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## **India's Maritime Trade Negotiations and an Insight into Admiralty Laws**

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### **Abstract:**

*No nation is self-sufficient be it in terms of its resources or possessions. As such, activities of exchanges within nations are indispensable for mutual development. Clearly, trade and commerce have always been assistances to economic prosperity of a nation. Considering it from India's perspective, the country is well concentrating on trade via various modes. At this hour, it is imperative for the country to comprehend the strategic importance of maritime trade not just for its economic sustenance but also to position itself as an emerging economy in the Indo-Pacific zone. Moreover, the paper also highlights the status of marine connectivity in the North-Eastern region of the country through the Inland Waterway system. The study, simultaneously, aims to draw a brief note on some prominent admiralty laws governing the trade flow via waterways.*

**Keywords:** *Maritime trade, Indo-Pacific zone, Marine connectivity, Inland Waterway system, admiralty laws*

### **1. Introduction**

In the era of trade integration and cooperation among various nations, no economy of the world can envisage to prosper in isolation. India, too, has entered into several agreements with other countries of the world in order to ensure smooth conduct of trade and investment related activities. With regard to this, India has been focusing on strengthening its political ties with some powerful economies of the world as well as on harmonizing with the neighbouring nations. This, in a way, has benefitted India to position itself as an emerging and promising business partner. This has ultimately shown an increasing investment trend and FDI flows into the economy. Acknowledging the fact that India is a hotspot market for countless marketers worldwide, the Government has initiated several socio-political trade negotiations. Such endeavours aim to categorize India as a lucrative business destination. At this juncture, India happens to comprehend that its prosperity does not solely lie in trade via land routes but also equal attention be paid to maritime trade.

### **2. Objectives**

Keeping the aforesaid in mind, the present research enquiry has been undertaken with the following objectives:

- To explore the possibility of India's international maritime trade negotiations in the present international trade agreement;
- To examine the steps initiated to explore maritime navigational trade protocol between trading sovereigns;
- To study the concept and applicability of admiralty laws regarding regulation of trade flow via marine route.

### **3. Methodology**

The methodology adopted for the study is discussed as under:

- **Sources of Information-**

- **Primary Sources:** The researchers have conducted personal interviews with registered traders of NER to elicit information relating to prospects of marine trade for the region. Furthermore, to make the study more authentic, the Office of Central Excise and Service Tax, Bhangarh, Guwahati and the Commissionerate of Taxes, Govt. of Assam, Ganeshguri, Guwahati were visited in order to draw information regarding movement of trade in and out of the North Eastern Region of India.
- **Secondary Sources:** The researchers have explored office monographs and booklets of concerned tax departments and customs offices. Various research articles published in reputed journals, periodicals, newspaper reports, official websites and discussions on admiralty laws were also explored for this study. Much of the study is an accumulation of newspaper reports related to maritime trade. Maps prepared by several authorities were also consulted in order to establish the favourable point relating to possibilities of marine trade and the inter-governmental negotiations that have been undertaken from time to time.

- **Periodicity of the study:** The paper covers the discussions pertaining from 2009 to 2015.

#### 4. India's Trade Endeavours

India's escalating trade profile has been a reason of appeal for several nations to sustain closer political engagements. India has ventured into developing several crucial international trade agreements. The nation has generated great interest in collaborating with a few influential powers of the globe. Considering the essence of maritime trade, it has now devised strategies and collaborations to carry out trade through navigational lanes.

