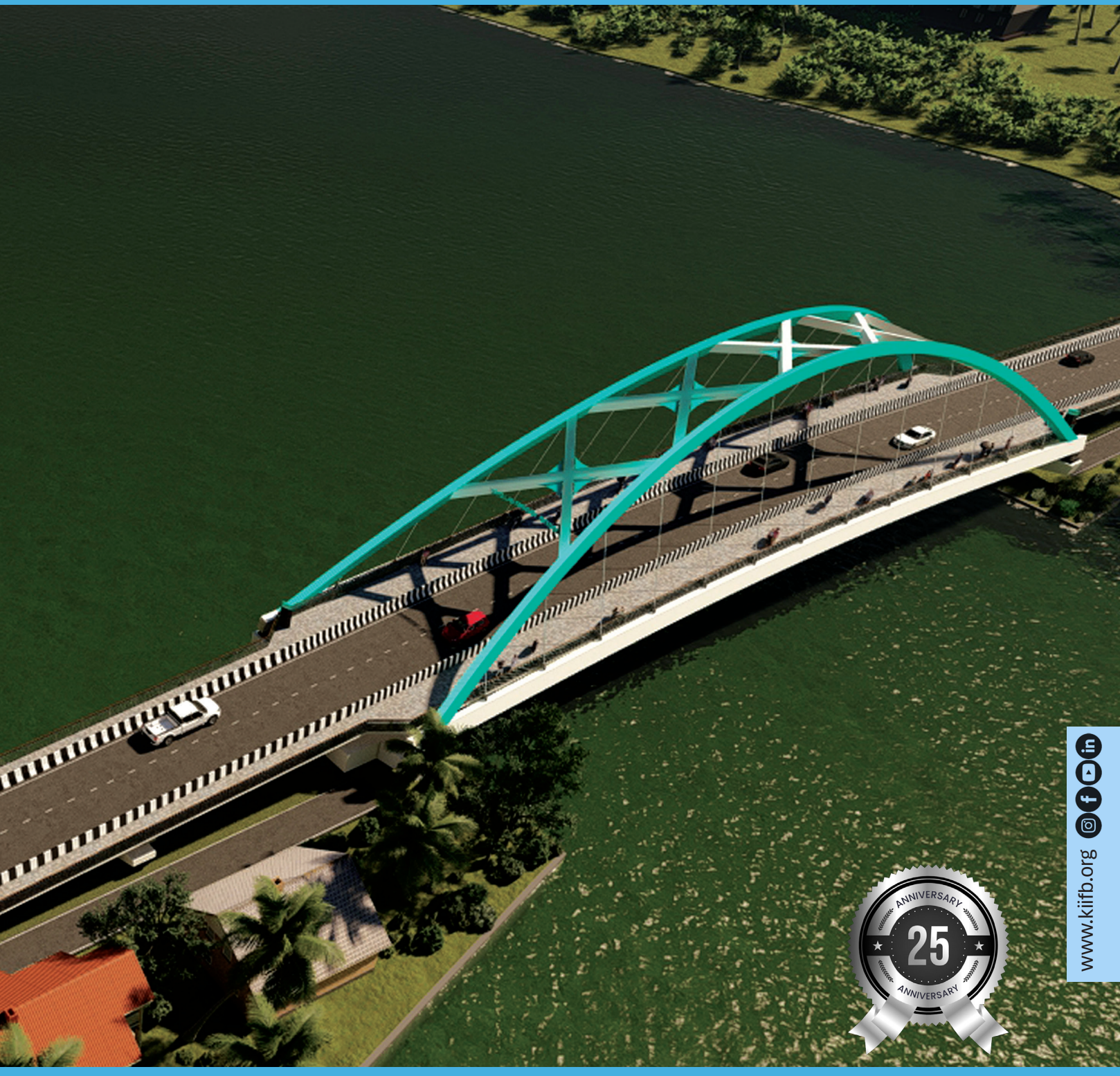
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# Newsletter

Vol 8 Issue 10 October 2025



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## Kerala Infrastructure Investment Fund Board

# Projects - Statistics

| Department | KIIFB Approved Projects | |
|---|---|---|
| | No. of Projects Approved | Approved Amount (₹. in Crore) |
| PWD | 516 | ₹ 34,255 |
| Agriculture | 1 | ₹ 21 |
| Animal Husbandry | 1 | ₹ 21 |
| Ayush | 2 | ₹ 204 |
| Backward Classes Development Department | 1 | ₹ 18 |
| Coastal Shipping & Inland Navigation | 19 | ₹ 3,518 |
| Culture | 17 | ₹ 500 |
| Devaswom | 2 | ₹ 139 |
| Fisheries and Ports | 26 | ₹ 643 |
| Forest | 12 | ₹ 634 |
| General Education | 158 | ₹ 3,220 |
| Health & Family Welfare | 103 | ₹ 6,670 |
| Higher Education | 68 | ₹ 2,213 |
| Home | 6 | ₹ 231 |
| Industries | 2 | ₹ 106 |
| Information Technology | 6 | ₹ 1,945 |
| Labour & Skills | 5 | ₹ 94 |
| Local Self Government | 29 | ₹ 835 |
| Power | 18 | ₹ 5,200 |
| Planning & Economic Affairs Department | 4 | ₹ 170 |
| Registration | 6 | ₹ 90 |
| Revenue | 5 | ₹ 95 |
| SC/ST Development | 10 | ₹ 182 |
| Science & Technology Department | 5 | ₹ 279 |
| Sports & YA | 41 | ₹ 956 |
| Tourism | 14 | ₹ 639 |
| Transport | 3 | ₹ 601 |
| Water Resources | 103 | ₹ 6,995 |
| **Total** | **1183** | **₹ 70,474** |

## Projects under Land Acquisition Pool of ₹ 20,000 Crore

| | | |
|---|---|---|
| PWD-NHAI | 1 | ₹ 6,769 |
| Industrial Parks - 3 projects - ₹13988.63 Cr | 6 | ₹ 16,421 |
| Taking over of land from HNL - ₹ 200.60 Cr | | |
| Kochi - Banglore Industrial Corridor & Global City - ₹ 2214.00 Cr | | |
| **Total** | **7** | **₹ 23,190** |

## KIIFB Approved Projects Grand Total

| | | |
|---|---|---|
| Infrastructure Projects | 1183 | ₹ 70,474 |
| Projects under Land Acquisition Pool | 7 | ₹ 20,000 |
| **Total** | **1190** | **₹ 90,474** |
| *Fund disbursed to projects (as on 30/09/2025)* | | **₹ 37,388 Cr.** |

# Editorial

In the last month, we all mourned the demise of T.J.S. George, one of the most talented journalists that India has ever seen. In his famous work 'ASKEW – A Short Biography of Bangalore', he describes, "When the fabled founder of Bangalore, Kempe Gowda, set out to build his dream city in the early 16th century, his mother gave him two instructions: 'keregalam kattu, marangalam nedu' (build lakes, plant trees)." He made a hundred lakes and built the pathways with wide, leafy trees. The powerful pen of T.J.S. continues, "Politicians and dealers of modern times were born to different kinds of mothers. In about three decades, they filled up 2,000 hectares of lakes and, in the late 2000s alone, felled 5,000 trees." That is how a city once filled with beautiful trees and lakes has been transformed into a concrete jungle.

The discussions on water doesn't end. This time, the KIIFB Newsletter comes with a cover page carrying a beautiful schematic diagram of the Chilavannoor Bund Road Bridge, followed by the first article on Canal Rejuvenation. For Cochin city and western Cochin, canals like Thevara, Perandoor, Champakkara, Chilavannoor, and Konthuruthy serve as water outlets, and if properly dredged and maintained, they can also serve as effective means of water transport.

To avoid urban flooding and to provide boating facilities, rejuvenation of these water bodies is a must. The project, being implemented with the participation of the Kerala Water Authority, Cochin Corporation, and nearby municipalities, gives new hope to all those who love Kochi. Hence, the main story of this issue of the Newsletter, written by Shri. Rahul V.T. and Smt. Lincy Susan Babu, focuses on this initiative. It also talks about the West Coast Canal project, which stretches for 616 km — from Kovalam to Bekal — and the canals of Alappuzha, which once played a prominent role in both transportation and the movement of goods.

There is a relationship between accurate machinery use rate calculation and sound budgeting and management in infrastructure development projects. This issue carries a discussion on the topic, as Apsara L.A. provides the details.

The scope of Vizhinjam Port and the opportunities it opens up for the entire State are yet to be fully assessed. For the full utilisation of such a major port, the land surrounding Vizhinjam must be strategically planned, allocated, and developed so that the industrial and logistics ecosystem thus created serves as a growth engine propelling Kerala towards new horizons of development. This is the focus of Neenu V.T.'s insightful and relevant article in this issue. Also included are the usual columns — *Economy and Market Watch* and *Tender Updates*.

