The **National Waterway 1** or **NW-1** or **Ganga-Bhagirathi-Hooghly river system** is located in [India](https://en.wikipedia.org/wiki/India) and runs from [Haldia](https://en.wikipedia.org/wiki/Haldia" \o "Haldia) (Sagar) to [Allahabad](https://en.wikipedia.org/wiki/Allahabad) across the [Ganges](https://en.wikipedia.org/wiki/Ganges), [Bhagirathi](https://en.wikipedia.org/wiki/Bhagirathi) and [Hooghly](https://en.wikipedia.org/wiki/Hooghly_River) river systems. It is 1,620 km (1,010 mi) long, making it the longest waterway in India.[[1]](https://en.wikipedia.org/wiki/National_Waterway_1#cite_note-1) It is of prime importance amongst all the national waterways considering its locational advantages. The NW-1 passes through [Uttar Pradesh](https://en.wikipedia.org/wiki/Uttar_Pradesh), [Bihar](https://en.wikipedia.org/wiki/Bihar), [Jharkhand](https://en.wikipedia.org/wiki/Jharkhand) and [West Bengal](https://en.wikipedia.org/wiki/West_Bengal) and serves major cities and their industrial hinterlands like

The NW-1 projects are expected to create 1,60,000 direct and indirect jobs, Nitin Gadkari, union minister of shipping, has said. Besides being cheaper to develop than railways and roadways, waterways cost 25-30 paise per km of transport, as against R1 for railways and R1.50 for roadways. From the abysmal 3.5% at present, IWAI is aiming to increase waterway transportation of cargo in India to 15% by 2019. Even this would be low compared to countries like China, South Korea, UK, Germany, France where it

the project entails the construction of terminals and development of ferry services. Inland Waterways Authority of India will set up a River Information Service System (like air-traffic control for airways) on NW-1, the first of its kind in India.

* The National Waterway-1 under the Jal Marg Vikas Project is proposed to be 1,620 kms between Allahabad and Haldia. It being financed by the Centre and World Bank and the estimated cost is Rs.5369.18 crore
* In 2015-16, cargo movement on NW-1 was 6.24 million tons
* The project proposes to build multi-modal terminals at Varanasi, Uttar Pradesh, Sahibganj, Bihar and Haldia in West Bengal. It will also involve roll-on roll-off (Ro-Ro) ferry passenger services.
* Currently, cement, clinkers and coal is being transported on 300-600 ton vessels.

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NW-1 (Ganga) has been witnessing the highest cargo movement over last three years, shows the data on Inland Waterways Authority of India website.

<http://indiatoday.intoday.in/story/ganga-river-yamuna-uttarakhand-living-entities/1/990021.html>

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<http://164.100.47.190/loksabhaquestions/annex/12/AU919.pdf>

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<http://164.100.47.190/loksabhaquestions/annex/11/AU4699.pdf>

nh2

**National Waterway 2** (NW-2) is a section of the [Brahmaputra River](https://en.wikipedia.org/wiki/Brahmaputra_River) having a length of 891 km between the [Bangladesh](https://en.wikipedia.org/wiki/Bangladesh) border and [Sadiya](https://en.wikipedia.org/wiki/Sadiya" \o "Sadiya). It was declared as National Waterway No. 2 on 1 September, 1988.