**Inland Waterway**

**Syllabus subtopic:** Infrastructure: Energy, Ports, Roads, Airports, Railways

**News:** PM to greet first container vessel on inland waterways in Varanasi

**Prelims and Mains focus:** about inland waterways, challenges and significance in India’s logistics growth, IBP, IWAI
What is it?

- In line with Government’s focus on improving connectivity to the North Eastern Region (NER), a landmark Container Cargo consignment recently sailed on inland waterways from Haldia Dock Complex (HDC) to Pandu, Guwahati.

- Another ship named **MV Maheshwari** sailed in **National Waterway -2** (section of the Brahmaputra River, near Dhubri and Sadiya in Assam).

- The 12-15 days voyage will be an integrated IWT movement via National Waterway-1 (river Ganga), NW-97 (Sunderbans), Indo-Bangladesh Protocol (IBP) route and NW-2 (river Brahmaputra).

Container transportation routes:
A ship named **MV RN Tagore** is moving India’s first container on Inland Vessel post-independence from Kolkata to Varanasi.

Ship will embark on 12-15 days voyage on National Waterway- 1 (river Ganga), NW-97 (Sunderbans), Indo-Bangladesh Protocol (IBP) route and NW-2(river Brahmaputra).

**Inland Waterway Authority in India (IWAI):**

- The Inland Waterways Authority of India (IWAI) came into existence in October 1986 for development and regulation of inland waterways for shipping and navigation.
- The Authority primarily undertakes projects for development and maintenance of IWT infrastructure on national waterways through grant received from Ministry of Shipping.

**National Highway 1:**

- The government is developing NW-1 (River Ganga) under Jal Marg Vikas Project (JMVP) from **Haldia to Varanasi** with the technical and financial assistance of the World Bank.
- It passes through Uttar Pradesh, Bihar, Jharkhand and West Bengal.

**National Highway-2:**

- It is a section of the Brahmaputra River having a length of 891 km between the Bangladesh border near Dhubri and Sadiya in Assam.

ABOUT PIWTT

- The **Protocol on Inland Water Transit and Tracie** (PIWTT) between **India and Bangladesh** allows mutually beneficial arrangements for the use of their waterways for movement of goods between the two countries by vessels of both countries.

**What is IBP route?**

- The Indo-Bangladesh Protocol (IBP) route extends from **Kolkata** (India) on NW-1 to **Silghat** (Assam) on NW-2 (River Brahmaputra) and **Karimganj** (Assam) on NW-16 (River Barak).
Two stretches of Bangladesh inland waterways viz, Sirajganj-Daikhawa and Ashuganj-Zakiganj on the IBP route are being developed on 80:20 cost sharing basis (80% being borne by India).
In addition to the above, India and Bangladesh have agreement on declaration of additional Ports of Call under PIWT&T at Kolaghat, Dhulian, Maia, Sonamura in India, and Chilmari, Rajshahi, Sultanganj, Daukhandi in Bangladesh.

Both countries have also agreed on the following: –

- Badarpur as an extended port of call of Karimganj (Assam, India) and Ghorasal of Ashuganj in Bangladesh.
- Tribeni as an extended port of call of Kolkata and Muktarpur of Pangaon in Bangladesh.
- Protocol route Rajshahi-Godagari- Dhulian to be extended upto Aricha (Bangladesh).
- Inclusion of Daudkhandi-Sonamura stretch on Gumti river as new route.