Happy reading !! STAY TUNED

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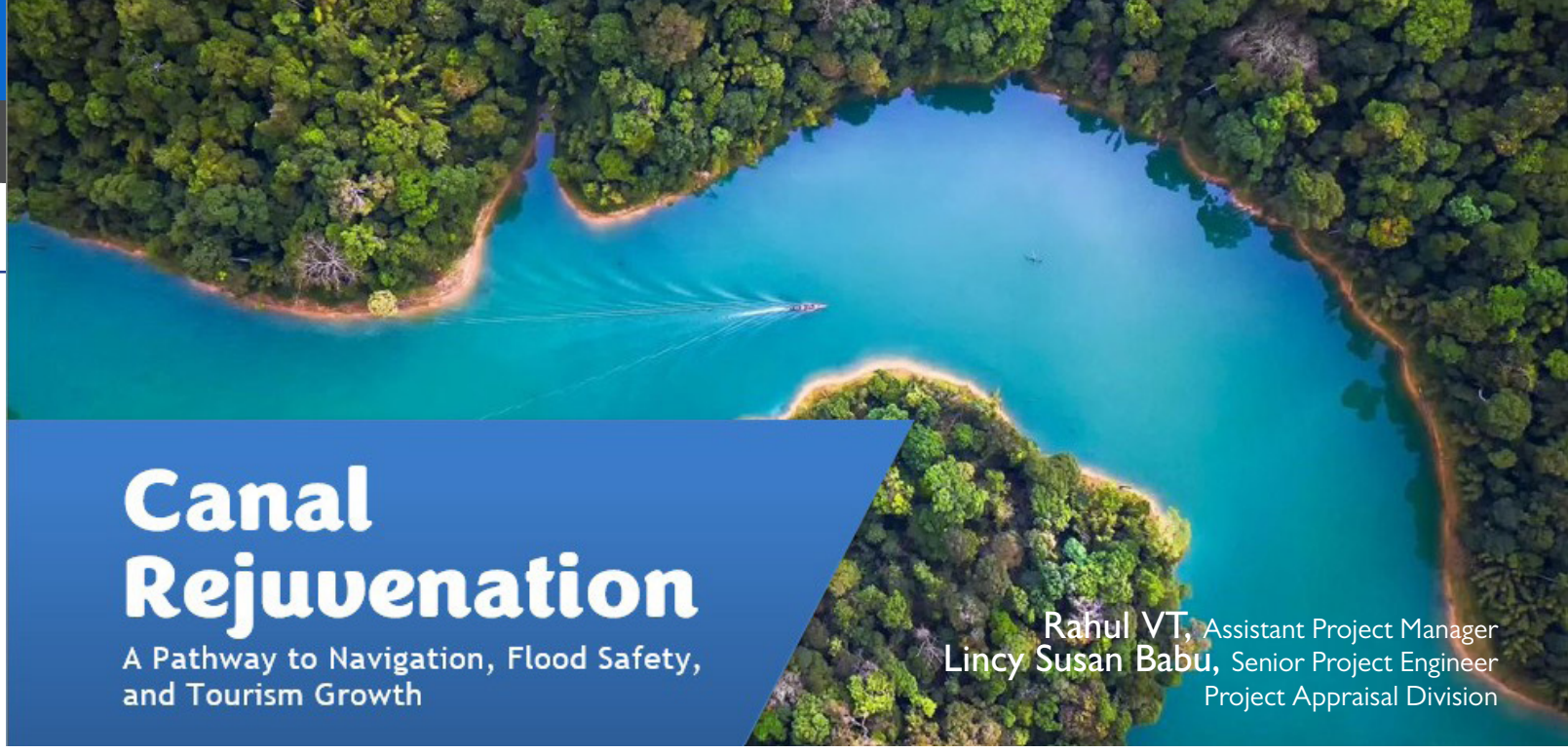
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*Schematic diagram of Chilavannoor Bund Road Bridge (IURWTS Project)*

*Scan for downloading Newsletters*



# Canal Rejuvenation

## A Pathway to Navigation, Flood Safety, and Tourism Growth

Rahul VT, Assistant Project Manager
Lincy Susan Babu, Senior Project Engineer
Project Appraisal Division

Canals are not just narrow water channels cutting across our cities and villages-they are living ecosystems, drainage lifelines, and potential economic corridors. For centuries, canals supported agriculture, inland transport, and livelihoods. Unfortunately, with rapid urbanization and neglect, many of these waterways have been reduced to waste-filled drains, losing both their beauty and function.

Across Kerala, efforts are underway to bring canals back to life through well-planned canal rejuvenation projects. These efforts combine engineering precision with ecological sensitivity, aiming to make canals useful once again - for transport, flood safety, and even tourism. Kerala Infrastructure Investment Fund Board has taken a lead in financing such projects.

*Three flagship KIIFB projects that are changing Kerala's waterways: the Integrated Urban Regeneration and Water Transport System (IURWTS), the West Coast Canal Project, and the Alappuzha Canal Beautification Project.*

## Canals as Natural Highways for Inland Navigation

Waterways are one of the oldest and most eco-friendly modes of transport. Unlike road and rail, which require constant expansion and fuel consumption, canals provide a naturally existing corridor. When properly dredged and maintained, they can carry passenger boats and even small cargo vessels.

For a state like Kerala, blessed with a network of backwaters and canals, reviving inland navigation reduces pressure on congested roads and offers a low-cost, low-carbon alternative. Imagine commuting to work by boat, bypassing traffic snarls, or moving construction materials through canals instead of trucks- both practical and sustainable.

## Canals as a Shield Against Flooding

One of the biggest urban problems in recent years has been waterlogging and floods. A major reason is the choking of natural drains and canals. Encroachment, waste dumping, and lack of desilting block the natural flow of stormwater.

Rejuvenated canals can act as stormwater highways, swiftly carrying away excess rainwater into rivers, lakes, or the sea. This is particularly crucial during the monsoon season, when intense rainfall overwhelms existing drainage systems.

By investing in canal rejuvenation, cities not only protect property and lives but also build resilience against climate change, which is bringing more unpredictable rainfall patterns.

## Canals as Catalysts for Tourism and Urban Beauty

Rejuvenated canals are more than functional- they can transform into vibrant public spaces. With landscaping, walkways, cycle paths, and boating facilities, canals can become urban attractions. Clean water and scenic surroundings also encourage eco-tour-

ism, cultural tourism, and leisure activities.

This not only attracts visitors but also provides livelihood opportunities for local communities.

## Industrial Growth: Unlocking Potential Through Cargo Movement

Waterways have always been the backbone of trade. Long before highways and railways, canals and rivers served as the main routes for moving goods. Today, with rising fuel costs, road congestion, and environmental concerns, there is renewed interest in using canals for cargo transport. For Kerala, with its unique network of inland waterways, rejuvenated canals offer a golden opportunity to drive industrial growth along their banks.

## Integrated Urban Regeneration and Water Transport System (IURWTS)

The numerous waterways of Kerala have since time immemorial been lifelines of Trade, Commerce and Transport, enriching the land's economic fabric. The crisscrossing Canals, Rivulets and Rivers linked to the Backwaters of Kochi have been no exception. However, with the formation of the State of Kerala and the development of Ernakulam, particularly Kochi, as centers of industrial and financial activity, focus shifted to land-based modes of transport, rendering the once-thriving waterways and their allied facilities redundant.

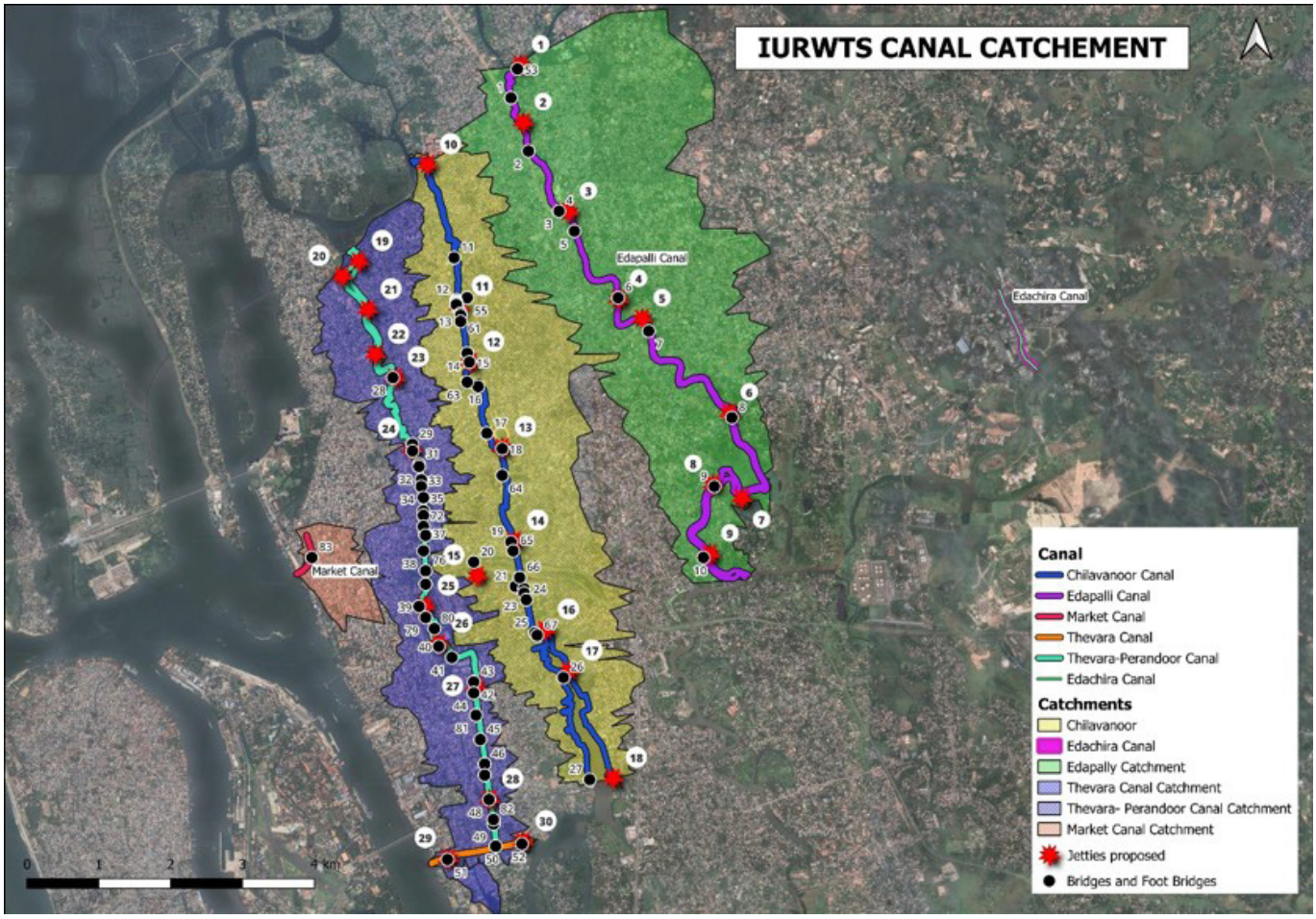
As developmental activities have burdened the landscape of the district, hindering opportunities for enhanced growth, a thought process was initiated to revive the canal systems and backwaters of Kochi. This initiative aims to clear these waterways of dumped waste and convert entire stretches into a navigable system with added potential for tourism infrastructure development. A project by name "Integrated Urban Regeneration and Water Transport System in Kochi" has been conceived for serving the intended purpose.



