

**GLOBALIZATION IN MIZORAM: IMPLICATIONS FOR TRADE AND  
COMMERCE**

**By**

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## DECLARATION

I, T. Lianhmingsanga, hereby declare that the subject matter of the dissertation entitled “Globalization in Mizoram: Implications for Trade and Commerce” is the result of the work done by me; that the content of this dissertation did not form the basis for the award of any degree to me or to anybody else to the best of my knowledge, and that the dissertation has not been submitted by me for any research in any other University or Institute.

This is being submitted to Mizoram University for the Degree of Master of Philosophy in Political Science.

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**CERTIFICATE**

This is to certify that Mr. T. Lianhmingsanga is a M. Phil Student in the Department of Political Science, Mizoram University. His M. Phil Registration No. is Regn. No: MZU/ M. Phil. / 496 of 10.04.2019. He has completed his dissertation for the degree of Master of Philosophy (M. Phil) in Political Science under my supervision on the topic **Globalization in Mizoram: Implications for Trade and Commerce**. The study is original and no part of the dissertation has been published in any form either in journal or in a chapter of a book.

He has fulfilled all the criteria as prescribed by the University Grants Commission (Minimum Standards and Procedure for Award of MPhil/PhD Degrees) Regulations, 2016. On completion of all the formalities, I am forwarding the dissertation for evaluation and necessary actions.

Dr. AYANGBAM SHYAMKISHOR  
(SUPERVISOR)

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## **Abbreviations**

ACC	Aizawl City Centre
AEP	Act East Policy
ASIDE	Assistance to States for Development of Export Infrastructures And Allied Activities
ATC	Air Traffic Control
BRO	Border Road Organisation
CBEC	Central Board of Excise and Customs
CIB	Critical Infrastructure Balancing
CIF	Cost Freight Insurance
CSS	Central Service Scheme
DPR	Detail Project Report
DVOR	Doppler Very High-Frequency Omni Range
EDF	Export Declaration Fund
FTL	Food Testing Laboratory
GAD	General Administration Department
IAS	Indian Administrative Service
ICP	Integrated Check Post
IMF	International Monetary Fund
ISL	Indian Super League
KFC	Kentucky Fried Chicken
KMMTTP	Kaladan Multi-Modal Transit Transport Project
LAD	Local Administration Department
LCS	Land Customs Stations
LPG	Liberalization Privatization & Globalization
LR & SD	Land Revenue & Settlement Department
MDONE	Ministry of Development of North Eastern Region

MFPRTC	Mizoram Food Processing Research and Training Centre
MNC	Multi-national Company
MNF	Mizo National Front
MOC & I	Ministry of Commerce & Industries
MSU	Mizo Student Union
MZP	Mizo Zirlai Pawl
MZU	Mizoram University
NEC	North Eastern Council
NEDP	New Economic Development Policy
NGO	Non-governmental Organization
NH	National highway
PMGSY	Pradhan Mantri Gram Sadak Yojana
PWD	Public Work Department
RESA	Runway End Safety Area
SSS	School of Social Sciences
TFC	Trade Facilities Centre
TNC	Transnational Company
UFC	Ultimate Fighting Championship
WTO	World Trade Organization
YMA	Young Mizo Association



## Glossary

<i>Sa-um</i>	It is made of pork and used it as an ingredients of Mizo <i>bai</i> .
<i>Sawhchiar</i>	It is a mixture of rice and meat (Chicken or Pork). It is one of the most popular dish of the Mizo.
<i>Chinghal</i> Chinghal	It is used to cook vegetables leaves with a mixture of <i>sa-um</i> . It is made from ashes of woods.
<i>Rep</i>	It is a dry meat, dry fish, and dry vegetables. It can be stored for the whole year.
<i>Sachek</i>	It is a curry prepare from internal part mainly from the Cow like intestine, stomach, lung, etc. It can be regarded as the most favourite dish of the Mizo.
<i>Run</i>	It is village located in Myanmar and is popularly known for its run river.
<i>Tiau</i>	It is situated in Khuangphah Village in Mizoram and is known for its tiau river which is in Indo-Myanmar border.
<i>Darbu</i>	A Musical instrument of the Mizo

<i>Kawl</i>	Kawl are the indigenuos people of the Burmese.
<i>Arpakal</i>	It is a game in which the player used to walk like a male cock
<i>Selem chaih</i>	It is a game usually play by the children in which they act like a cow, horse, mithun etc. sitting on the other boy controlling the other guy and the other one act like the animal.
<i>Insesik</i>	It is a game where children used to act like domestic animals like cow, goat etc and they fight like the domestic animals.
<i>Insuknawr</i>	It is a game played by the man with bamboo or wood using their full energy to push each other
<i>Kalchhet</i>	walking with a bamboo stick and they used to race with it.
<i>Hmarcha rawt/bawl</i>	Chutney made of chilly. It is regarded as compulsory in the Mizo dishes.
<i>Darbu</i>	It was a set of three small brass gongs of different sizes and the sounds they emitted are d,r,m,r,m,r,d.

*Darkhuang*

Among the Mizo musical instruments the Darkhuang is the biggest and the most costliest one. It was basically used with other gongs and provided measure or beat for the music.

*Talh-kuang*

It consisted of three small drums made of hollowed out pieces of wood. The troughs were of different sizes and the notes they produced when they were struck are d,r,m,r,m,r,d.

*Phenglawng*

Using a hollow bamboo, about the size of the thickness of a man's thumb, our ancestors used to make a flute.

*Siapsuap*

It is a lower garment (Like a grass skirt), worn by women. It is made of strips of fibers from the bark of tree.

*Puan*

made from wool which is wear by the Mizo women.

## Chapter – I

### Introduction

#### 1.1. Introduction

Globalization is the modern move towards interdependence between nations, organizations, and people.<sup>1</sup> It is the progression in which people of the world are combined into a discrete society and function jointly and is often referred to as economic globalization: the integration of national economies into the international economy through trade, external direct investment, capital flows, immigration, and the span of technology.<sup>2</sup> It also referred to the transcontinental dissemination of ideas, language or prevalent culture. It is facilitated by worldwide institutions and targets to control and monitor international communications promoting melodious co-operation in investment, politics, aid, peacekeeping, and trade on international trade.<sup>3</sup> Basically, the term globalization denotes to an incorporation of national and provincial economies, societies and cultures through the worldwide network of trade, communication, migration, and conveyance. Broadly speaking, globalization means integration of economies and societies through e-mail, governance, e-finance, e-commerce, and e-net.<sup>4</sup> It is also the integration of economies and societies amid nation-state over the free flow of information,

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<sup>1</sup> Amrita Gulla Shahabadi. (2012). *WTO: Prospects for International Trade*. New Delhi: APH Publishing Corporation. P.4

<sup>2</sup> *Ibid.*,P. 1

<sup>3</sup> *Ibid*

<sup>4</sup>John Mohan Raju. (2008). *Inclusive' Globalization and Food 'Security*. In P. Jegadish Gandhi. (ed). *Inclusive Growth In Globalised World: Challenges and Options*. New Delhi: Deep & Deep Publications Pvt. Ltd. P.94

thoughts, machineries, goods, facilities, capital, commercial, and people.<sup>5</sup> In economic terms, it can be defined as the interdependence of nations around the globe through free trade. It is also the spread of products, materials goods, jobs, technology, and information. Globalization may also be defined as a process of growing economic incorporation and increasing economic inter-dependence amongst countries in the world economy.<sup>6</sup>

## 1.2. Concept

The term *Globalization* arose into prevalent practice in the 1980s to pronounce the enlarged drive of persons, information, thoughts, possessions and amenities and currency through national borders which directed to enlarged interconnectedness among the world's populations, economically, administratively, socially, and traditionally. It also means the process by which people, data, trade, speculation, classlessness, and the market economy are nurture more and more to cross national borders. It is an internationalization process that made people nearer and nearer inside the national boundaries.<sup>7</sup> It increased the volumes of capital, trade, and immigration in different parts of the world.

