**Introduction**

The idea of blue economy was first articulated by Gunter Pauli in 2010 and later discussed at the United Nations Conference on sustainable development, in 2012. Oceans cover 72 percent of the surface of our blue planet and provide a substantial portion of the global population with food and livelihood. Enhancing more than 80 percent of global trade, marine and coastal environments constitute a key resource for economic development. On the basis of the strategic location of India in the Indian Ocean region, India has emphasized on growing the Blue Economy in a sustainable, inclusive and people centred manner.

Blue economy for India means a vast ocean of economic opportunities playing an equally important role in generating and sustaining livelihoods. With an over 7,500-km-long coastline spread across nine coastal states, four union territories (UTs) - including two island UTs, 12 major, and 200 minor ports, India's blue economy supports 95% of the country's business through transportation and contributes an estimated 4% to its Gross Domestic Product (GDP). India is also the third largest fish producing and second largest aquaculture fish producing country in the world. Therefore, all the sectors across blue economy have the potential to engage a large workforce and have been doing so from the past many decades at least in sectors such as fishing, aquaculture, fish processing, marine tourism, shipping and port activities. Now, engagement in new sectors such as offshore wind, marine biology, biotechnology, and other activities like ship building and ship breaking is also rising extensively.

* Inland waterways Inland

Waterways have been identified to play the central role in the maritime development of India. The National Waterways Act 2016 has declared 111 river stretches, creeks, estuaries in India as National Waterways. Central Government regulates these waterways for systematic and orderly development of shipping and navigation activities. There are a lot of waterways infrastructure projects that are being proposed and implemented, the most significant of them is Sagarmala which aims to promote port led direct and indirect development.

**Hypothesis**

Hypothesis of the dissertation is that – the Inland Waterway development will bring a revolution in India.

**Research Questions**

1. Does the Inland Waterways have the potential to bring a huge change?
2. How much does the transportation cost impact the prices in India?
3. How much reduction in the transportation cost will the development of Inland waterways bring?
4. How much investment is needed to build an Inland Waterways infrastructure in India?
5. Will the development of Inland Waterways infrastructure impact the masses by and large?
6. Will the Inland waterways help the big business houses?
7. Limitations to the Inland Waterways development.
8. Environmental threat through this to the people and the aquaculture.
9. How can this sector contribute in the sustainable development?
10. What policy changes are needed to let this sector grow?

**Literature Review**

**Kuldeep Sharma on In-land Waterways (July 2017)**

This objective of this research paper is to showcase the growth and challenges of Inland Water Transportation in India. At the beginning the author highlights that India is gifted with a variety of navigable waterways that include river systems, canals, back waters, creeks, and tidal inlets. However, only half the length of navigable waterways can be navigated. 61% of total cargo movement is carried by road, 30% by rail, 4% by railways, only 1% by waterways and 4% by pipeline. Though water transport is the cheapest. One litre of fuel can move 24 tonnes of freight by road, 85by rail, 105 by IWT.

The total navigable length inn India is 14500 km of which 5200 km of river and 4000 km of canals are used by mechanized crafts. Inland waterways are regulated by Inland Water Authority of India (IWAI). The organization is functional since 1986. The five waterways that have been declared as national waterways are as follows: River Ganga Haldia to Allahabad 1620Km, River Brahmaputra from Dhubri to Sadiya 891Km, West Coast Canal from Kottapuram to Kollam with Udyog Mandal and Champakara canal 205Km, Kakkinada-Puducherry stretch of canals with river Godavari and river Krishna 1078 Km, East Coast Canal with river Brahmani and river Mahanadi‟ s delta 588Km.

With increase in cost of logistics Inland waterways could prove to be the most cost-efficient mode of transportation. Inland waterways make strong case for heavier and bulky materials such as steel, iron ore, coal, cement and fertilizers. It is extremely difficult to find the economic efficiency of any process and inland waterways transportation is no exception. Capital, labour and operating costs are the three factors that need to be considered. In India when the costs of Inland waterways were computed for 500 tonne self-propelled unit working at 75% load factor working for 300 days a year is significantly lower than rail and road transportation. India ranks 9th in the world in terms of potential navigable waterways. Maximum length of waterways is in Assam followed by West Bengal. It is the lowest in Gujarat. Maharashtra, Goa, Bihar have good prospects for Inland Waterways. Maharashtra and Goa carry most of the cargo movement. 12.

Challenges faced by the Inland Waterways in India are: Water Flow, Inadequate water channel Depth, Storage Infrastructure, Inadequate Air Draft, Storage of IWT vessels, Excessive Siltation, Poor Skills and low technology adaptation.

IWT has experienced a high growth over last decade in India, there is a visible shift towards development of navigable waterways. There has been a significant growth in cargo movement.