The network of canals, backwaters and river system in Kochi had played a predominant role in the maritime history of the region. These waterways were the main modes of trade and commerce in yesteryears and were the lifeline of the State's economy. They are now dysfunctional due to neglect and ignorance. Hardly 20% of the waterways are in use for navigation and the remaining sections are being used as drainage channel for the city's wastewater and effluents from various land uses. Therefore, management of important canals and their surroundings in the city are vital for sustainable development of the region.

M/s Kochi Metro Rail Ltd (KMRL) is designated as the Special Purpose Vehicle (SPV) for executing the project.

The IURWTS is an ambitious project aimed at reviving canals in Kochi, one of Kerala's busiest urban centers. The city has long suffered from waterlogging and traffic congestion, while its once-ac-




tive canals lay choked.

Under IURWTS, canals are being cleaned, dredged, and strengthened to act as stormwater drains as well as water transport corridors. Passenger boat services are being reintroduced, supported by modern terminals, jetties, and safety systems.

Beyond transport and flood control, the project also envisions walkways, landscaping, and tourism-friendly developments along canal banks. This creates a double benefit: smoother urban mobility and enhanced public spaces for residents and visitors.

Kochi Metro Rail Limited (KMRL) was entrusted with the task of regeneration and rejuvenation of 6 canals in Cochin city and bringing back these canals to its erstwhile glory under the IURWTS Project. The development involves widening the canals to sufficient width in order tackle the flooding in Cochin City and to make the canals navigable. The six canals proposed to be taken up under the project are: Edappally Canal (11.23 km), Thevara –Perandoor Canal (9.88 km), Chilavanoor Canal (11.15 km), Thevara Canal (1.41 km), Market Canal (0.66 km) and Konthuruthy canal (0.67 km). The canal project is a flagship project of the government of Kerala and aims at bringing back the erstwhile glory of the subject canals which were one the lifelines of the city. These canals are now in a much-dilapidated state, and the situation cannot be anymore ignored. The quality of living in and around the canals is degrading day by day and the groundwater pollution is at alarming levels. The idea is to develop the urban area for inland navigation, thereby providing with last mile connectivity and to promote tourism and recreation.



*Work progressing at Chilavannur Bund Road Bridge*

Development proposals were identified to make the canal navigable which includes dredging/ desilting, widening, protection of banks, improvement of the canal, provision of navigational aids, construction of jetties/ landing places, improvement of approach roads, reconstruction of cross-structures with inadequate clearance and removal of other impediments, sewage and sewerage treatment facilities, land acquisition, resettlement & rehabilitation and safety measures etc.

Dredging and desilting works in Chilavannur canal (phase 01) is progressing

In order to sustain the utility of the canal, locations were identified to develop spots for tourism activities. Canal beautification schemes are also outlined.



*Dredging and desilting works in Chilavannur canal (phase 01) is progressing*

Regeneration of the urban area in and around the canals, mainly aims to develop thematic areas for each canal. Developing core areas made them more productive by shifting non-conforming uses to the peripheral areas and renovating the core areas.

The project also envisaged:

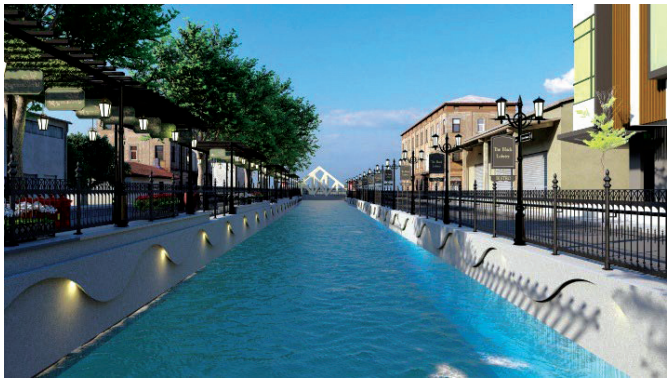
- *Rehabilitation of slum dwellers.*
- *Establish sewer network with treatment facilities to tackle the problem of direct discharge of sewer into the canals.*
- *Use government and selected private lands for development of jetties / terminals in the vicinity of the canals.*
- *Develop selected stretches adjoining canals as tourism destinations with walkways, parks, etc.*



*Schematic image of Chilavannur Bund Road Bridge*

The Government has sanctioned an amount of ₹3716.10 Cr for the project, of which ₹1386.68 Cr has been earmarked for sewerage components, and the remaining amount for canal-oriented developments. Two STPs have been proposed - one at Elamkulam (55 MLD) and another at Muttar (50 MLD). Land acquisition for the development of canals and STPs is in progress. The construction of the Chilavannur Bund Road Bridge is also underway, and KMRL is planning to complete the work by December 2025. Dredging and desilting works in Chilavannur canal (phase 01) is also started. The Market Canal work is in the final stage of contract award.

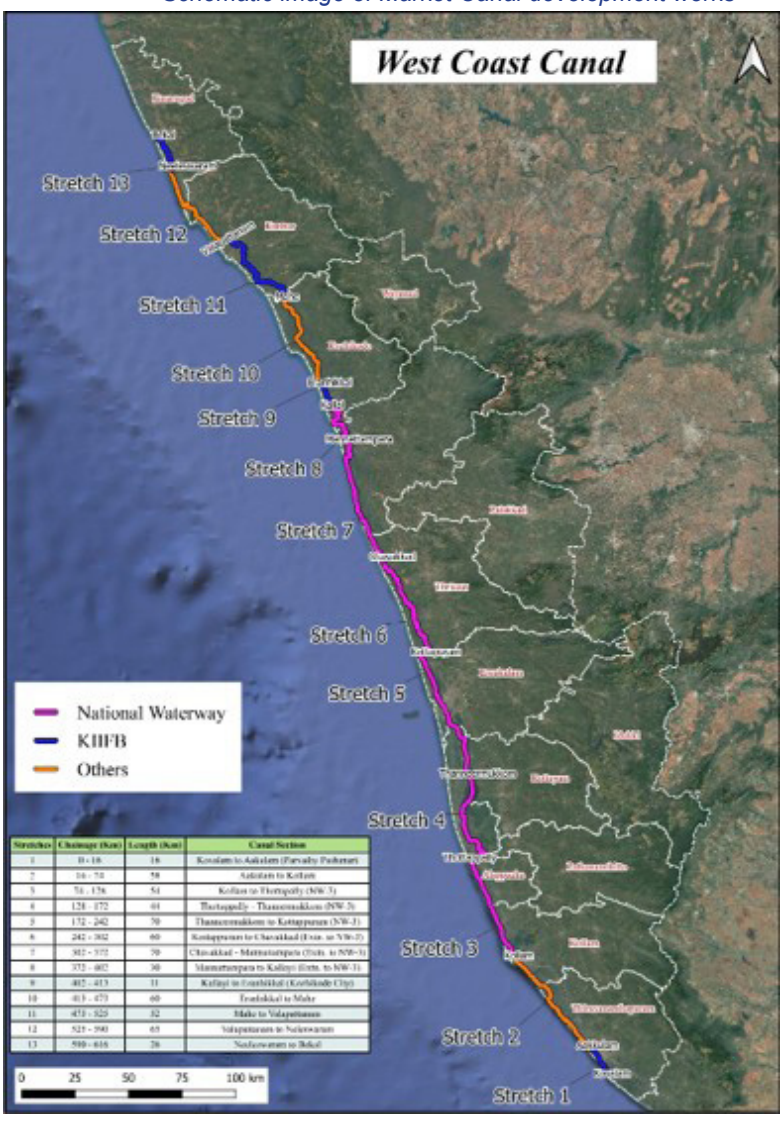




*Schematic image of Market Canal development works*

## West Coast Canal (WCC)

The development of West Coast Canal from Kovalam to Bakel which stretches for about 616 km is a priority project of Government of Kerala. The alignment is proposed along the west coast of Kerala connecting backwaters and rivers. The West Coast Canal starts from Kovalam in Thiruvanathapuram district and ends at Bakel of Kasaragodu district. Out of the 616km, the stretch from Kollam to Kozhikode (328Km) is declared as National Water Way (NW-3) by the Government of India and is under the control of Inland waterway Authority of India. The West Coast Canal which connects Kovalam in the south and Neeleswaram in the north stretches for 590km including 43km uncut portions between Vadakara -Mahe and Mahe & Valapattanam. For extending the canal up to Bakel further by another 26km, (Total 616km), 6.5km need to be cut as a new portion. The development of Inland waterways can play an important role in the growth of states economy.