The concept of globalization has been in process for centuries and is still ongoing. Actually, it is antique as account, initial with a huge immigrations of people athwart the excessive landmasses. The current progresses of computers and communication machineries have quicker the progression of

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<sup>5</sup>[http://shodhganga.inflibnet.ac.in/bitstream/10603/2309/11/11\\_chapter%201.pdf](http://shodhganga.inflibnet.ac.in/bitstream/10603/2309/11/11_chapter%201.pdf) .Accessed on 31 March, 2019

<sup>6</sup>*Ibid.*,P.50

<sup>7</sup>Baharul Islam Lasker. (2010). *Mizoram: The Emergence Issues of Development*. Guwahati: DVS Publishers. P.208

incorporation and diminish physical aloofness. Consequently, borders have turned out to be permeable and the sky is uncluttered. So a state should requisitely formulate itself to encounter the new-fangled tasks so that it is not dodged by the gigantic trend of technological and institutional changes. The world stays getting smaller and smaller and integrated with the world economy and culture through globalization.

Globalization infers the ongoing extension and escalation of economic, governmental, societal and traditional activities across borders.<sup>8</sup> It also reduces conveyance and communication charges. Upsurge of information technologies like the internet and liberalizations in markets for possessions and chattels, facilities, employment, investment, and technology is the result of globalization. It arises within the prevailing legal structures. It also affects the political decisions of a nation-state like in the area of amending, free trade, and the incorporation of markets. So, it can be said that globalization overrides the territorial barriers of people's movement or investments across national borders. It has changed the lifestyles and living conditions of the people round the world. It generates fresh prospects to some but menaces, intimidations also challenges of others. Personages, companies, regimes, and multinational organizations which exist with the outline of the nation-state like the World Bank, World Trade Organization (WTO), International Monetary Fund (IMF) and multinational firms face the challenges of how to retort to globalization. In

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<sup>8</sup> *Globalization and its social-cultural-political and political impacts* : [https://www.academia.edu/4668865/GLOBALIZATION\\_AND\\_ITS\\_SOCIAL\\_CULTURAL\\_POLITICAL\\_AND\\_ECONOMIC\\_IMPACTS](https://www.academia.edu/4668865/GLOBALIZATION_AND_ITS_SOCIAL_CULTURAL_POLITICAL_AND_ECONOMIC_IMPACTS). Accessed on 31 March, 2019.

the last 30 years or so people witnessed the increase in globalization, but the phenomenon has been going on for much longer.

Globalization in fact exist a historic process with recedes and runs. In the course of Pre-World War 1 age (1870-1914) at hand was speedy incorporation of economies in rappers of trade flows, program of capital and migration of societies. Inter-war period seen the erection of several obstacles for the activities of goods and amenities. Additional apprehensions about globalization now than before because of the nature and speed of conversion. The striking in the present incidence is not only the speedy pace but also the huge effect of globalization on market incorporation, effectiveness, and manufacturing association.<sup>9</sup>

The idea “globalization” was first felt in India when the former Finance Minister, Dr. Manmohan Singh introduced a process of economic liberalization in 1991-92 budget introduced a New Economic Policy of India. The buzzwords of the New Economic Policy was the inclusion of Liberalization, Privatization and Globalization. It was introduced with the objective of making the Indian economy additional market-oriented and increasing the role of private and foreign investment. Subsequently, India slowly and gradually became one of the economic giants of the world. India has allowed corporations to upsurge their base of maneuvers, enlarge labor force with trifling investments and make available new services for a broad range of consumers.<sup>10</sup> The process of globalization in India is an essential part of her economic policy. As a result,

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<sup>9</sup>*Globalization: Concepts & Concerns*- I. The Hindu. Dated on 6<sup>th</sup> January, 2003. [www.thehindu.com/2003/01/06/stories/2003010600451000.htm](http://www.thehindu.com/2003/01/06/stories/2003010600451000.htm). Accessed on 13<sup>th</sup> March, 2019.

<sup>10</sup>*Globalization In India*: [www.economywatch.com/economy-articles/globalization-in-india.html](http://www.economywatch.com/economy-articles/globalization-in-india.html). Accessed on 20<sup>th</sup> March, 2019.

Indian firms have re-oriented themselves to deal with both domestic and foreign competition and many have begun to begin or attain subsidiaries overseas to compete more effectually in the globalized world.<sup>11</sup>

During the time, India unveiled the Look East Policy in the 1990s to reconnect with Southeast Asian countries as a part of India's policy of economic globalization. The Look East Policy was retitled as Act East Policy (AEP) by Government of India in November 2014. Act East Policy tries to maintain mutual cooperation with Southeast and East Asia countries. The policy includes physical connectivity through road and rail links to the South East Asian countries through North East India particularly Manipur and Mizoram. Subsequently, various policy initiatives and projects have been taken up in the last two decades.

### **1.3. History**

Globalization instigated in the late fifteenth century when a particular society from northern Europe initiated to enforce its way on top of the rest of the world over investigation, trade, and subjugation.<sup>12</sup> It oppressed a huge part of the world's human, cultural and material sources to produce wealth and supremacy for these European adventures, transformed from what was mostly an widespread operation to an intensive procedure that finally lead to Industrialization and then globalization.<sup>13</sup>

First stage of globalization started from late 1400s to 1815; second stage was from 1815 to 1914; third stage was from 1914 to 1968; fourth stage was

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<sup>11</sup>P. Jegadish Gandhi, *op.cit*, P.34

<sup>12</sup> Amrita Gulla Shahabadi., *Opcit*. P. 8

<sup>13</sup> *Ibid.*, P. 4



1968 to 2001, hence latter stage activated; the ever-decreasing period of each phase imitates the fundamental effect of technology, the dimensions of which has been go forward in an almost hyperbolic way.<sup>14</sup> Bretton Woods Agreement, 1944 has given a significant effect on globalization. This Agreement established the International Monetary Fund (IMF) and the World Trade Organization (WTO).