Traditionally, trade within nations can be well conducted via land, water and air routes. The pages of history have their records that during the medieval times, trades mostly flourished through the waterways in countries like Germany, Italy, Spain and Portugal. It is a well-known fact that travellers like Columbus and Vasco Da Gama used the sea route which led to their historic discoveries of nations like America and India. Moreover, the marine route was used not only to ship cargoes but also as a medium of voyages and inter cultural exchanges with the nations. At the end of the 10<sup>th</sup> century, maritime trade boomed between Song Empire in China, the Cholas in India and the Fatimids in Egypt. The two sea routes through the Strait of Malacca and through the Sumada Strait were controlled by the Srivijaya of Sumatra and the Javanese respectively. But in 1016, the Javanese were defeated by the Srivijaya which left the later in control of both the sea routes. Later, the fleet sent by Rajendra Chola of India entered into the Strait of Malacca and defeated the Javanese army. The Srivijaya and the Chola, thereafter, came together and participated in a joint diplomatic mission to China. The Chinese fleet used to visit Southeast Asia, India, Sri Lanka, Oman and East Africa. Each voyage contained giant 'treasure ships' accompanied by small vessels and thousands of men. Such historical instances reveal the significance of navigational routes even at those times, not just for business purpose but also for cultural and political exchanges.

Trade via marine route is advantageous in situations where land locked terrain poses trade barriers. In addition, the marine route has its own significance as compared with the other modes because of cheap transportation cost, less fuel consumption, less insurance expenses and negligible maintenance expenses. Being the cheapest means of transport with, conducting dealings through marine route seems worthwhile.

The country is blessed with a vast water body which carries out a robust share of world trade. The Indian Ocean has several navigational routes which act as a passage way for the country to reach other nations. The ocean is complemented by the Bay of Bengal on one side and the Arabian Sea on the other, the trio emerging as an enormous prospect for maritime trade for the nation. These water bodies act as a passage way for import of food items and industrial goods for the ever increasing demand of the masses residing in the nation. The focus of the hour is to apprehend the importance of the 'Indo-Pacific' zone as the prime route of maritime trade for the country. A pictorial view of this strategically significant zone is shown as below:



Figure 1: The Indo-Pacific zone

Source: [www.dive-the-world.com/maps-indian-pacific-ocean.php](http://www.dive-the-world.com/maps-indian-pacific-ocean.php)

A brief outline has been drawn below regarding India's attempts on fostering its trade through marine routes.

##### 4.1. India and the US

The US is equally concerned about the possibility of marine trade through the Indo-Pacific zone. By pronouncing each other's shipping as well as intelligence details and exhibiting greater collaboration during the negotiations at the East Asia Summit, both India and the US seem to have displayed interest in upgrading their ties over carrying out trade through this zone. The issue of maritime security is a priority for both these nations. While India comprehends that it can climb up the development ladder with technology and

skills from US by its side, the latter too believes that the Indo-Pacific policy will be fruitful only by sustaining closer ties with India. Clearly, a political diplomacy has crept into the matter now.

India and the US have further strengthened their relationship by signing a Delhi Declaration of friendship on January 25<sup>th</sup>, 2015 which proclaims a shared vision to deepen maritime cooperation in the Indo-Pacific zone. Such a pact endeavours to boost up maritime cooperation in the region by securing sea lanes from piracy.

#### 4.2. India and Bangladesh

Linking shipping services of Chennai, Vizag, Paradip ports of India with Ashuganj, Dhaka and Chittagong ports in Bangladesh has been one of the matters of discussion among both the nations. On 20<sup>th</sup> September 2015, Bangladesh volunteered to strengthen its ties with India by offering Indian companies land for Special Economic Zones (SEZs) at Chittagong and nearby Indian land ports. However, this offer has come with a solicitation of a newer soft credit and also assistance and cooperation from India for launching its own satellite- Bangabandhu I.

On June 2015 there was an agreement between the two nations to develop new ports in the Bangladesh with an aim to increasingly switch the flow of cargo from road or rail to shipping. This would eventually put pressure on port facilities in Bangladesh. Meanwhile, the country intends to develop a deep sea port at Sonadia which will be financed by China. For Chinese, this port would mean additional land to sea access. At the same time, the Matarbari port in the Maheshkhali island of Bangladesh is being developed with the assistance of Japan which may be later converted into a growth zone for the benefit of the Japanese authorities. Hence, by treating India, China and Japan as crucial development partners by Bangladesh authorities, the nation has triggered a kind of Asian geopolitical and geo economic competition.