Inland navigation facilities in backwaters provides for a major chunk of tourism

industry in this state and these water bodies were used for commercial Inland water transport since unknown past. These back waters were linked by artificial canals constructed along the West Coast and most of these canals were developed during the 19th century. Improvements in infrastructures in inland navigation sector is a thrust area need attention which in turn improve tourism sector, improve passenger transport, improve goods and cargo transport, improve state GDP and generate employment potential. Environmental regeneration of canal and surrounding eco system is another intangible benefit.

Realizing the need to develop the waterway with utmost priority, Kerala Waterways and Infrastructure Limited (KWIL), the SPV formed by the Government for the development of waterways in Kerala. IWT (Inland Water Transport) can play a significant role in the regions where the availability of road and rail systems are inadequate. One of the major advantages of water transport is that waterways being the gift of nature and can be used for navigation with minimum investment.

The benefit of water transport lies in its capacity to move bulk cargo at a cheaper cost. The surface transport infrastructure has reached the limit of their capacities and is failing to adequately respond to the ever-increasing traffic demand in Kerala. Augmenting the capacities of road and rail system requires huge investment and long gestation period.



*Construction of walkway and landscaping at Arivalam and Thottilpalam work is progressing*

Development of WCC Stretches 1, 9, 11 and 13 are intended to develop under KIIFB funding.

- Stretch 1: Kovalam – Akkulam (Parvathy Puthanar)
- Stretch 9: Kallai to Korapuzha (Kozhikode City)
- Stretch 11: Mahe to Valapattanam
- Stretch 13: Neeleswaram to Bekal

Land Acquisition of stretch 1, 11 and 13 are progressing.

A study is currently progressing across all WCC locations. The proposed study aims to assess Economic Development Opportunities (EDOs) for the integrated development of the economy along the WCC, thereby transforming it into an economic and trade corridor of Kerala. The study will be undertaken for each section of the canal to identify and evaluate the inherent socio-economic development opportunities.

A project will be formulated aiming to transform the west coast canal into an economic corridor of Kerala. Through this, development opportunities will be created in sectors like industry, renewable energy, transport, tourism, trade and agriculture. Land for various developmental activities along the waterways will be made available to the investors on the basis of State's PPP policy. Involvement of private sector with encouragement from government agencies in the form of grants, subsidies, active involvement and participation etc.

The economic benefits that could accrue to the society include Employment generation, Entrepreneurial opportunities, Income from tax revenues, Development of services sector etc.

KIIFB has already granted financial sanction of Rs. 521.80 Crores for various components of the project. Land acquisition for the development of canals is progressing. The Beautification, Construction of walkway and landscaping at Arivalam and Thottilpalam as part of the EDO is progressing.

Modernizing water transport in Alappuzha canals

The canals running crisscross the Alappuzha town were constructed with major objective of providing water transport movement. Because of negligence,

the canals have become nonoperational & are highly contaminated. The Alappuzha town canal system contains 9 main canals & 104 link canals. The main canals are Vada canal, Commercial canal, Western junction canal, Alappuzha-Ambalappuzha Canal, East junction canal, Murinjiapuzha canal, Alappuzha-Cherthala canal, Upputti canal & Kottaram thodu. An amount of ₹102.85 Cr has been earmarked for the project. KIIDC is the SPV of the project.

The project is envisaged to be executed in two phases. Phase I has been completed, and Phase II has achieved 98% physical progress.

## Conclusion

Canals are more than just water bodies - they are multi-purpose assets. When rejuvenated, they act as natural highways for inland navigation, stormwater drains that prevent flooding, and beautiful public spaces that boost tourism.

As Kerala moves forward, canal rejuvenation will remain a key part of building resilient cities, reducing road congestion, promoting eco-friendly travel, and creating vibrant, tourist-friendly urban landscapes.



*Coastal Highway - Tanur - Mohiyuddinpalli - Kettungal road*

# ESTIMATION FOR CIVIL WORKS USING MACHINERIES HOURLY USE RATE CALCULATION_BASED ON CWC GUIDELINES

Apsara L A, Sustainability Engineer (Civil), ESG wing

## 1. INTRODUCTION

In large infrastructure projects, accurate machinery use rate calculation is crucial for sound budgeting and financial management. Equipment such as tunnelling machines, cranes, excavators, etc., plays a major role in execution, directly impacting project cost and efficiency.

One of the most reliable tools for ensuring realistic budgeting is **Machinery Use Rate Calculation**, a standardized approach prescribed by the **Central Water Commission (CWC)**, Government of India. The CWC guidelines serve as the **national reference standard** for determining hourly use rates of construction equipment, ensuring uniformity across contractors, consultants, and government agencies.

The hourly use rate of machineries approach for estimation was adopted in the estimate for laying water supply lines using micro-tunnelling technology in the Augmentation of Water Supply Scheme to Kollam Corporation Phase II (WRD 002-04) funded by KIIFB. This paper details the above methodology of estimation.

## 2. WHY MACHINERY USE RATE

Hourly use rate approach is widely applicable—not only for civil construction, irrigation works, and power projects, but for any initiative that utilizes heavy or specialized equipment. By adopting the CWC system, projects benefit from data-driven rate analysis, enabling realistic budgeting, precise tendering, and effective asset management.

Machinery use rate calculations help maintain cost control, uphold transparency in contracts, and support benchmarking of performance and efficiency. These calculations also empower project owners to make informed decisions regarding owning, leasing, or hiring equipment. Machinery costs can account for 30–50% of total project expenditure, particularly in mechanized or technology-driven works such as tunnelling, piling, dredging, or large-scale earthwork.

Key reasons why accurate use rate calculations matter:

- **Cost Control:** Prevents overruns by forecasting realistic machine-related expenses.
- **Transparency:** Provides confidence in tendering and contract negotiations, reducing disputes.
- **Benchmarking:** Helps organizations compare project efficiency against internal and industry norms.
- **Asset Management:** Assists owners in deciding whether to own, lease, or hire equipment.
- **Performance Monitoring:** Enables better tracking of equipment productivity versus cost.

Without this structured approach, projects risk relying on arbitrary assumptions, leading to hidden costs and inefficiencies.

## 3. KEY COMPONENTS OF HOURLY MACHINERY USE RATE

The hourly use rate of equipment comprises the following elements:

**3.1 Ownership Cost:** The Ownership cost is apportioned and collected from the work as hourly depreciation cost, so that at the end of the useful life of the machinery, the owner gets its replacement cost.

**(i) Depreciation:** Hourly depreciation cost is calculated considering the equipment purchase price including costs for Insurance, Taxes (Customs duty, IGST etc.,), Shipping, Transportation, Local clearance, Registration, Residual / scrap value (generally taken as 10% of capital cost), and useful life of the machinery (years or operating hours specified by the manufacturer).

**3.2 Operational Cost:** The operational cost per hour for usage of the machinery is assessed based on following four components

**(i) Repair & Maintenance Charges:** The repair and maintenance charges shall be as specified by the machine manufacturers. The CWC guidelines provides life and repair provisions of different types of construction machineries (as percentages of the cost of equipment) based on its category, capacity and life of equipment (Years/hours). The guidelines state that depending up on the severity of job condition, the above percentage could be increased to a maximum of about 20%.

**(ii) Operators & Maintenance (O&M) Crew Costs:** The O&M crew charges shall be taken as per actuals based over the operational hours/shifts of works per day (converted to hourly charges), considering the useful life of the machinery. The applicable rates of labour as specified in the CPWD, DSoR are taken for this assessment.

**(iii) Fuel & Energy Charges:** Fuel (POL_Petroleum, Oil, Lubricants) and Energy charges shall be taken as per actuals or as specified by the machine manufactures. However, for estimation purposes, specific calculation methods are prescribed in the CWC guidelines

**(iv) Miscellaneous & Supplies Charges:** The Hourly miscellaneous provision is generally taken as 10% of the hourly repair provisions.

## 4. ASSESSMENT OF HOURLY USE RATE _CASE STUDY_KIIFB FUNDED PROJECT

The MoRTH (Ministry of Road Transport and Highways) guidelines do not permit cutting of pavements with traffic diversion for laying of water supply lines through the Right of Way (RoW) of National Highways (NH). Accordingly, MoRTH denied permission for cutting 1.052 Km stretch of NH-183 from Nanthrikkal to Elampallor (having width of only 7m) for the Water Supply Scheme (WSS) to Kollam corporation funded by KIIFB. MoRTH specified that permission can be granted only if cutting of carriageway is avoided for pipe laying by using technologies like micro-tunnelling.