Globalization has become very popular recently though, it is obviously not a new phenomenon.<sup>15</sup> In the previous, several waves of globalization happened and it is usually within an imperialist outline. For instance, Macedonian under Alexander the Great, for extended their trade to several countries in the far-flung and middle east countries. Macedonian empire was however short-lived and after Alexander's death, the empire distorted.<sup>16</sup> Extension of the Roman Empire fueled a long-lasting wave of Globalization, for more or less 500 years, the Roman trade all over Europe and much of North Africa.<sup>17</sup> Yet there was however nothing in the past as widespread, as truly '*global*', as the newest wave of Globalization.<sup>18</sup>

Current wave of globalization began after World War II.<sup>19</sup> In 1947, US provided the momentum for a General Agreement on Tariffs and Trade and it was signed by 23 countries. They agreed to lessen their tariffs on various products to arouse free trade.<sup>20</sup> Uruguay Round of GATT went more than just

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<sup>14</sup> *Ibid.*, P. 5

<sup>15</sup> *Ibid.*, P. 2

<sup>16</sup> *Ibid.*, P. 2

<sup>17</sup> *Ibid.*, P. 2

<sup>18</sup> *Ibid.*, P. 2

<sup>19</sup> *Ibid.*, P.2

<sup>20</sup> *Ibid.*, P. 3

eradicating tariffs, though it was supposed that there were other barricades to trade besides tariffs, such as healthiness and safety standards and ownership provisions wide-ranging from one state to another.<sup>21</sup> In GATT's talk, they decided to set up a permanent organization that would have the power to intercede and conciliate whenever there are disputes and misunderstanding particularly in the instance of indirect trade barriers. And this organization was named as the World Trade Organization (WTO). The WTO is effectually device of the utmost influential sector of the world business: the Transnational corporations (TNCs). The TNCs are concerned to see free trade and reveals up huge and insecure markets where it can relish the benefit of extensive production.<sup>22</sup>

#### **1.4 Globalization in India**

Globalization has subjugated the world since the nineties of the last century. The epoch of transformations conveyed a noteworthy transformation in the Indian mindset, as it departs from the outmoded values (ever since Independence in 1947) for instance, self-sufficiency and socialistic procedures of economic improvement, which lead to the isolation, total backwardness and inefficiency of the economy, along with a host of supplementary problems.<sup>23</sup> It has in fact brought new opportunities to developing countries giving them greater access to the developed markets and technology transfers.<sup>24</sup> India opened its economy up to the world economy following a major foreign

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<sup>21</sup> *Ibid.*,P. 3

<sup>22</sup> *Ibid.*,P. 4

<sup>23</sup> Akhil Mishra & Shweta Goel. (2009). *Globalisation and Indian Economy*. In Manas Pandey. (ed). *Globalisation and Indian Economy*. New Delhi: Shree Publishers & Distributors. P. 22

<sup>24</sup> *Ibid.*,P. 24

exchange crisis that drew the economy adjacent to evasion on loans and thus wide range policy as well as regulatory reforms were initiated in July 1991.<sup>25</sup> The new economic transformation, prevalently identified as, Liberalization, Privatization and Globalization (LPG) intended at constructing the Indian economy as fastest developing and worldwide competitive economy.<sup>26</sup>

New economic reform intended at manufacturing the Indian economy by way of the fastest developing economy and worldwide competitive.<sup>27</sup> Series of restructurings has undertaken with respect to the industrial sector, trade also financial sector aimed at creating the economy more efficient.<sup>28</sup> It led to economic conversion and it has a incredible effect on generally economic growth of nearly all main sectors of the economy.<sup>29</sup> Besides it marks the commencement of the real incorporation of Indian economy into worldwide economy.<sup>30</sup>

Globalization in India has permitted companies to upsurge their base of operations, upsurge labor force with nominal investments, and provide new services to a wide-ranging of consumers. Additionally, process of globalization has remained an essential part of the contemporary economic progress made by India. It in fact played a key role in export-led progress, leading to the extension of job market in India. In India globalization has been beneficial for companies that have ventured into the Indian Market. By basically growing

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<sup>25</sup> *Ibid.*,P24

<sup>26</sup> *Ibid.*,P. 24

<sup>27</sup> Ashraf Ali & Shahid Alam. (2009). *Impact of Globalisation on Indian Economy*. In Manas Pandey. (ed). *Globalisation and Indian Economy*. New Delhi: Shree Publishers & Distributors. P. 13

<sup>28</sup> *Ibid.*,P. 13

<sup>29</sup> *Ibid.*,P. 25

<sup>30</sup> *Ibid.*,P.13

their base of operations, swelling their labor force with nominal investments, and giving services to a wide range of consumers, huge companies inflowing the Indian Market have wide open up numerous profitable chances. Indian companies are speedily achieving sureness and flattering main players in globalization over international expansion. Perhaps, Indian companies are setting themselves up as turbines of tomorrow's worldwide economy.

### **1.5. Profile of Mizoram**

Mizoram one of the smallest states in India is located southern tip of northeast India. Confined on the north Assam and Manipur, in the east and south bounded by Chin Hills and Arakan (Myanmar), and on the west the Chittagong Hill Tracts of Bangladesh and Tripura state.<sup>31</sup> In other words, it has three border states within India i.e. Tripura, Assam, and Manipur. Mizoram is hilly and mountainous and became a full-fledged state in February 1987 and became the 23<sup>rd</sup> state of the Indian Union. It is also crammed amongst Myanmar in the east and south and Bangladesh in the west. Moreover, Mizoram inhabits an area of great strategic position in the north-eastern corner of India.<sup>32</sup>

Tropic of cancer passes through Aizawl.<sup>33</sup> It has a total area of 21,087 square kilometers and its proportion to the total area of India is 0.64 %.<sup>34</sup> According to the 2011 census, it has a population of 1,097,206 in which males

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<sup>31</sup> *Ibid*

<sup>32</sup> VL. Felfamkima., *Opcit.* P. 17

<sup>33</sup> *Ibid*

<sup>34</sup> Rintluanga Pachuau. (2009). *Mizoram: A study in comprehensive geography.* New Delhi: Northern Book Centre. P. 1

were 555, 339 and 541,867 of females.<sup>35</sup> And the total population of Mizoram constitutes only 0.08 percent of the total Indian population.<sup>36</sup> The state is separated in 11 districts, i.e. Aizawl, Champhai, Hnahthial, Kolasib, Khawzawl, Lawngtlai, Lunglei, Mamit, Saitual, Serchhip, Siaha.

Land is inhabited by various clans such as *Lusei*, *Hmar*, *Lai (pawi)*, *Mara (Lakher)*, *Paite*, *ralte*, who are collectively known as ‘Mizo’ and majority of the people are Christians.<sup>37</sup>

There is a complications in presenting intense account of historic and cultural contextual as well as settlements in Mizoram.<sup>38</sup> Because, there is no unified historic account of the region as it is occupied by ignorant tribals who have lived for a long time in physical isolation and have no scripts of their own.<sup>39</sup> There is barely evidence of the primitives and pre-historic settlements in the area. Anthropological evidence shows that Mizo’s are Mongoloid stock in beginning, who migrated around 15<sup>th</sup> century to the present habitat place from China. This perception also supported by legends, tales and folk songs.<sup>40</sup> The language of the Mizo belongs to the Tibeto-Burmese family language.<sup>41</sup> Mizo claim themselves the offspring from *Chhinlung*<sup>42</sup> a mythical cave, someplace in the east of Shan state in Myanmar nearby China. It is also believed that

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<sup>35</sup> Mizoram Population 2011-2019 census: <https://www.census2011.co.in>state>

<sup>36</sup> Rintluanga Pachuau., *Opcit.* P. 1

<sup>37</sup> B. Lalthangliana. (2005). Culture and Folklore of Mizoram. New Delhi: Ministry of Information & Broadcasting Governemnt of India. P.1

<sup>38</sup> *Ibid.*,P. 1

<sup>39</sup> *Ibid.*,P. 1

<sup>40</sup> *Ibid.*,P.1

<sup>41</sup> B. Lalthangliana (retired Proffessor of Hrangbana Collge, Aizawl) was interviewed on 9<sup>th</sup> October 2019 by the scholar.

