



Summary of the Protocol

Protocol on Inland Water Transit and Trade between Bangladesh and India

In accordance with Article viii of the trade Agreement between Bangladesh & India Protocol on Inland Water Transit and Trade (PIWT&T) between the countries was signed to make mutually beneficial arrangements for the use of their waterways for commerce between the two countries and for passage of goods between two places in one country and to third countries through the territory of the other under the terms mutually agreed upon.

In such cases, fees and charges, if leviable as per international agreements, conventions or practices, may be applied and transit guarantee regime may be established through mutual consultations.

The Protocol was first signed in 1972 and since then it has been continuing without any interruption. The existing Protocol will remain in force up to 31st March, 2020.

Salient features of the Protocol:

a) Routes:

- i) Kolkata-Chandpur-Pandu-Silghat-Kolkata
- ii) Kolkata-Chandpur-Karimganj-Kolkata
- iii) Silghat-Pandu-Ashuganj-Karimganj-Pandu-Silghat
- iv) Rajshahi-Dhulian-Rajshahi.
- v) Kalkata-Chandpur-Ashuganj(By waterways)-Akhaura-Agartala(By road)

b) Ports of Call: There are five Ports of Call on each side to provide facilities to the vessels of the other country engaged in inter-country trade:

<u>Bangladesh</u>	<u>India</u>
Narayanganj	Kolkata
Khulna	Haldia
Mongla	Karimganj
Sirajganj	Pandu
Ashuganj	Silghat
Pangoan	Dhubri

c) Vessel: Vessel means watercraft registered under Inland Shipping Ordinance, 1976 in case of Bangladesh vessel and Inland vessels Act, 1917 in case of Indian vessel.

d) Supply of bunkers: The vessels of either country plying under the Protocol will be permitted to purchase fuels and essential stores at such points mentioned below:

<u>Bangladesh</u>	<u>India</u>
Sheikhbaria	Kolkata
Mongla	Budge Budge
Khulna	Haldia
Barisal	Namkhana
Chandpur	Karimganj
Narayanganj	Dhubri
Sirajganj	Jogigopa
Chilmari	Pandu

e) Voyage permission: The vessel intend to operate under the Protocol will obtain the permission of the Competent Authorities appointed by the respective Governments for this purpose.

f) Common freight rates: The operators in both the countries will charge to the extent of uniform rates for both inter country trade and transit traffic at par those charged from the local vessels. Such rates are fixed mutually by the Competent Authorities.

g) Port dues: Port dues may be levied by the competent authorities in either country on the vessels belonging to the other country and engaged in inter country trade.

h) Competent Authorities

<u>Bangladesh</u>	<u>India</u>
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