Accordingly, ESG wing of KIIFB had guided KWA for planning the alignment of the water supply line and estimation using micro-tunnelling technology for above stretch. The 'hourly use rate of machineries' approach based on CWC guidelines was adopted for the estimation.

The machineries required for micro tunnelling works include (i) micro tunnelling machine with its accessories such as slurry pump, feed pump, flow meter, separation unit etc., and (ii) Silent mode Generator. The general arrangement of micro-tunnelling machinery at site is shown in Figure 1.

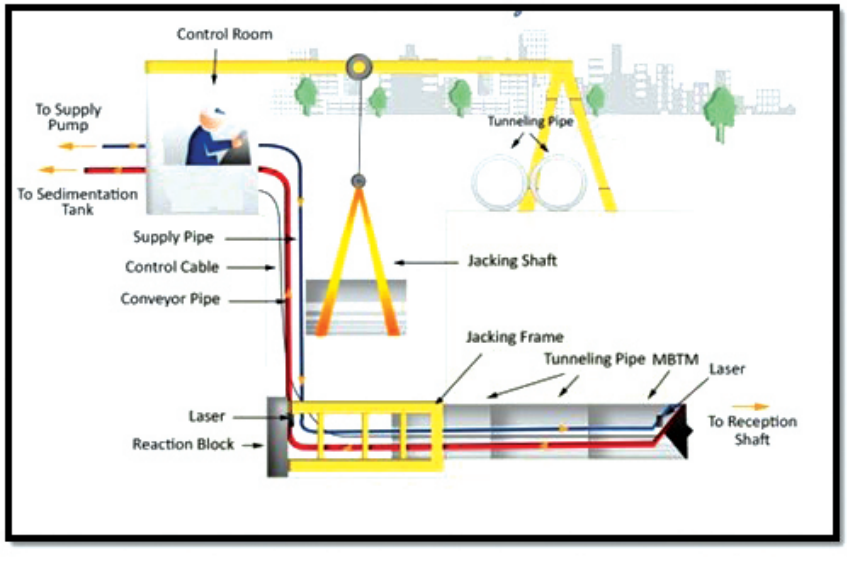



*Figure 1: General Arrangement of Micro Tunnelling Machinery at Site*

Process of Estimation using hourly use rate of machineries: Table 1 details the representative methodology used for the assessment of the hourly use rate Micro-tunelling machine (make Herrenknecht- 361 KW, AVN 1000), based on the key components namely (i) the ownership cost and (ii) operational cost, mentioned in Section 3.

**Table 1: WSS Kollam_ Methodology for Determination of Hourly Use Rate for using Micro Tunnelling Machine (make Herrenknecht- 361 KW, AVN 1000)**

| Sl No. | Items | Methodology | References |
|---|---|---|---|
| I | Ownership cost | Machinery cost (including accessories) collected from the micro tunnelling machine manufacturers (Rs.14.59 crores). Add 10% customs duty, 18% GST and 10% of charges for shipping, transportation and local clearances. (Conversion factor used 1Euro = Rs.90.20) | Refer Table :2 for details |
| i | Depreciation | Average of year-based and hour-based depreciation assessed assuming 90% of depreciation with 10% salvage/scrap value and 10 years useful life specified by the manufacturer. The annual operational hour as per section 2.1.2 of CWC guideline considering 2 shifts/ day (2*8=16 hours) of operation of the micro tunnelling machines and availability factor of 0.8 (16*0.8= 12.5) considered. Average number of days based on 8 months working of machinery in a year is 200 days (8 months * 25 days per month = 200 days). Accordingly, the available scheduled machine hours are 2500 hours/year (200*12.5=2500). Considering average utilisation factor 0.8 scheduled production hours is 2000 hours in a year (2500*0.8=2000). Scheduled life in hours for 10 years is 20000 hrs (10 years* 2000 hours/year) | Refer Table 3 item no: 1(i), D3. CWC guidelines_ Annexure A_ Item 2b |
| II | Operational Cost | | |
| i | Repairs Charges & Maintenance | Hourly repair cost based on lifetime provision percentage. (125% taken, based on repair provisions of 120% of capital cost for hydraulic drilling machinery plus 5% increase for underground works has been considered). | Table 3, item no.2(i) (C). CWC guidelines, Annexure A, Item 2b + Section 2.3.3 (severity of job condition) |
| ii | Operators & Maintenance Crew Costs | Hourly wages for operation and maintenance crew | Table 3, item no.2(ii) (Cc2). DSoR 2016 with cost index 38.14% |
| iii | Fuel & Lubricants | Diesel generator (600 kVA) fuel and lubricant costs. Lubricant charges (25% of diesel cost) | Table:3, item no.2(iii) (Pe). DSoR 2016 with cost index 38.14% |
| iv | Miscellaneous & Supplies | 10% of repair charges for sundry expenses | Table 3 item no.2 (iv), (Mc) |

The first step in the cost estimation process is to determine the cost of the micro tunnelling machine at site. This involves obtaining the machine rate from the Original Equipment Manufacturer (OEM) through quotations or basic price lists. Table 2 details the assessment of cost of Micro-tunelling machine (make Herrenknecht- 361 KW, AVN 1000), which is to be imported for use, involving customs and other duties. The Silent mode generator (600 KVA) is available locally and need not be imported.

**Table 2: WSS Kollam_Cost of Equipment's for Microtunnelling**

| **(i) Micro Tunnelling Machine (make Herrenknecht- 361 KW, AVN 1000)** (to be imported) | Cost (year 2024) | |
|---|---|---|
| MT equipment cost (collected from manufacturers) | 10,00,000 | Euro |
| Cutter head - Mixed | 80,000 | Euro |
| Cutter bit | - | Euro |

| | | |
|---|---|---|
| Seperation plant | 95,000 | Euro |
| Customs duty (As per quotation) | 10 | % |
| IGST (As per quotation) | 18 | % |
| Shipping + Transportation + local clearance charges (Assumed value - Vendor confirmed that 10% of machine cost is enough for transportation and local clearances based on his experience.) | 10 | % |
| Total machine cost - At site | 16,21,500 | 1 Eur ~ 90 Rs |
| **Micro Tunnelling Machine cost in INR, (E)** | **14,59,35,000** | INR |
| **(ii) Silent mode generator (600 KVA) (available locally) (E)** | **44,00,000** | INR |

The next step is the preparation of the basic data for hourly use rate calculation of the machineries. Table 3 details the basic data required for the work of WSS of Kollam Corporation using (i) Micro-tunelling machine (make Herrenknecht- 361 KW, AVN 1000) and (ii) Silent mode generator (600 KVA).