<sup>42</sup> *Chhinlung*-it is believed to be a cave from which the Mizo tribe ancestors decent.

migrations of the tribal groups seem to have taken place as early as the beginning of the 15<sup>th</sup> century.<sup>43</sup>

In the past Mizo were not familiar with the motor and vehicles. People walk from one place to another place by foot. Sometimes they spent more than one day and sometimes a week to reach their destination.<sup>44</sup> The first Vehicle (Chevrolet mini truck) entered Aizawl on 11<sup>th</sup> September 1942. It was a historic day of the Mizo.<sup>45</sup> The owner of this vehicle was C. Rochhinga. He had to dismantle the vehicle at Puarbon in Assam 's Cachar District for loading it on a boat and after traveling for several days, he finally reached Sairang Village on the banks of the Tlawng River.<sup>46</sup> Then he assembled the truck again and drove to Aizawl on September 11, 1942. During the time, the road was in a very bad condition and could be traversed only by foot or bullock carts. There were no blacktopping and metal roads as people used to travel on foot.

The Mizo ancestors mainly used and followed mainly the barter systems for the exchange of goods for trade and other purposes. They used to carry salt from the mainland and exchange it with rubber. The pioneer and premier traders after the invasion of Lushai Hills by the British in 1872 were basically the Bengali Traders in Bepari Bazar near Sairang.<sup>47</sup> The colonial state encouraged people to ban and avoid the barter system and buck up and coax the pecuniary exchange in order to be more convenient to collect the tax. The practice of shifting cultivation or jhumming cultivation started in Mizoram later

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<sup>43</sup> Rintluanga Pachuau., *Opcit.* P. 2

<sup>44</sup> Rinmawii. ( 67 years living in Mimbung Village) was interviewed on 18<sup>th</sup> September 2019 by the Scholar

<sup>45</sup> *Mizoram remembers its date with first vehicle*: <https://m.timesofindia.com>guwahati>. Accessed on 6<sup>th</sup> March 2019.

<sup>46</sup> *Ibid*

<sup>47</sup> B. Lalthagliana., *Opcit*

when they erudite that their crops could produce them money. In the previous days, agriculture was adept mainly for domestic consumption and for complacency.<sup>48</sup>

In the pre-British Society, the life and tradition of the Mizo was totally backward in terms of socio-economic. They esteem themselves as part of nature. They were also not aware of their personal hygiene. But slowly and gradually the lifestyles and cultures of the Mizo is fluctuating especially after the entering English Missionaries. Any learning apropos to culture the Mizo cannot be determined without the stated year of 1894, which was a turning point in their history. It was the year that two English Baptist Missionaries of the Arthington Aborigines Mission, J.H. Lorrain, and F.W.Savidge, started their way into the then Lushai Hills, now Mizoram, to activate their missionary work with this “bloodthirsty race”. In fact they make known literacy to the Mizo’s by giving them their alphabet. This passionate determination on the part of the missionaries triggered a fast-forwarding of the socio-cultural history of the people in the area is an aggrandizement.

### **1.6. Review of Literature**

Related literature (Books and Journal articles) are collected for the review of the literature. The review of the literature is given in chronological order.

In the book *State Transport Undertakings: Structure, Growth, Performance* written by P. Jegadish Gandhi (2002) highlights the importance and significance of transportation in terms of roads, railways, and waterways.

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<sup>48</sup> Rinmawii.,*Opcit*

The author argues that the development of the world was due to the development of the transport system. He further discussed that transport is required to enhance trade, holding and binding nations together and also enable to progress the eminence of life. The book concluded that transport system is the basic and fundamental necessity of each and every society.

The book *Globalization and Liberalization: Nature and Consequences* written by Falendra K. Sudan (2005) states that globalization is nurtured by the free flow of information and speedy technology is a powerful dynamism that nobody can turn back. The author argues that globalization levied market discipline on the participants which can be exacting but is the mechanism that drives improvement and opulence. The book describes that globalization is ongoing process of international incorporation as a result of extraordinary speeding up in the flow of trade, assets, technology knowledge information and ideas through national boundaries.

In *Globalization: India's Adjustment Experience*, Biplab Dasgupta (2005) discusses the reforms of Indian economies and studied the various stages of reforms since 1991. The author examines the workings of the structural modification program including the agricultural, industrialized, financial transactions, public sector, fiscal reforms, trade, environmental and labor sectors.

*Globalization: The Key Concepts* written by Betsy Evans and Annabelle Mooney (2007) highlights a inclusive guide to the cross-disciplinary subject and covers various matters like - homogenization, neo-liberalism, knowledge



society, time-space firmness, and reflexivity. The author argues that globalization is the focus of a multitude of disciplines.

L.T. Pudaite (2010) examines the profile of Mizoram and the development brought by globalization in the Northeastern part of India in terms of connectivity i.e. Roads, airways, and waterways in his book *Mizoram And Look East*. The author discusses the 'VISION NER -2020' in which he argued that Northeast India will occupy an important place in India's Look East Policy (LEP) as a gateway to South and Southeast Asia.

*Mizoram Border Trade: Emerging Trends & Future Prospects* written by VL. Felfamkima (2011) attempts to access the nature of trading activities through the border between Mizoram and Myanmar, to understand importance of border trade in the North Eastern Region in general. The author discusses particularly the border trade in Mizoram and its commodities traded in the border. He also suggested some points to overcome the obstacles and difficulties so as to improve the border trade in Mizoram.

Anup K. Mishra (2015) in his article *Globalization and South Asian Trade Performances* argues that trade plays an vital role in the development and progress of a country and also for a region. According to the author, trade has brought a significant change in the state. He further argues that trade is an engine of growth and consider trade cooperation as a means among developing countries to solve and remove the bottleneck in the process of economic growth.

In the article *Politics of Globalization and Free Trade: A boon or a bane*, P.C. Baral (2015) discussed the advantages and disadvantages of

globalization. He argued that every country must get ready to encounter the challenges so that it is not circumvented by technological advancement and institutional changes. The book highlights that globalization aims at the deliverance of global good.

In Yugal Jha's (2015) article *India's Task for Inclusive Growth* he states that globalization has been a compulsion that left no country in isolation and exclusion and free of barriers. The author argued that for the growth and development a state must learn to cooperate and cope with it and accept it and learn to live with it. The author analyzed the need for India to move cautiously while maintaining a close strategic partnership with regional sectors.

Kuldeep Raj (2016) in his article *Gandhi and Globalization* argues that Globalization tries to abolish the geographical barriers. The author discusses Gandhi's view of globalization. It highlights that Gandhi permits international trade and the exchange of commodities that cannot be produced in India. These should be in terms of non-violent and non-exploitation, equality and cooperation. The author wants to extend the laws of non-violence into international trade.

In the article *Impact of Globalization in Schedule Tribes- A Study* Komraiah Paramakula (2017) argues that the impact of globalization in India is not equal in each segment of the society especially among the poor marginalized people. The author states that with the coming up of globalization there have been crept by the fast growth of industries, on the other, the benefits of development have not percolated among them and it also has an impact on land degradation, water, and air pollution, landlessness, etc.

