitive advantage over other transport modes.

- In order to leverage the benefits of inland water transport, the Government of Assam wishes to transform the quality of inland water transport services and integrate high quality passenger and vehicle ferry services, and inland water freight transport into Assam's wider transport network system. The Government of Assam has applied for World Bank loan assistance to implement its project for (i) Developing Long Term Strategic Plan for IWT in Assam and Institutional and Capacity Development and (ii) Improvement in Ferry Services.

2. THE PROJECT OUTCOMES:

i. Improved transport accessibility and connectivity for people with poor or no access to road or rail services by better quality ferry services;
ii. Increased number of passengers using safe ferry services, women and disabled friendly facilities;
iii. Institutional Development - Improved institutional and regulatory arrangements for Inland Water Transport in Assam and stronger institutions.
iv. Reduce the congestion on the road transport network

3. DEVELOPMENT OF STATE OF THE ART IWT TERMINALS

The construction work for Phase Ifor developing state of the art international standards IWT Terminals at Guwahati, North Guwahati and Apahalamukhby Inland Water Transport of Assam under Inland Water Transport Project (AIWTP)is set to be started. The Detailed Project Report and the bid document based on the DPR is under preparation. This would be a major landmark for the entire AIWT project.

The state of the art terminals shall include Terminal complex with required facilities and amenities provisions for berthing, boarding & de-boarding of passengers/loading & unloading of cargo, bank protection, navigation aids and other auxiliary support systems. In order to increase the last mile connectivity, approach road to terminals connecting nearby main roads shall also be undertaken under this development.The terminal components (comprising of fixed and modular floating structures)shall be designed in such a way that modularization of design elements is feasible & these customizable design models can be used and developed for future infrastructural interventions.

The upcoming three terminal design options may be developedconsidering following options as per the possibility of annual siltation and Pneumatic Ramps:

i. Fixed berthing line and Floating ramp design;
ii. Varying berthing line and Floating ramp design;
iii. Moving Berthing line and Fixed ramp design;

The terminal development will be developed following EPC (Engineering, Procurement Construction) /DBB (Design Bid Build)/ BOQ contract basis process of construction.