**Table 3: WSS Kollam_Basic Data - Use Rate of Equipment's**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 1 | | | Micro Tunnelling Machine (make Herrenknecht- 361 KW, AVN 1000) | | | 361 | KW |
| | | | Cost of Equipment (Rs.), E | | | | 14,59,35,000 |
| | | | Schedule life in Years, Y | | | | 10.00 |
| | | | Schedule life in Hours, H | | | | 20000.00 |
| | | | Lifetime repair provision (% of cost of Equipment), R | | | | 125.00 |
| | | | Estimated annual operational hours, O | | | | 2000.00 |
| | 1 | | Ownership Cost: | | | | |
| | | ( i ) | Depreciation: | | | | |
| | | | Hourly depreciation w.r.t. Life in years, D1=0.9*E/(Y*O) | | | | 6567.08 |
| | | | Hourly depreciation w.r.t. Life in hours, D2=0.9*E/H | | | | 6567.08 |
| | | | **Average hourly depreciation (Rs.), D3= (D1+D2)/2** | | | | 6567.08 |
| | 2 | | **Operational Cost:** | | | | |
| | | | *Repair Charges:* | | | | |
| | | | **Hourly Repair Charges:** | | | | |
| | | | Average over lifetime (Rs.), C= E*(R/100)/H | | | | 9120.94 |
| | | | *O&M crew charges* | | | | |
| | | | Category (For 10hour operation of Micro tunnelling machine per day - 2 shifts of labour is required. Hence the number of labours were taken 2 times. # One shift of 8 hours with 5 hr for machine driving and 3 hr installation, dismantling, shifting etc.) | | | | |
| | | | | Nos | Wages/ shift | Days/ month | Amount (Rs) |
| | | MR | Operator - Micro tunnelling | 2 | 10000 | 25 | 500000.00 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | | DSoR 0161 | Helper | 10 | 770 | 25 | 192705.30 |
| | | DSoR-0160 | Mechanic | 2.00 | 1070 | 25 | 53529.25 |
| | | MR | Supervisor - Micro tunnelling | 2.00 | 1500 | 25 | 75000.00 |
| | | DSoR-0160 | Shaft labour | 8.00 | 770 | 25 | 154164.24 |
| | | DSoR-1019 | Electrician | 2.00 | 929 | 25 | 46484.11 |
| | | DSoR-1087 | Welder | 2.00 | 929. | 25 | 46484.11 |
| | | DSoR-0160 | Surveyor | 2.00 | 1070 | 25 | 53529.25 |
| | | MR | Foreman - Micro tunnelling | 2.00 | 1500 | 25 | 75000.00 |
| | | DSoR-0113 | Watchman | 4.00 | 770 | 25 | 77082.12 |
| | | | Total Monthly Wages | | | | 1273978.38 |
| | | | **Total Direct crew charges/year** | | | | 15287740.56 |
| | | | Increase for hilly area (if necessary) | | | | 0.00 |
| | | | **Total Crew Charges/year (Rs),Cc1** | | | | 15287740.56 |
| | | | **Hourly Crew Charges (Rs),Cc2=Cc1/O** | | | | |
| | | ( iii ) | *POL and Energy Charges, Pe* | | | | |
| | | | *For Diesel Generator* | | | | |
| | | | Hourly use rate for generator | | | | 14297.57 |
| | | | **Hourly POL and Energy Charges (Rs.), (Refer Silent mode generator)** | | | | 14297.57 |
| | | ( iv ) | *Miscellaneous charges, Mc=C*z%* | | | | 912.09 |
| | | | (z% of repair charges, generally z=10 | | | | |
| | | | **Hourly Use Rate of the Equipment = D3+C+Cc2+Pe+Mc<br>Micro Tunnelling Machine (make Herrenknecht- 361 KW, AVN 1000) used along with Silent Mode Generator_600 KVA** | | | | 38541.55 |
| II | | | **Silent mode Generator (600 KVA)** | | | 645 | HP |
| | | | Cost of Equipment (Rs.), E (Rate based on quotation) | | | | 44,00,000 |
| | | | Schedule life in Years, Y (From CWC book) | | | | 15 |
| | | | Schedule life in Hours, H (From CWC book) | | | | 30000.00 |
| | | | Lifetime repair provision (% of cost of Equipment), R | | | | 120.00 |
| | | | Estimated annual operational hours, O | | | | 2000.00 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | I | | **Ownership Cost:** | | | | |
| | | | *Depreciation:* | | | | |
| | | | Hourly depreciation w.r.t. Life in years, D1=0.9*E/(Y*O) | | | | 132.00 |
| | | | Hourly depreciation w.r.t. Life in hours, D2=0.9*E/H | | | | 132.00 |
| | | | **Average hourly depreciation (Rs.), D3= (D1+D2)/2** | | | | **132.00** |
| | 2 | | **Operational Cost:** | | | | |
| | | ( i ) | *Repair Charges:* | | | | |
| | | | **Hourly Repair Charges:** | | | | |
| | | | Average over lifetime (Rs.), C= E*(R/100)/H | | | | **176.00** |
| | | ( ii ) | *O&M crew charges* | | | | |
| | | | Category | Nos. | Wages/Shift | Days/Months | Amount (in Rs.) |
| | | DSOR-0160 | Operator (Technician) | 1 | 1070 | 25 | 26764.63 |
| | | DSOR-0160 | Mechanic -I | 1 | 1070 | 25 | 26764.63 |
| | | MR | Foreman (Diploma holder) | 0.125 | 1500 | 25 | 4687.50 |
| | | DSOR-0113 | Watchman | 1 | 770 | 25 | 19270.53 |
| | | | Total Monthly Wages | | | | 77487.28 |
| | | | **Total Direct crew charges/year** | | | | 929847.36 |
| | | | Increase for hilly area (if necessary) | | | | 0.00 |
| | | | **Total Crew Charges/year (Rs), Cc1** | | | | 929847.36 |
| | | | **Hourly Crew Charges (Rs), Cc2 =Cc1** | | | | **464.92** |
| | | ( iii ) | *POL and Energy Charges* | | | | |
| | | a | *For Diesel* | | | | |
| | | | F.H.P of Engine | | | | 645.00 |
| | | | Hourly fuel consumption in litres, Fc=0.22*FHP*1*0.75 | | | | 106.43 |
| | | DSOR-1235 | Rate of Diesel (Rs. /lit), d | | | | 101.53 |
| | | | Cost of Diesel (Rs.), Cd= Fc*d | | | | 10805.64 |
| | | | Lubricant charges, Lc=(Cd*u%) | | | | 2701.41 |
| | | | Lubricants- u% of fuel) | | | | |
| | | | (u = 25%) | | | | |
| | | | **Hourly POL and Energy Charges (Rs.), Pe=Cd+Lc** | | | | **13507.05** |

| | | | | |
|---|---|---|---|---|
| | | ( iv ) | *Miscellaneous charges, Mc=C*z%* | **17.60** |
| | | | (z% of repair charges,generally z=10%) | |
| | | | **Hourly POL and Energy Charges (Rs.), (Refer Silent mode generator) = D3+C+Cc2+Pe+Mc** | **14297.57** |
| | | | **Hourly Use Rate of Equipment [Silent mode Generator (600 KVA)]** | **14297.57** |

Based on the basic data on the use rate of machineries, the details the sub data for arriving at the per metre cost of laying of pipe using the above two machineries in tandem shall be prepared. This is given in Table 4. Based on this sub date, the estimate (main data) is prepared. This is given in Table 5.

**Table 4: Kollam WSS_ Sub Data- Laying of pipe using Micro-tunnelling**

| Sl. No. | Quantity | | Description of items | Rate | Unit | | Amount |
|---|---|---|---|---|---|---|---|
| 1 | 10 | M | Micro tunnelling in all classes of soil including lowering MS pipe to driving pit and laying (1.219m dia ,10 mm thickness) by using Universal Navigation System (UNS) aided micro tunnelling machine with all accessories such as slurry pump, feed pump, tunnel pump, bentonite pump, flow meter, separation unit etc including disposal of excavated material / slurry , wash water etc at specified locations as per specifications and as directed by the departmental officers. (Excluding cost of MS pipe, its transportation to the site, excavation of driving and receiving pits, machine installation and shifting costs in driving and receiving pits, etc.) | | | | |
| | | | Data for 10 m length | 10 | M | | |
| | | | **1.Material** | | | | |
| | 100 | kg | Bentonite gel for lubrication | 48 | 1 | kg | 4,800.00 |
| | 80 | kL | Water | 60 | 1 | kL | 4,800.00 |
| | | | **Total** | | | | **9,600.00** |
| | | | **2.Labours** | | | | |
| DSOR-0160 | 10.00 | Nos | Helper | 770 | 1 | Each | 7,708.21 |
| | | | **Total** | | | | **7,708.21** |
| | | | **3.Machineries** | | | | |
| | 10.00 | hr | Micro-Tunnelling Machine (Herrenknecht, 361 KW, AVN 1000) | 38541.55 | 1 | hr | 3,85,415.47 |
| DSOR-0018 | 0.50 | day | Loader | 6907.00 | 1 | day | 3,453.50 |
| DSOR-0072 | 0.50 | day | Crane upto 50MT capacity | 11741.90 | 1 | day | 5,870.95 |
| | | | **Total** | | | | **3,94,739.92** |
| | | | **Total charges** | | | | **4,12,048.13** |
| | 1 | % | Add water charges | 412048.13 | | | 4,120.48 |
| | 15 | % | CP & OH | 412048.13 | | | 61,807.22 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| | | | **Total for 10 m** | | | | **4,77,975.83** |
| | | | **Rate per m length** | | | | **47,797.58** |

**Table 5: Kollam WSS_ Estimate for laying of pipe using micro tunnelling_ Main Data**

| Sl no | Specification | Quantity | Rate/Meter | Amount |
|---|---|---|---|---|
| | OD16925/2023-2024 | Meter | | Rs. |
| 1.018 | Micro tunnelling in all classes of soil including laying MS pipe (1.2m dia ,10 mm thickness) by using Universal Navigation System (UNS) aided micro tunnelling machine with all accessories such as slurry pump, feed pump, flow meter, separation unit etc including disposal of excavated material / slurry , wash water etc at specified locations as per specifications and as directed by the departmental officers. (Excluding cost of MS pipe, excavation of Driving and receiving pits, machine installation and shifting costs in driving and receiving pits, etc.) | 1028 | 47797.58 | 4,91,35,912 |

This structured approach ensures that the rate for micro-tunnelling comprehensively accounts for equipment usage, labor, materials, and operational expenses, enabling accurate and reliable project budgeting. The same methodology could be used for all types of construction machinery usages in huge infrastructure projects like hydro power, irrigation, water supply, roads & bridges, tunnels, marine structures etc.

## 5. CONCLUSION

Machinery use rate calculation is not just an accounting exercise—it is the foundation of accurate project costing. By applying the CWC's systematic guidelines, engineers and project managers can ensure Transparency in bidding and contract management, Realism in forecasting and budgeting and Efficiency in resource utilization and asset management.

Although the KWA was guided by KIIFB during 2023-24 for estimation using the micro-tunnelling technology, which is the pre-requisite for laying pipes in NH as per MoRTH guidelines, the same is not seen adopted, probably due to lack of comprehension, if not recalcitrance. KIIFB is currently guiding KIIDC for adopting the use rate of machineries approach for estimation of the project 'Cleaning and Deepening of Pazhukkanilakkayal in Vembanad Lake (WRD006-02). This proposal involves constructing a bio bund (with mangrove plantations) using undisturbed clay extracted from the lake using mechanised grabbers. This method of estimation could be replicated for similar sustainable project solutions like rejuvenation of Akkulam lake for undisturbed extraction of clay using mechanised grabbers and for shore-protection/ beach nourishment works for Kovalam beaches using offshore dredgers.