Md Affab Alam (2017) in his article '*Globalization and Nation-State: Contemporary Theoretical Debate*' states that globalization is moved by the going magnitude of networks and flows of trade, investment, finance, culture, etc., The author argues that the progression of global system of transport and communications increase the rapidity of the dispersion of thoughts, possessions, and information. The author also mentioned that globalization is linked to spread the global literature and its process.

The above review of the literature shows that there are a lot of literature on globalization. However, there are a few kinds of literature on globalization in Mizoram. In fact, there is a lack of literature on globalization and its implication on trade and commerce in Mizoram. Therefore, this study examines the implication and globalization in Mizoram so that it can fill up some gap of literature in the field.

### **1.7. Statement of the Problem**

Globalization includes outspreading of social, political and economic activities through political boundaries, areas, and continents.<sup>49</sup> The aforementioned also includes trade and connectivity (road, railway, waterway, and airway) across different parts of the regions and frontiers. Globalization brings a drastic change in every part of the world including Mizoram. Many initiatives have been undertaken in terms of connectivity and trade by the central and state government. Yet, the state needs more development (overall) as compared to the developed states of India. There are various trade policies formulated by the state government but they are still on paper and not

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<sup>49</sup>Andrew Jones. (2006). *Dictionary of Globalization*. UK: Polity Press. P.113

implemented properly. With the coming of globalization, different private companies are broadening their target area, by expanding from urban to rural areas. It has brought many changes in the state of Mizoram. It opens a border-trade center in Zokhawthar, Champhai District in the Indo-Myanmar border in Mizoram on the Indian side. In Aizawl multi-brand stores have come up (Bazar India, Vishal, etc.) and multinational companies like Kentucky Fried Chicken (KFC), Amazon, Lucky Goldstar (LG), Apple, etc. have started their business.

In other words, the state somehow enters the phase of the globalized world, but it is still far behind other states in terms of trade and commerce. In actuality, the development of border trade is the parts enshrined in the *Memorandum of Understanding* sign up between the MNF and the Government of India in 1986.<sup>50</sup> No doubt, the people of Mizoram will benefit from the border trade between India and Myanmar in Zokhawthar-Rih Sector. Good connectivity (roads, railways, waterways, and airways) is perhaps important for the development of trade and commerce. Until and unless the road connectivity to Zokhawthar is developed, the volume of Indo-Myanmar border trade cannot be increased.<sup>51</sup> On 26<sup>th</sup> March 2015, Nirmala Sitharaman, the then Union Minister of state for commerce and Industry inaugurated and opened a Land Customs station at the Indo-Myanmar Trade center at Zokhawthar in Champhai District of Mizoram. The Zokhawthar Land Customs Station is fortified with a weighbridge, plant quarantine building, and toll-gate, and authorized to

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<sup>50</sup>Lallura Sailo. Border Trade: A note on Mizoram Myanmar Sector. In Gurundas Das, N. Bijoy Singh and C.J. Thomas. (ed). (2005). *Indo-Myanmar Border Trade: Status, Problems and Potentials*. New Delhi: Akansha Publishing House. P.256

<sup>51</sup>*Ibid.*,P. 259.

facilitate the trade of 62 different commodities since 2012.<sup>52</sup> At the same time, it needs a lot of improvement in terms of infrastructure to get benefit from the border trade. Also, the list of items agreed on for the trade between Myanmar and India needs to be increased because they are mainly agricultural products and agricultural products alone does not meet the demand.<sup>53</sup> In other words, there is a lack of improvement predominantly in the area of trade and commerce and connectivity in Mizoram, so this study explores the implication of globalization in Mizoram with reference to trade and commerce to understand the reality of it.

### **1.8. Scope of the Study**

The scope of globalization in Mizoram is very vast so the study is delimited on the implication of globalization on trade and commerce. The study traces the various steps and measures taken up by the government (both central and state) on the policies of trade and commerce. It also covers the issues of connectivity like the highway, airways and railways line because trade cannot take place without proper connectivities. In short, the scope of the study is delimited on the policies initiatives taken up by the government and its implementations on trade and commerce in Mizoram.

### **1.9. Objectives**

The objectives of the study are:

- 1) To study globalization and its implication in Mizoram.

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<sup>52</sup>*Land Customs station inaugurated at Zokhawthar in Mizoram along Indo-Myanmar border:* <https://m.jagranjosh.com/current-affairs/amp/land-customs-station-inaugurated-at-zokhawthar-in-mizoram-along-the-indomyanmar-border-1427436211-1>. Accessed on 28<sup>th</sup> March, 2019.

<sup>53</sup>Gurudas Das, N. Bijoy Singh and C.J.Thomas. *op.cit*, P. 259.

- 2) To examine the implications of globalization on trade and commerce in Mizoram.
- 3) To discuss the challenges and prospects of globalization in Mizoram.

### **1.10. Research Questions**

The Research Questions of the study are as follows:

- 1) What are the implications of globalization in Mizoram?
- 2) What are the changes brought by globalization on trade and commerce in Mizoram?
- 3) What are the challenges and prospects of globalization in Mizoram?

### **1.11. Research Methodology**

The study is qualitative in nature. It is analytical and descriptive. The study uses both primary and secondary data. The Primary data is collected through interview and observation method. The interview is conducted with Government officials particularly the Transport Department. The scholar interviewed the Jt. Director of Transport, Chief Engineer, Road, Public Work Department R, Chief Engineer Road, Public Work Department, Chief Engineer, Highway, Public Work Department, Deputy Comptroller, Aviation Wing, and Joint Director of Commerce Wing Government of Mizoram.

The scholar also interviewed some leaders of the Central Young Mizo Association (YMA) Asst. Secretary, Peter Chhakchhuak, Central Executive Committee MS Ralte, Vice President, R. Lalngheta, President of Mizo Students' Union (MSU) Vanlalliana Chhangte, Mizo Zirlai Pawl (MZP) Adviser, Lalnuntawma Fanai, Executive Committee Member, Zohmingthanga

Zote are interviewed to understand their and perspectives towards globalization in Mizoram.

In addition to this, the Scholar interviewed four each of the Sumo, Trucks and Bus drivers servicing between Aizawl-Silchar, Aizawl-Tripura, Aizawl-Manipur, Aizawl- Tlabung to understand the conditions of the Highways and the issues and challenges on the National Highway 54 (Aizawl-Silchar), National Highway 44 (Aizawl-Tripura), National Highway 102b (Aizawl-Manipur). The scholar also interviewed R. Hrangtawna former Indian Railway Traffic Service to know the process and conditions of railway connectivity in Mizoram. Traders from Zokhawthar are also interviewed to understand the borders trade-in Mizoram-Myanmar. The global food trucks owner Buly (Just Chili) and Lallianzuala (Food on wheels) are also interviewed to understand the issues and challenges of global food trucks in Mizoram.

The interview was also conducted with John Laltanpuia Joint Director of Sport and Youth Services, Government of Mizoram and R.Laldinliana Players of Chennaiyin FC, Indian Super League (ISL) to understand the implication of globalization on sport in Mizoram. B. Lalthangliana was also interviewed to know the situations of Traditional folk songs in Mizoram. Marie Lalremsiami Shift Manager of KFC Aizawl, Dina (Owner) and Lalremruati Sailo (Departmental Manager) in Westside and Mesak Lalnunfela (Cash Associate) were also interviewed to know the problems and prospects of multi-national Companies and Multi-brand showrooms in Mizoram. Moreover, academicians, traders and businessmen were also interviewed to comprehend their views and perspectives on the topic of study. The scholar visited the trading center in

‘Zokhawthar’ to study the development and the process of trading. Altogether, the scholar interviewed 44 people from different walks of life who are relevant to the study. Primary sources also include government notifications, gazette publications, data of the government, etc. Secondary data include books, newspapers, journal articles and magazines.