#### 4.3. India and Sri Lanka

Colombo had previously blocked India's access to one of its strategically significant port facilities. But following the visit of Indian Prime Minister to Sri Lanka on 13<sup>th</sup> March 2015, the two nations have consented to allow Indian Oil Corporation (IOC) to develop South Asia's largest oil depot and a key port near Trincomalee on the island's northeast. Known as China Bay, the abandoned World War II port will be used to develop the Upper Tank Farm by IOC in collaboration with Ceylon Petroleum Corporation. Facing the Andaman and Nicobar Islands and the South China Sea, the China Bay port opens up to one of the region's busiest waterways.

#### 4.4. India and China

With China set to finance a 1.4 billion dollar New Colombo port city just outside Colombo, India's concern regarding liberal movement of trade has witnessed an all new twist in the issue. Proclaimed as the largest ever foreign investment for the island nation, China will control 108 hectares of land out of the total 233 hectares of land. This will facilitate the Chinese Government to have access to all details of every ship docking there. Once the operations shift to this new port, India is alarmed by the fact that its maritime trade details with Colombo will be open to China as over 70 percent of Indian ships visiting Colombo will depend on the new Colombo port.

The rise of China as a dominant power in Indo-Pacific zone, often acts as a menace in the smooth conduct of trade over the region. China has been alleged by several nations of the region for harassing ships and planes passing by the South China Sea (SCS). Such an assertiveness of China over the SCS is alarming in the interest of effortless trade movement across the region. "The SCS is an important junction for navigation between the Pacific and Indian Oceans. It connects with the Indian Ocean through the Malacca Strait to the southwest, and commands access to the East China Sea to the northeast. The SCS is rich in oil resources, which is sufficient enough to replace China's crude oil imports for five years and gas imports for the next century. The sea lane running between the Paracel and Spratly Islands is used by oil tankers moving from the Persian Gulf to Japan as well as by warships enroute from the Indian Ocean to the Pacific. According to David Tweed (2014), stretching from Taiwan towards Singapore about half of the world's merchant tonnage flows through the region, carrying about 5.3 trillion of goods each year, from iron ore and oil to computers and children's toys. China lays claim to about 90% of the SCS, while South East Asian nations and the US Navy patrolled the region since the Second World War. Geopolitical dominance of the SCS would give China control over one of the world's most economically and politically strategic areas. The sea dispute regarding sharing of SCS act as bottleneck in the smooth conduct of trade in the Indo-Pacific region." (Shandilya, Sikidar, 2015)

To add to it, China's 'nine-dashed line' demarcation policy in the South China Sea contradicts the UN Convention on the Law of the Sea (UNCLOS). Through this policy it has established its claim over major parts of the South China Sea (SCS). This has generated displeasure among international authorities since it restricts freedom of navigation in the area.

"The chief aspect of Chinese activity on the Indian Ocean is a more vast and visible projection of its naval power, especially on the eastern outskirts of the Ocean. To counteract such a policy, New Delhi has increased the operational capacity of its Far East Command placed on the islands of the Andaman and Nicobar Archipelago (widely known as the Andaman and Nicobar Command, or ANC). This step has been taken in order to maintain the ability to control navigation through strategically important Strait of Malacca which connects the Indian Ocean with the waters of Western Pacific. No nation can control the traffic through the Strait relying on military strength alone. Developing and maintaining a dominant position in the region also requires strong and positive relations with regional states." (Jarocki, 2012)

To retaliate against such practices of China, the US and the Indian Government have joined hands by releasing a common statement in January 2015 accentuating their concern over the matter. "This got a place in the US-India Joint Strategic Vision for the Asia Pacific and Indian Ocean region. 'Rising tensions', the need to ensure 'freedom of navigation and over flight.... especially in the South China

Sea'; and the need to settle disputes according to the UNCLOS in the above documents have underscored the interests of both nations in checking China." (Thomas Mathew, 2015)

In the month of October 2015, India-Japan-US recognized the South China Sea (SCS) as a possible marine trade route. This very conformity between the trio has antagonized China since it claims its dominance and command over the SCS. Nonetheless, India continues to team up with the US and Japan to make the straits available for India's marine trade with Japan and other East Asian Nations.

