

Cross-Border Logistic Expansion under 'Act East Policy' in the light of Development Interest of India's Northeast
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The cross-border logistical expansion under India's Act East policy has assumed an added significance following the declaration of China's Belt and Road Initiative (BRI) in 2014. Although long before the official declaration of BRI, India, along with Thailand and Myanmar, conceived a regional cross-country road connectivity project popularly known as India-Myanmar-Thailand (IMT) Highway in 2002, Kaladan Multimodal Transit Transportation Project (KMTTP) in 2008, Trans-Asia Railway in 2012—with an objective to provide conflict-ridden land-locked Northeastern Region (NER) connectivity outlets across the eastern borders in order to address its development predicaments, the former (BRI) has further opened up the possibility of establishing another overland connectivity in the form of Bangladesh-China-India-Myanmar (BCIM) Economic Corridor.

The proposed presentation intends to weigh as to what would be the likely impact of IMT Highway and BCIM-EC on the economic development of NER. It also intends to focus on the greatest challenge before the Act East Policy in terms of logistical expansion that will likely to address the development predicaments of NER in a more effective way. It seeks to argue that playing out of a greater role in global governance would likely to enable India to carve out an India-Bangladesh Economic Corridor connecting Kolkata and Northeastern Region which would serve as the best lifeline for NER in terms of reduction of transportation cost that has made the regional products less competitive.