## **1.12. Chapterizations of the Study**

### **Chapter 1: Introduction**

The first chapter introduces the study. It includes the study of the concept of globalization, the profile of Mizoram, statement of the problem, objectives, research questions, methodology, etc.

### **Chapter II: Globalization in Mizoram**

The second chapter discusses the implications of globalization in Mizoram in general and particularly on the issues of connectivity i.e. roads, air, water transportation.

### **Chapter III: Implications of Trade and Commerce in Mizoram**

The third chapter examines the implications of globalization on trade and commerce in Mizoram.

### **Chapter IV: Challenges and Prospects of Globalization in Mizoram**

The fourth chapter analyzes the challenges and prospects of globalization in Mizoram particularly in the area of trade and commerce.

### **Chapter V: Conclusion**

This last chapter includes the findings and the conclusion of the study.



## **Chapter- II**

### **Globalization and its implication in Mizoram**

#### **2.1. Introduction**

Globalization integrates and mobilizes the cultural values of the people. Many states and countries are amalgamated and mutate due to globalization. It has a gigantic effect on the social, economic, political, cultural, and way of life. Globalization is defined by theorists as the progression over which societies and economies are incorporated over cross border flows of ideas, technology, capital, communication, goods and services and that of information. The process began in the 20<sup>th</sup> century; as a result, the improvement of infrastructure and transportation and communication, international trade, and business gradually grew rapidly. It is believed that globalization leads to cultural dominance and people started to westernize in different cultures lagging in their own heritage.

Globalization along with the various Multi-national Companies and Multi-brand showrooms has emerged in Mizoram. The various Non-governmental Organization in Mizoram has different perspectives towards this coming up of Multi-national Companies and Multi-brand showrooms which came along with globalization. The largest and most powerful Non-Governmental Organizations (NGO's) i.e. Young Mizo Association (YMA) in Mizoram stands against the Multi-brand showroom like Vishals, Bazar India,

etc. because they are managed and owned by the plain people.<sup>1</sup> Every business establishment which is managed and owned by the plain people is against the CYMA.<sup>2</sup> Similarly, the Mizo Zirlai Pawl (MZP), another influential NGO in Mizoram also stands against Multinational companies like Vishals, Bazar India, etc. as it is a part of the assimilation to the plain people.<sup>3</sup>

## **2.2. Globalization and food culture**

Globalization in recent years has influenced every aspect of Mizo life. Globalization has changed different aspects of Mizo society in the last few decades including the food habit. Actually, rice is the staple food of the Mizo and they love to eat non-vegetarian food. The food culture of Mizo has changed. With the coming of the globalization, the Multinational fast-food chains have become quite familiar among the youth and also among the new generation.

Traditionally, Mizo used to eat vegetables along with rice. Nowadays, the Mizo especially the youth are fond of eating fast food from the street.<sup>4</sup> It includes meats, sauces, and vegetables. The street food can be prepared fast and taste better but they are low on the nutritional values and hardly provide any benefits to the body. It can be said that with the coming of globalization,

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<sup>1</sup> Peter Chhakhuak ( Assistant Secretary CYMA) was interviewed on 10<sup>th</sup> October 2019 by the Scholar.

<sup>2</sup> R. Lalngeta (Vice Pesident of Central YMA) was interviewed on 9<sup>th</sup> October by the Scholar

<sup>3</sup> Lalnuntawma Fanai (Adviser to MZP) was interviewed on 9<sup>th</sup> October 2019 by the Scholar.

<sup>4</sup> Lallianzuala (Global Food trucks owners in Aizawl) interviewed on 9<sup>th</sup> October 2019 by the scholar.

food culture coming from the western and Southeast Asian countries have subjugated the traditional food of Mizo.<sup>5</sup>

There are many hotels and restaurants recently opened up in Mizoram particularly in Aizawl. The opening up of hotels and restaurants which serve western and Asian food in Aizawl has led to the decline of the Mizo traditional food. Traditional food-based hotels and restaurants nowadays are not earning profit due to the opening of fast food hotels and restaurants.<sup>6</sup> The new generation goes accordingly with globalization. With the emergence of junk and fast foods in Mizoram, the Mizo youth are deeply influenced and they prefer eating fast food rather than their traditional foods. The new hotels and restaurants which serve western, southeast Asian and mainland Indian food are becoming popular and people go out together and dine in such places. Dining out and hanging out with friends for dinner and lunch are trending and can be apropos as a new culture of the Mizo. This culture is not visible in the past two or three decades in the Mizo culture.

In the olden days, the Mizo eat vegetables along with rice. During Christmas and New Year celebration, the society used to eat and serve on fresh banana leaves in which 5-6 people dine together and in the center, they kept rice and meat like Mithun, beef, chicken, pork and wild animals (like wild boar, deer, bear), etc. At home, member of the family used to dine together sitting in a circle by sharing rice, vegetable curry and soup (which are made from boiling mustard leaves, or pumpkin, etc.) Usually, dishes are cooked

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<sup>5</sup> *Ibid*

<sup>6</sup> Lala (Owner of Lala restaurant in Aizawl) interviewed on 1<sup>st</sup> October 2019 by the scholar.

using mustard oil. The most popular dish is that of '*bai*' made from boiling vegetables (beans, leafy vegetables, spinach, brinjal, etc) with *sa-um*<sup>7</sup> and *chinghal* (see figure 2.1)). *Chinghal* is prepared from the ashes: The ashes are filtered using a box made of tin. Some of the popular traditional food of the Mizo are rice, fish, bamboo shoots, leaves of pumpkin, pork, chicken, etc.

One of the most popular traditional foods among the Mizo is that of *bekang* made from soya beans. *Bekang* is a Mizo traditional food and it is still one of the most favorite foods of the Mizo. Another traditional food item of the Mizo is that of *ai-um*, fermented from crabs. This *ai-um* is no longer available. '*Dailuah*' (pulses) is also one of the common dishes that became popular during the Insurgency period in Mizoram. In the past, *dailuah* was familiar and eaten only in the city and those who live in the village do not know much about the *dailuah*. *Sawhchiar*<sup>8</sup> was also one of the most common traditional dishes of the Mizo. *Sawhchiar* is made of cooked pork, chicken (sometimes beef) and rice. This *sawhchiar* is still one of the most favorite food even today.

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<sup>7</sup> *Sa-um*- made from prok used as the ingredients of Mizo *bai*.

<sup>8</sup> *Sawhchiar*- Mixture of rice and meat (Chicken or Pork).

**Fig 2.1** A pot made of steel to manufacture *chinghal*, used for Mizo *bai*.



(Picture was taken by the Scholar at Mimbung village on 18<sup>th</sup> September 2019)

Mizo cannot live without chili (*Hmarcha*). '*Hmarcha rawt*' is compulsory in every dish from the past until today. Some elder people say that without *hmarcha rawt*<sup>9</sup> it is difficult to eat food. It is also one of the most common traditional Mizo foods. *Hmarcha bawl* is a mixture of tangy and spicy chilly using *sa-um*<sup>10</sup> and *chinghal*<sup>11</sup>. Another popular traditional food '*Rep*'.<sup>12</sup> *Rep* consists of dry vegetable leaves and different types of meat pork, deer, wild pig, beef, etc..