India's priority over maritime frontier is reflected in its projects aimed at easy flow of cargoes over the marine route. There has been an ambitious crores of investment plan to construct nuclear power attack submarines indigenously to serve the nation's supremacy over maritime route for economic and commercial gain. The country's concern over its maritime dealings has witnessed a brighter aspect with the International Maritime Organization (IMO) likely to remove soon a major portion of Indian Ocean from the list of piracy prone High Risk Area (HRA), which will help India's companies save thousands of crores with insurance cost. This area was judged as piracy prone in a decision of the organization in 2010 after a hike in the number of piracy cases around Somalia. This rocketed the insurance costs to be paid by ships moving through the area. Earlier, the ships bought insurance for the three days they were moving through Gulf of Aden but after the 2010 decision, they had to pay additional ten days through Indian Ocean leading to significant rise in costs. However, the recent ruling removing the area from the list is a heavy sigh of relief for more economical flow of trade activities within the Ocean.

### 5. Maritime Trade Scenario in India's Northeast Region

The Northeast region of India is not well connected to the rest of the country due to several grave loopholes in respect of infrastructure. Nonetheless, acknowledging this impediment to the overall progress of the nation, the policy makers have now given due importance to appraise the prospects of Inland Water Transport (IWT). By taking cognizance of the potentialities of water transport of the region, trade movement can be fueled up. Although the marine trade of region is laden with ample prospects, only part of it has been explored by far. There has been an over dependence on the Siliguri 'chicken neck' which is the sole connectivity of the region with the main landmass. In order to dispatch cargo from the Calcutta port from West Bengal to Sadiya in Assam, the shipments need to pass through Chittangong port, Ashuganj port and Mongla port in Bangladesh. This is so due to inadequate marine connectivity within the nation. The economy of NER of India would be paralysed without the support of the marine passage via Bangladesh. The following map depicts the sea ports and river ports of Eastern and North-East India along with the ports of Bangladesh:

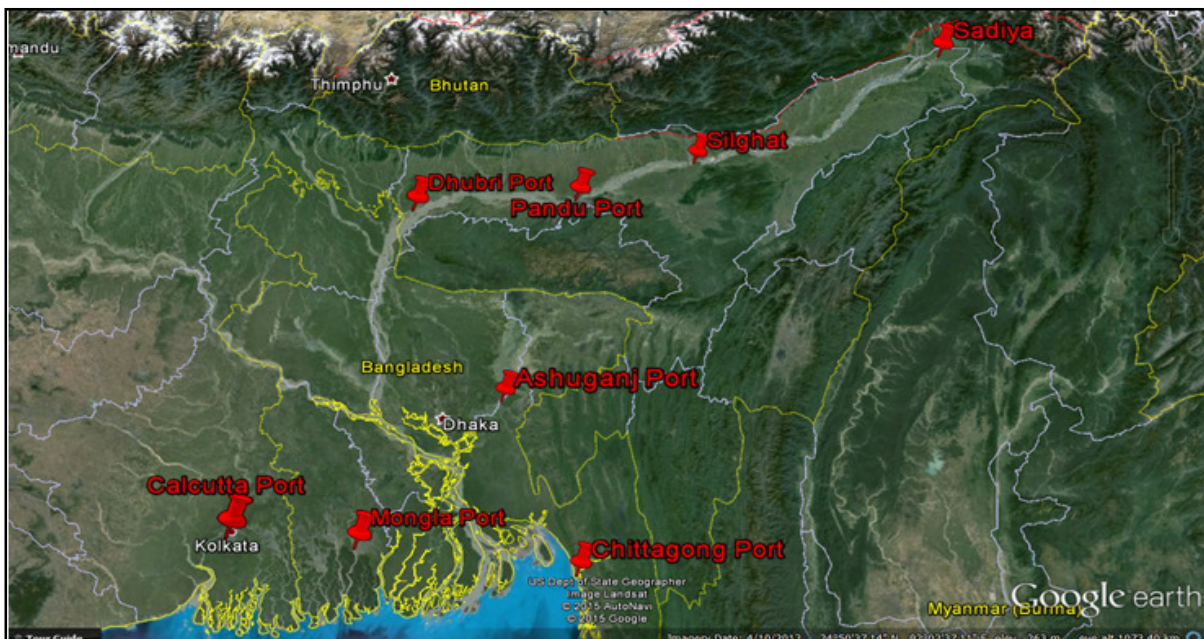


Figure 2: Sea and River ports in East and North-East India and Bangladesh

Source: Compiled by the researchers from Google Earth

From the above chart, the pictorial view of the ports in this region is quite clear. Rather than using the road or rail route from Kolkata to the North-Eastern states, it is comparatively inexpensive to take the help of the three aforesaid ports of Bangladesh. This demands for cooperation from both the sides.

"The shipment of Assam tea to Europe is required to travel 1400 km to reach Kolkata port through the "Chicken neck", since no agreement exists for India to use the traditional route through Chittagong port which could have been shorter by more than 50%, in terms of distance. The Southern border of Tripura State is only 75 km from Chittagong port, but goods from Agartala are required to travel 1645 km to reach Kolkata port through the "Chicken neck". If there were transport cooperation between Bangladesh and India,

goods would have travelled only around 400 km across Bangladesh to reach Kolkata, and a much shorter distance to reach Chittagong Port. India and Myanmar are jointly implementing 'Kaladan project' to link Sittwe port of Myanmar with Mizoram, partly through Kaladan river and partly by road. This would be quite an expensive alternative for India to have access to North East India via Kolkata Port, Sittwe port, Kaladan River and road, as an alternative to the existing route through the chicken neck. If there was transport cooperation with Bangladesh, India could have used a much shorter route across Bangladesh." (Rahmatullah, 2009)

The policymakers of the country have recognized the landlocked structure of the North-Eastern region. The hilly terrain here makes movement of consignment difficult at times. The New Delhi Administration strives for developing a roadmap with the Asian neighbours through the NE region by focusing upon shipping and maritime connectivity in order to promote international trade in goods, services, electricity, healthcare, tourism, education and other related activities. Corresponding to this, the Boston Consulting Group (BCG) in 2015 has made some recommendation regarding enhancement of port capacity and developing of rivers as inland waterways.

In the recent NE Connectivity Summit in Shillong on November 2015, the Federation of Indian Chamber of Commerce and Industry (FICCI) pronounced the idea of setting up a Brahmaputra-Surma River Shipping Corporation by the private sector in order to uphold marine connectivity links with neighbouring nations through inland water transport system and harnessing public-private partnership. Moreover, FICCI has further stressed on setting up a River Development Authority (RDA) to implement a broad inland water transport project. A report by KPMG and FICCI, 'Emerging North East India: Economically and Strategically Inclusive Development Strategies' pronounced "Two of the National Waterways flow through the region- NW2 (Brahmaputra) and NW6 (Barak). However, this sector is underutilized. In Assam, the contribution of IWT to the overall cargo movement stands at 3 per cent which is less by a big margin compared to Bangladesh which is at 32 per cent. There is only one IWT terminal (Pandur, Assam) which meets the minimum requisite criterion of a terminal and therefore significant investments will be required to develop the sector. In addition to developing the physical infrastructure, protocol route issues with Bangladesh need to be revisited and resolved."

The action plan of Ministry of Development of North Eastern Region (DONER) for developing the Inland Waterways sector in the North Eastern Region as part of NER vision 2020 has identified the following rivers of the region:

Sl.No.	River	Navigable length of the river (km)
1.	Buridhing	161
2.	Disang	129
3.	Gangadhar	113
4.	Subansiri	143
5.	Kopili	103
6.	Kolodyne	112
7.	Kolong	121
8.	Katakhal	161
9.	Panchas	105
10.	Others	1967

*Table 1: Waterways identified for action plan in NER Vision 2020*

*Source: Inland Waterways Authority of India, 2011*

Having discussed the possibility of maritime trade with reference to NER, the following section looks into regulation to be abided by a marketer while transmitting his goods through international water bodies.