## *REFERENCES*


1. *Central Water Commission: Guidebook on Use Rate, Hire charges and Transfer Value of Equipment and Spare parts (Third edition)*
2. *CPWD Data Book & DSoR (2016) for updated wage/fuel indices*
3. *Relevant OEM manuals and operation records of equipment's for practical calibration*

# Unlocking Growth: A Visionary Framework for Land Allotment and Optimum Utilization around Vizhinjam Port

**Neenu V T,** Urban Planner, KIIFCON

Kerala is on the cusp of a transformative economic journey. With the commissioning of the Vizhinjam International Seaport, the state is poised to reposition itself as a competitive, globally connected maritime and industrial hub. As India's first deep-water, all-weather transshipment facility, Vizhinjam has the capability to berth the world's largest vessels and establish direct linkages with critical global shipping routes.

But the port alone does not define success. The true multiplier effect will come from how the land surrounding Vizhinjam is strategically planned, allocated, and developed. This land can serve as the nucleus of a port-led industrial and logistics ecosystem—a growth engine that propels Kerala toward long-term competitiveness, investment inflows, and sustainable development.



## A Vision Grounded in Purpose

The vision driving this initiative is clear: to transform the Vizhinjam hinterland into a vibrant, sustainable, and inclusive economic ecosystem. The approach is not to treat land as a commodity to be distributed, but as a finite, strategic asset whose optimum utilization requires careful zoning, phased development, and environmental sensitivity.

This framework integrates industrial growth with infrastructure creation, governance, and sustainability. It ensures that land allocation is transparent, market-responsive, and aligned with Kerala's broader developmental goals.

"Connectivity is not an afterthought—it is the foundation of competitiveness. The framework integrates transport, utilities, and land use to function as one cohesive system."

## Learning from National Precedents

India offers several lessons in port-linked land utilization:

- **JNPT SEZ (Maharashtra):** Demonstrated how transparent governance and institutional strength can build investor confidence.
- **Mundra Port and SEZ (Gujarat):** Showed the advantages of a single, accountable development entity that integrates port operations and land management, enabling efficiency and speed.
- **Kamarajar (Ennore) Port (Tamil Nadu):** Highlighted the importance of proactive environmental and social diligence to avoid delays and maintain compliance.

These case studies underline the need for Kerala to adopt a governance framework that blends transparency, flexibility, and environmental safeguards, ensuring both investor attractiveness and long-term resilience.

## Insights from International Leaders

Globally, port-based development has been the foundation of national economic transformations. A few standout examples include:

- **Singapore:** The integration of the Port of Singapore with the Jurong Industrial Estate created a seamless ecosystem of logistics, manufacturing, and business services. This enabled Singapore to rise from a small trading post to one of the world's most advanced maritime economies.
- **Rotterdam, Netherlands:** As Europe's largest port, Rotterdam pioneered the concept of port-industrial clusters. Its model of clustering refineries, petrochemicals, logistics, and renewable energy around the port transformed it into a global hub of industrial efficiency and sustainability.
- **Jebel Ali, Dubai:** By combining a world-class port with the Jebel Ali Free Zone (JAFZA), Dubai created an environment attractive to over 7,000 companies. This synergy not only diversified the economy beyond oil but positioned Dubai as a logistics hub for the Middle East, Africa, and South Asia.
- **Shanghai–Yangshan, China:** Built on reclaimed islands, Yangshan Deep-Water Port, combined with the Lingang Industrial Area, has been instrumental in making Shanghai the world's busiest container port. Its success lies in integrating modern logistics with manufacturing and high-tech industries.

Each of these examples demonstrates how a strategic alignment of ports and land development can become the bedrock of global competitiveness. Kerala, with Vizhinjam, now has the opportunity to follow a similar path—tailored to its unique geography and socio-economic context.

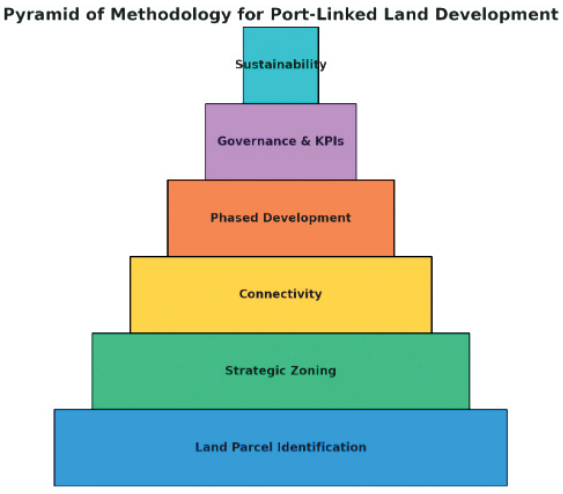
## Methodical Approach and Benchmarking

The framework for Vizhinjam rests on five pillars:

1. **Land Parcel Identification:** The process begins with the systematic identification of suitable land parcels. Using spatial mapping, terrain analysis, and environmental screening, land is evaluated for slope, soil type, ecological sensitivity, and proximity to transport corridors. This ensures that only viable, strategically located, and environmentally responsible sites are earmarked for development.
2. **Strategic Zoning:** Once identified, the land parcels are categorized into functional zones—

industrial, warehousing, port-based ancillary industries, renewable energy, and support infrastructure. This zoning prevents conflicts in land use and ensures synergies across different sectors.

3. **Connectivity:** Each parcel is assessed for its accessibility to the port, highways, and multimodal corridors. Connectivity planning is integrated into the framework to minimize logistics costs and maximize competitiveness.




4. **Phased Development:** Land parcels are planned for development in stages. Some are readied for immediate industrial use, while others are reserved for future expansion to align with emerging technologies and market demands.

5. **Governance & KPIs:** Clear performance indicators—such as infrastructure readiness, investor facilitation, and compliance with environmental norms—ensure accountability and measurable outcomes.

6. **Sustainability:** Embedding environmental safeguards, climate resilience, and eco-sensitive planning into the development process.

This ensures that the framework is not static but dynamic—capable of responding to global shifts while protecting local communities and ecosystems.

## From Identification to Intelligent Utilization

Unlike conventional land distribution, this approach treats land as a strategic catalyst. By focusing on synergies between industrial zones, logistics corridors, and support facilities, the framework enables not only job creation and investment but also social infrastructure for surrounding communities.

Market analyses suggest that the ecosystem around Vizhinjam could attract investments running into several lakh crores and generate over half a million indirect jobs over the next decade—positioning Kerala as a serious player in the global maritime economy.

**"Connectivity is not an afterthought—it is the foundation of competitiveness. The framework integrates transport, utilities, and land use to function as one cohesive system."**

## Balancing Growth with Sustainability

Equally important is the balance between economic expansion and social responsibility. The framework integrates:

- **Social infrastructure:** Access to Schools, healthcare, and community spaces.
- **Environmental buffers:** Green corridors, eco-parks, and open spaces.
- **Climate resilience:** Hazard mapping, flood-risk assessment, and adaptive land use strategies.

By embedding sustainability at its core, Kerala avoids the pitfalls seen in many rapid industrialization efforts globally, ensuring long-term viability.

## A Testbed for a New Industrial Future

The first pilot site near Vizhinjam will serve as a proof of concept—a model for phased, scalable, and environmentally sensitive industrial development. Its success will demonstrate how structured planning, transparent governance, and global benchmarking can create an ecosystem where economic dynamism coexists with social well-being.

## Infrastructure Enablers: Outer Ring Road and Balaramapuram Tunnel

Complementing the port-led land development framework are major infrastructure projects such as the **Outer Ring Road (ORR)** and the **Balaramapuram Tunnel Rail Link**. The ORR is designed to decongest urban cores while providing seamless, high-capacity road connectivity between Vizhinjam Port, NH-66, and emerging industrial clusters along its corridor. By facilitating efficient cargo movement and unlocking peripheral growth zones, the ORR strengthens both logistics competitiveness and balanced spatial development. In parallel, the Balaramapuram Tunnel Rail Project establishes a direct underground freight link between Vizhinjam Port and the national railway network. By minimising surface disruption, reducing acquisition needs, and ensuring faster transit times, this project enhances the port's cargo-handling capacity and operational sustainability. Together, these projects form critical enablers—ensuring that identified land parcels are not only strategically located but also seamlessly connected to global trade corridors, thereby amplifying their development potential.

## Kerala in the Global League

What emerges is not just a land allotment strategy but a blueprint for transformation. By combining global best practices with local strengths, Kerala has the opportunity to position itself alongside Singapore, Rotterdam, Dubai, and Shanghai as a forward-looking, port-driven economy.

Vizhinjam is not only Kerala's gateway to global trade—it is the anchor for a new growth era. The land around it, when guided by structured, sustainable planning, can redefine Kerala's industrial future, ensuring prosperity, resilience, and opportunity for generations to come.