Basically, Mizo eats three times a day i.e. morning, noon and evening. The time sequence and schedule of eating food are different between the urban and the rural areas. In the urban areas, they normally take breakfast at around 8-9 AM and in the rural areas they use to take breakfast at around 7-8. They eat rice three times a day with some vegetables, dal, *bai*, and *hmarcha bawl*, boiled mustard leaves and some leafy vegetables soup. People who work in the office and in the market nowadays eat western, Asian and Indian food items like Chicken/egg/pork/beef chowmein, sanpiau, chow, chana, beef/pork/chicken/noodle/soup, thukpa, omelet, egg/chicken biryani, etc. for lunch.

In community feasts like a celebration of Christmas, New Year and *Chapchar kut*<sup>13</sup>, people dine together. In community feasts, they eat meat like Mithun, beef, pork, chicken, and wild animals such as deer, wild boar, etc. In the community feast, they usually serve and eat traditional food. They sit

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<sup>9</sup>*Hmarcha rawt*- grinding of chilly.

<sup>10</sup>*Sa-um*- Fat of pig used to cook leaves of vegetables

<sup>11</sup>*Chinghal*- used to cook vegetables leaves with a mixture of sa-um, made from ashes of woods.

<sup>12</sup>*Rep*- It is a dry meat, dry fish, and dry vegetables. It can be store for a whole year.

<sup>13</sup> Chapchar Kut- one of the biggest festivals of the Mizo.

together with a big bowl (fresh banana leaves are put above the bowl) where more than five people sit and dine together.<sup>14</sup>

Globalization has brought many changes including the food habits of the Mizo. There is a great transformation in the food habit of the Mizo. People are becoming more and more enthralled and bemused in western food and food coming from southeast Asian countries like Thailand, Malaysia, South Korea, etc. They like hotels and restaurants where western food and Asian food are available rather than that of hotels and restaurants where they usually serve traditional food. Nowadays, the traditional food is dominated by that of food imported from the western and southeast Asian countries such as fried, steamed momo, Chinese, American chop suey, egg/chicken/veg spring roll, sanpiau, chicken/pork/beef chili, roti, Manchurian, spaghetti, sandwich, etc.<sup>15</sup> Slowly and gradually the western and Southeast Asian subjugated the traditional food culture of the Mizo.<sup>16</sup>

People nowadays are aware of their health and many go on diets. For breakfast, they drink milk or tea with bread along with butter, omelet, and vegetables like broccoli, spinach, etc and fruits like banana, apple, orange, grape, etc. They try to avoid rice at breakfast time. This is practiced mostly in the urban areas and also those who are the upper living class. It cannot be applied and practiced by all who belong to the lower class because it will be a burden for them to buy different types of fruits and vegetables. But, the

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<sup>14</sup> B. Lalthangliana., *Opcit*

<sup>15</sup> Buly (Owner of one of the Food truck in Aizawl) interviewed on 8<sup>th</sup> October 2019 by the scholar.

<sup>16</sup> Lallianzuala., *Opcit*

tradition of eating healthy food like fruits and vegetables has become popular day by day among the new generation.

The changes in the food habit among the Mizo is visible in the Mizoram University (MZU) also. The MZU canteen like Uncle's restaurants, Canteen in School of Social Science (SSS), School of Life Sciences block, and Lala canteen served the western, Southeast Asian countries particularly Singapore, Thailand, Malaysia, South Korea and also that of mainland Indian food. The common items available in the canteen are Spring roll, chowmein (Beef/egg/pork/veg), Biryani (Veg/chicken), Rice (beef/mixed/egg/pork/veg), Chow (Beef/mixed/egg/veg/chicken), alu chop<sup>17</sup>, paratha, samosa, pakora, chana, noodles, roll (Beef/spring/chicken/pork/veg), omlette, momo (steam/fried), soup (Mushroom/beef/chicken) etc.<sup>18</sup>

In the city, there are popular restaurants and hotels like Chopstyx, Flavour of Korea, West Café, Hotel Floria, Hotel Regency, etc. They served western food and some Southeast Asian Food. They do not serve traditional food instead they prefer to serve and provide food cultures from western and Asian food. Some popular item in their menu is as under:<sup>19</sup>

### **Appetizers**

- Alu chop & Alu chop with cheeses
- Chilli sausage

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<sup>17</sup> Alu chop –Made from potato

<sup>18</sup> Muana (Owner of the School of Social Sciences restaurants, Mizoram University) interviewed on 26<sup>th</sup> September by the scholar.

<sup>19</sup> Lalrammuana (Employee in the west Café restaurant in Aizawl) interviewed on 24<sup>th</sup> October 2019 by the scholar.



- French fries & French fries with cheese
- Fish and chips
- Fish fingers
- Kimbab
- Bacon Nachos with Chinese
- Vietnamese paper roll
- Chicken pakora
- Sausage cheese wrap
- Alu chaat
- Masala papad
- Chilli potato
- Wonton fry
- Chilli sausage
- Onion rings
- Golden prawn
- Steamed & Fried momo ( Chicken /beef / chicken /pork /vegetable) etc.

### **Chinese/Tibetan food<sup>20</sup>**

- Pork/Beef
- Pork/Beef/Chicken/prawn dry fry
- Chilli Chicken /Prawn /Pork /Beef (Dry/Gravity).
- Chilli Prawn /Garlic Prawn
- Prawn Manchurian

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<sup>20</sup> Lalmuanawma (employee in Hotel Floria) interviewed on 20<sup>th</sup> September 2019 by the scholar.

- Prawns Wrapped in Bacon
- Honey Lemon Chicken /Butter Chicken
- Dragon Chicken
- Stir-fried beef
- Peppered beef
- Tingmo
- Shapta (Beef/Pork/Chicken).
- Shaphaley etc.

### **Burgers<sup>21</sup>**

- Chicken/Beef/Bacon/Veg burger

### **Sandwich<sup>22</sup>**

- Veg club sandwich
- Chicken club sandwich
- Veg grilled sandwich
- Chicken Grilled sandwich

### **Continental<sup>23</sup>**

- Chicken /egg curry
- Tandoori chicken
- Chicken tikka buttery masala

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<sup>21</sup> *Ibid*

<sup>22</sup> *Ibid*

<sup>23</sup> Lalnunkimi (employee in the Hotel Regency in Aizawl) interviewed on 20<sup>th</sup> September by the scholar.

- Mattar paneer
- Jeera rice
- Peas /paneer pulao
- Chicken biryani
- Plain dal
- Alu paratha
- Mixed /cucumber raita
- Dal Tarka
- Lachha paratha etc.

### **Continental<sup>24</sup>**

- Roasted pork with mashed potatoes
- Sazzlic with rice
- Grilled fish with lemon butter sauce
- Spaghetti Carbonara
- Penne carbonara
- Mac and cheese
- Garlic butter shrimp etc.

### **Noodles<sup>25</sup>**

- Chow (Hakka /gravity)
- Korean chow

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<sup>24</sup> *Ibid*

<sup>25</sup> Duhsanga (employee in the chopstyx restaurant in Aizawl) interviewed on 20<sup>th</sup> September 2019 by the scholar.