## 6. Admiralty Law

It is a well-known fact that the continual flow of business by ships and cargoes has necessitated the birth of admiralty laws. Trade via sea involves innumerable risks and hindrances in the form of natural calamities, piracies, disputes etc. The various maritime regulations aim to overcome these predicaments. Historically, the earlier admiralty law can be traced to Rhodian law, Roman law and Byzantine legal codes, the customs of Hanseatic league and the Amalfian laws. Admiralty courts were prominent feature in the prelude to the American Revolution. By 1789, several clauses of the admiralty law were gradually incorporated in the US Constitution.

These laws account for some special features which are vital for proper conduct of international business across the oceanic waters of the continents-

- Maintenance and Cure: The ship owners must provide medical care free of cost to a sea man in the service of the ship. It also requires the ship owner to provide the sea man with his basic living expenses while he is convalescing.
- Personal injuries to passengers: In case the passengers aboard the ship meet with an injury, the ship owners owe a duty of reasonable care.
- Marine liens and mortgages: Banks which loan money to purchase ships, vendors who supply ships with necessities like fuel and stores, sea man who are due wages and many such others have a lien against the ship to guarantee payment.
- Salvage and treasure salvage: There is no life salvage in marine law since it is the duty of all mariners to save life of others in course of a peril without any expectation of reward. However, there is a salvage law applicable to only saving of property. In



pure salvage, there is no contract between the owners of the salvage. The relationship is one which is implied by law and out of concern for human rights. The examples of pure or merit salvage award can be traced from the following-

- i. The Spanish Main, a type of treasure salvage
  - ii. German Submarines from World War II which can hold valuable historical artefacts
  - iii. American Civil War ships and sunken merchant ships have all been the subject of treasure salvage awards.
- International Conventions: Several international conventions are conducted at private initiatives by maritime lawyers concerning its relevance for maritime trade and commerce.

### 6.1. International Law of the Sea

Most international conventions concerning maritime trade and commerce originated in a private organization of maritime lawyers known as the Comité Maritime International (International Maritime Committee or CMI). Founded in 1897, the CMI was responsible for drafting numerous international conventions including Hague Rules (International Convention of Bill of Lading), the Visby Amendments, amending The Hague Rules, the Salvage Convention and others. CMI continues to function in an ordinary capacity, while many of its functions have been taken over by the International Maritime Organization (IMO) which was established by the United Nations in 1958 but it did not become effective until 1974. IMO has prepared several international conventions for safe and smooth passage of trade vessels, ships, cargoes in respect of international trade and commerce. Some of these are indicated below:

- International Convention for Safety of Life at Sea (SOLAS)
- Standards for Training, Certification and Watch keeping (STCW)
- The International Regulations for preventing Collisions at Sea (COLREGS)
- Maritime Pollution Regulations (MARPOL)
- International Aeronautical and Maritime Search and Rescue Convention (IAMSAR)

Terminating the provisions of the 'Landmark Treaty' of the United Nations Convention on the Law of the Sea (UNCLS), 1982, the UN and its member countries recognized a framework of rights and duties which has been put into force as the 'International Law of the Sea'. India, too, is a signatory to this law.

"The broad objectives of the UNCLS can be summed up as below-

- Settlement of the Law of the Sea will ensure international peace, stability, tranquillity over the marine territory.
- It will safeguard the uses of the sea as the common heritage of mankind, consistent with principles of justice and equal rights over the marine territory and sea respecting historical patterns, meet the needs of the developing countries, both coastal and land locked.
- Promoting the peaceful uses of the sea for a just and equitable international order.

Being a signatory to the UNCLS, 1982, India enjoys legal rights to control jurisdiction over the following matters:

- a) The Territorial Waters of the Sea
- b) The Continental Shelf of the Sea
- c) The Contiguous Zone in the Sea
- d) The Exclusive Economic Zone
- e) Other Maritime Zones Act, 1976

The limit of Territorial Waters is the line every point of which is at a distance of 12 Nautical miles from the nearest point of the appropriate baseline in the coast.

