PREFACE

Inland Water Transport (IWT) occupied a pivotal position in the development of ancient Orissa. Movement to the neighbouring States and foreign countries were through IWT and high sea navigation. With the advent of railways and roadways, IWT lost its importance.

By comparison with other modes of transport, IWT turns out to be the most cost effective. And this mode has additional advantage over other modes as it is most eco-friendly. But this mode of transport has its limitations in its utility because of its sluggishness and high cost involved in transhipment.

This study aims at finding optimal utility of IWT in Orissa taking the existence and development of railways and roadways into consideration.

Extensive use of Utkal University Library, Orissa State Government Secretariat Library and Orissa State Library has been made.

For this study, dependence was mostly on secondary data obtained from various reports and files. The help of offices of State Government Departments like, Industries, Mining, Forest, Agriculture and Commerce & Transport, the Director of Mines, Director of Inland Waterways, Chief Engineer, Roads and Engineer-in-Chief, Irrigation and Corporations like Industrial Promotion and Investment Corporation Ltd., Orissa Mining Corporation, Industrial Development Corporation were availed of.

I acknowledge my deep sense of gratitude to Dr. G.C. Kar, Professor in Utkal University in the Department of Analytical and Applied Economics for his constant supervision and guidance.

I am also deeply indebted to my husband, Dr. Ramesh Roy and my children, Rajeev and Ravneeta for their unstinting help and support.