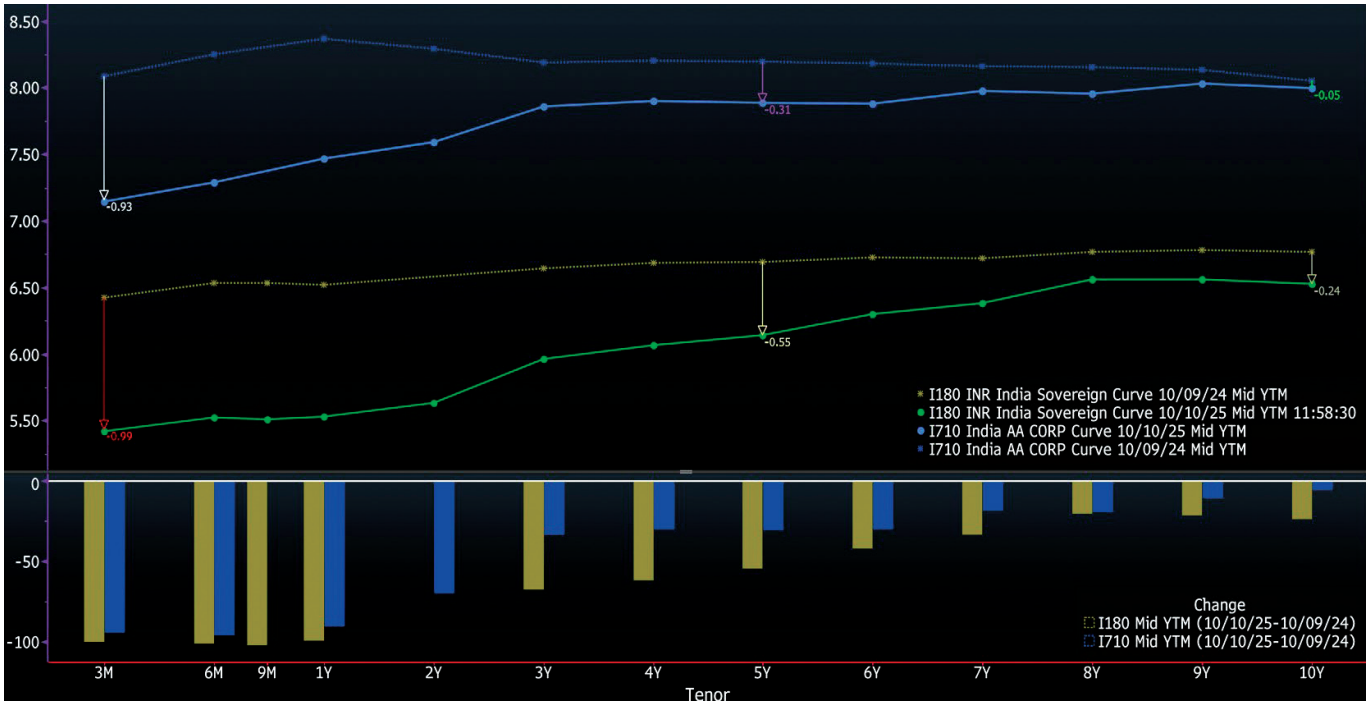
*Taluk Hospital Chittur*

# Economy & Market Watch

Ajosh Krishnakumar,
General Manager, Finance & Administration

In this edition of Economy & Market Watch, we do a study on India Sovereign and AA Corporate yield curves to analyse how the yield curve has evolved in the last 12 months.

The following chart shows the current and last year's (October 2024) India Sovereign and AA Corporate yield curves.




As may be seen from the above charts, there has been a significant downward shift and steepening for both the India Sovereign and AA Corporate yield curves in the last 12 months. During the period, while yields for India Sovereign bonds of 3M to 10 Y tenors decreased between ~20 to ~102 bps, yields for AA Corporate Bonds, for the same tenors, decreased between ~5 to ~96 bps.

Additionally, the spread in yields between 3 M and 10 Y tenors for India Sovereign Bonds increased from ~34 bps (October 2024) to ~110 bps (October 2025) whereas the spreads (3M to 10 Y) have gone up from ~(-) 2 bps to ~ 85 bps for AA Corporate Bonds.

It may also be noted that the credit spreads of AA Corporate Bonds (i.e. spread over G-Sec) have

widened across all tenors in the last 12 months with the credit spread of 10Y AA Corporate bonds widening by ~18 bps (i.e. from 129 bps to 147 bps in the last 12 months).

**Resolution of Monetary Policy Committee (MPC) in October 2025:** In the 57th meeting of Monetary Policy Committee (MPC) held from 29th September to 1st October under the chairmanship of RBI Governor Shri Sanjay Malhotra, MPC, after assessing the evolving macroeconomic and financial developments and the outlook, voted to maintain the policy repo rate at 5.50 per cent and to continue with the neutral stance.

In terms of inflation outlook, the MPC projected CPI inflation for FY 2025-26 at 2.6 per cent, with Q2 FY 26 at 1.8 per cent, Q3 FY 26 at 1.8 per cent and Q4 FY 26 at 4.0 per cent, with risks evenly balanced. CPI inflation for Q1 FY 27 is projected at 4.5 per cent.

On domestic economic growth outlook, the MPC projected the real GDP growth for 2025-26 at 6.8 per cent (YoY) with Q2:2025-26 at 7.0 per cent, Q3:2025-26 at 6.4 per cent and Q4: 2025-26 at 6.2 per cent. The real GDP growth for and Q1: 2026-27 is projected at 6.4 per cent, with risks evenly balanced.

*Source: RBI, Bloomberg*



*Udumbumchola Rajakkad Road*

# Tender Update - September 2025

| Sl. No. | SPV | Sector | Work Description | Tender Value |
|---|---|---|---|---|
| 1 | HITES | HFW | Establishment of Institute for Organ and Tissue Transplant, Chevayur, Kozhikode Providing Temporary Facilities for Establishing Institute of Organ and Tissue Transplant at PMSSY Block, Medical College Kozhikode | ₹ 59,15,287 |
| 2 | HITES | HFW | Development of District Hospital Nedumangad | ₹ 66,07,57,257 |
| 3 | KRFB | PWD | KIIFB -2017-18 Construction of Kummalloor and Pallik-kamannadi Bridges Construction of Kummalloor Bridge-Part Estimate -General Civil Work | ₹ 2,67,99,908 |
| 4 | KRFB | PWD | KIIFB-Improvements to Karimannu Kulukkapara Kalliyam-para Ozhalapathy Road in between Km 0/000 to 10/400 Chittur LA Constituency at Palakkad District -2025 General Civil Work. | ₹ 6,49,23,975 |
| 5 | KRFB | PWD | KIIFB-Kondotty LAC works-One time maintenance of Ottu-para-Koolimadu road General Civil Work | ₹ 1,68,91,250 |
| 6 | KWA | WRD | KIIFB-KIIFB-WRD 002 09-Augmentation of UWSS to Kot-tayam Municipality-Package II A | ₹ 10,08,74,370 |
| 7 | KITCO | HED | Balance work for the Construction of Infrastructure Facilities for SARBTM Government College Koyilandi Risk and Cost | ₹ 3,41,00,000 |
| 8 | KITCO | HFW | Development of Taluk Head Quarters Hospital at Thalipa-ramba Kannur Civil Plumbing and Sanitary Electrical ELV System Fire Fighting Work HVAC Work and Elevator | ₹ 19,05,47,114 |

| | | | | |
|---|---|---|---|---|
| 9 | RBDCK | PWD | Design and Construction of Kottikulam ROB in Kasaragod District | ₹ 17,04,82,561 |
| 10 | SKF | SYA | KIIFB - Construction of Blessen George Indoor Stadium and Sports Complex, Pathanamthitta - 8 lane 400m Sandwich Type Synthetic Track | ₹ 6,21,45,890 |
| 11 | KILA | GED | KIIFB KILLA 3 cr project SDVGUPS Neerkkunnam Ambal-apuzha LAC Construction of new building Composite Work | ₹ 3,22,68,458 |
| 12 | KILA | GED | KIIFB KILA 1Cr Project Pallimon Govt.HSS Construction of School Building to Pallimon GHSS in NEDUMPANA GP under KUNDARA LAC in KOLLAM Dt Composite Work | ₹ 1,18,59,626 |
| 13 | KIIDC | TSM | Development of Overburys Bridge And Plaza to View the Historical Thalassery Sea Pier | ₹ 25,21,00,000 |
| 14 | KRFB | PWD | KIIFB -2017-18 Construction of Kummalloor and Pallik-kamannadi Bridges Construction of Kummalloor Bridge-Part Estimate -General Civil Work | ₹ 2,67,99,908 |
| 15 | WAPCOS | TSM | Rejuvenation of Akkulam Lake and its Watershed - Rebuild-ing Kerala the Sustainable Way - Phase-I | ₹ 3,29,12,282 |

| Fund Mobilization Status | |
|---|---|
| **Particulars** | **Amount (₹ Cr.)** |
| Contribution from Government of Kerala | 23,313 |
| Fund mobilized from financial market | 33,004 |
| **Total** | **56,317** |

** Provisional figure as on 30-06-2025*

**PRAVASI Chitty Statistics as of 30TH SEPTEMBER 2025**

| | |
|---|---|
| Total number of customers | 230078 |
| Total number of subscribers | 66811 |
| Total amount collected | INR 5694.34 Cr |
| KIIFB Deposit bond subscribed | INR 835.50 Cr |
| KIIFB Security bond subscribed | INR 262.362 Cr |

**PRAVASI Dividend Scheme**

| | |
|---|---|
| Total number of registrations | 52472 |
| Total no. of depositors | 4233 |
| Total amount deposited | INR 331.05 Cr |


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