The Continental Shelf of India comprises the sea bed and subsoil of the submarine areas extending beyond the limit of its territorial waters throughout the natural prolongation of its land territory to the outer edge of the continental margin. It may be extended to a distance of 200 Nautical miles from the baseline in the coast.

The Contiguous Zone of India is an area beyond and adjacent to the Territorial Waters. The limit of the Contiguous Zone is at a distance of 24 Nautical miles from the nearest point of the baseline in the coast.

The Exclusive Economic Zone (EEZ) in the sea is an area beyond and adjacent to the Territorial Waters and the limit of such zone is 200 Nautical miles from the appropriate baseline in the coast.

In the EEZ area, as per the UNCLS 1982, the coastal state shall have the exclusive right to construct and to authorize and regulate the construction, operation and use of:

- a) Artificial islands;
- b) Installation and structures for the purposes provided for in Article 56 and other economic purposes;
- c) Installation and structures which may interfere with the exercise of the rights of the coastal states in the zone;
- d) The coastal state shall have exclusive jurisdiction over such artificial islands, installations and structures including jurisdictions with regard to customs, fiscal, health, safety and immigration laws and regulation." (Ravindran, 2011)

### 6.2. Applicability of Relevant Legislation on Trade Conducted through Marine Routes

Following are some of the provisions of international maritime law on taxability of goods, vessels, cargoes etc.-

- Article 127 of UNCLS, 1982 deals with custom duties, taxes and other charges. Clause (1) of the article provides that traffic in transit shall not be subject to any custom duty, taxes or other charges, except charges levied for specific services, rendered in connection with traffic involvement in the sea.

- Clause (2) of the Article 127 provides that means of transport in transit and other facilities provided for and used by the landlocked states shall not be subject to taxes or charges higher than those levied for the use of means of transport of the transit state.
- According to Article 127 where the goods are in transit by the ocean route to other countries, shall not be subject to any custom duties, taxes or other charges in respect of export, except for the charges levied for specific services in connection with such traffic.

Following the promulgation of EEZ and maritime zones, such zones will be deemed territories of India and consequently supply of goods from within the Indian landmass to the entities such as oil rigs and vessels and terminals in the maritime zones will not be rated as exports and hence it will attract customs duty. Whether oil rigs engaged in operations in the EEZ, Continental shelf in India, falling outside the territorial waters in India, where foreign going vessels as defined by section 2 (21) of the Customs Act, 1962 and was entitled to consume imported stores thereon without payment of customs duty in terms of section 87 of the Customs Act, 1962.

It is to be noted that while conducting maritime dealings for trade, commerce, business etc. each signatory member nation is expected to adhere to the Best Management Practices agreed upon by the members of the Merchant Industry and other agencies like Shipping Centre and the Maritime Security Centre. Furthermore, the matter of fact is that once the various international conventions regarding maritime trade and commerce are enforced by the individual nations, it will be regulated through their local coast guards or through their courts.

## 7. Conclusion

Economic development of all parts of the country is a committed manifesto of any political party coming to rule the nation. The nation deserves to have good governance and equal justice of economic, political, social, legal dimensions to meet the aspiration of all segments of populaces. The fruits of economic development, inclusive growth and social justice are meant to be shared by all. The NER of India is confronted with the problems of landlocked features and vagaries of monsoon for almost half of the year due to which it cannot have the privilege of sharing the fruit of development of the nation. As a result, an alternative to this was thought of by the New Delhi Administration in July 1991 under the Look East Policy which was then transformed into Act East Policy in 2014 when reinforcement has been put into making the region in particular and the nation as a whole to derive wider spectrum of trade across the boundary of the nation through navigational route. This is more so because of the hike in demand for the society and to get the region linked to the sovereigns beyond the borders. Perhaps, to have materialized the commitment of good governance, this region urgently needs a message of connectivity through trade and business in close proximity to other friendly nations. The maritime connectivity is not only an essential but a sufficient condition for the region to graduate from the stage of neglect to emancipation and prosperity.

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