- Thai chow
- Schezwan chow
- Chop suey
- Thukpa
- Thai noodle soup
- Prawn ramen etc.

### **Rice<sup>26</sup>**

- Plain rice
- Fried Rice
- Korean rice
- Schezwan rice etc.

### **Soups<sup>27</sup>**

- Seafood chowder soup
- Tomato egg soup
- Manchow soup
- Sweet corn soup
- Sanpiau
- Chicken pasta salad etc.

### **Salads<sup>28</sup>**

- Green /potato /Greek soup

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<sup>26</sup> *Ibid*

<sup>27</sup> Lalnunkimi., *Opcit*

<sup>28</sup> Duhsanga., *Opcit*

- Hawaiiin salad
- Russian salad
- Chicken sausage
- Chicken pasta

### Desserts<sup>29</sup>

- Custard oreo
- Banana Split
- Fruit salad
- Fruit salad with ice cream
- Oreo pudding
- Tiramisu

The above menu of the most popular hotel and restaurants in Aizawl shows that they hardly serve Mizo traditional food. The new development is due to globalization in Mizoram and its impact in the Mizo society, especially in the food culture. Moreover, most of the canteen at Mizoram University (MZU) serves the Western, Asian countries and that of the mainland Indian dish rather than that of the Mizo traditional food. There are very few items of traditional food on the menu of the canteen such as *Sachek*<sup>30</sup> and *sawhchiar*. This shows that the traditional food of the Mizo is being dominated by the food coming from the western, South East Asian countries and also from mainland India. Actually, the canteen owners think that they will not be attracted by

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<sup>29</sup> *Ibid*

<sup>30</sup> . Sachek- prepare from internal part mainly from the Cow like intestine, stomach, lung, etc.

customers if they serve the traditional food of the Mizo.<sup>31</sup> In other words, they will not earn much profit by serving traditional food. Moreover, in order to serve the Mizo traditional food, they need adequate and sufficient storeroom to keep and store the traditional food items for a longer period of time. They say that Mizo traditional food has to be consumed in a day and the ingredients are impossible to keep for more than two or three days.<sup>32</sup>

### **2.3. Globalization and Mizo folk songs and music.**

Every society has its own folk songs and traditional songs. Mizo people deeply cherish love songs. The history of Mizo and its folk songs are closely related to the beginning.<sup>33</sup> The oldest songs of the Mizo were mostly couplet and, later on, three or four lines come to exist. The traditional songs of the Mizo can be classified into four categories. They are *Thantlangpa upa hla*, the second one belongs to the period of 1450-1700, the third one between AD. 1700-1900 and the fourth one during the period of the 20<sup>th</sup> century. The first category can be traced back to the period of the so-called “*Thantlang Upahla*”.<sup>34</sup> This was during the period before the Mizo crossed the RunLui (Run river) and probably between AD 1300-1450.<sup>35</sup> Some of these songs consist of *Thuthmun zai*, *Nauawihhla*, *darhla*, *hlado*, *bawhhla*, and *Salu*.<sup>36</sup> The songs during this period were all in the couplet.<sup>37</sup> The second one consists of the period between 1450-1700. During the time, they settled in the Lentlang

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<sup>31</sup> *Ibid*

<sup>32</sup> Lala., *Opcit*

<sup>33</sup> B. Lalthanglianna., *Opcit*

<sup>34</sup> R.L. Thanmawia. (2012). *Mizo Hla Hlui (Mizo folk songs)*. Aizawl: Din Din Heaven. P.5

<sup>35</sup> *Ibid.*, P.5

<sup>36</sup> *Ibid.*, P.5

<sup>37</sup> B. Lalthanglianna., *Opcit*

and lived in the *Run*<sup>38</sup> and *Tiau*<sup>39</sup>. During the period, the folk songs consist of *Dar hla*, *Nauawihhla*, *Salu lam zai*, *Bawhhla*, and *Hlado*. In the meantime, the songs consist of three or four lines and there are few songs which are couplet in nature. The famous songs during the time are *Chawngchenzai*, *Chai* songs, etc.

The third period was from AD. 1700-1900, and this was the period when the Mizo crossed the *Tiau* river. Almost all the songs during this period were composed according to the individual's name such as *Darmanizai*, *Mangkhaiazai*, *Lianchhiarizai*, *Laltherizai*, *Tuchhingpazai*, *Neihlaiazai*, *Lerhazai*, *Saikutizai*, *Darlenglehizai*, and some songs consist of not the individual name like *Darlungzai*, *Chhimzai*, *Sailozai*, *Tlangnuamzai*, *Zawlbukzai*, *Darthlalangzai*, and many other songs emerged during this period. The songs were mainly of four lines.<sup>40</sup> And the fourth phase consists of those songs composed during the 20<sup>th</sup> century. It witnessed a gradual change in the Mizo society and this was reflected in the music. New songs like *Awithangpazai*, *Puma zai*, *Tlanglamzai*, *Abor run zai*, *German run zai*, *Chalmarzai*, *Chheihzai*, *Hrangchhawnizai*, *lelthangzai*, *Tualpheizai*, *Tlangnuamzai*, *Ramtharizai*, *Mutelenzai*, *Vaizawizai*, *Thlekzai*, *Lianrikhumizai* etc were composed and they were prominent during the time.

In Mizo traditions, there are some famous and well-known folk songs. *Pawnto* song is one of the most popular folk songs and it mainly abides with games. One of the du jour and faddish '*pawnto songs*' are as under:

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<sup>38</sup> Run- It is located in the Myanmar country and is popularly known for its run river.

<sup>39</sup> Tiau- It is situated in Khuangphah Village in Mizoram and is known for its tiau river which is in Indo-Myanmar border.

<sup>40</sup> *Ibid.*, P.6

*Zawngaleilawn dim dim,*

*Chhimzawngleilawn,*

*Zawngchalleilawn,*

*Zawngaleilawn dim dim.*<sup>41</sup>

*Zawn tel tel, zawn tel,*

*Vai Lalpa zawn tel zawn tel,*

*Mawng sawh dawm dawm.*<sup>42</sup>

**(Free translation)**

(The monkey's bridge is slumping slumping

The bridge of the monkey in the south

The bridge of the ages monkey.

Carry them, carry them on

Carry the king of the enemy

And tumble them on the bottom, tumble them on the bottom)

There is *Losul Hmuah Hla* in the Mizo folk songs. This *Losul Hmuah hla* was basically meant for children. Children used to sing this *losul hmuah hla* during the time when they are eagerly waiting for their parents to turn from the paddy field. One of the most famous and popular *Losual Hmuah Hla* is given below:

*Ka nu, Ka pa*

*Lo haw thuai thuai ang che,*

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<sup>41</sup>R.L. Thanmawia. (2012). *Mizo Hla Hlui ( Mizo Folk Songs)*. Aizawl: Din Din Heaven. P.24

<sup>42</sup>*Ibid.*, P. 27



*Tlangah ruahpui a sur e,  
 Sakhi lam peng rawn zawh la,  
 Lo zangphar der der ang che.  
 Chhingi a tap e, Rolenga a tap e,  
 Ka mumang mang chu ni sela,  
 Tlangah ka zuk au na ral tur a.*<sup>43</sup>

**(Free Translation)**

(My mother, my father  
 Come home speedy and quick  
 The rain poured heavily on the mountains  
 Take the road hitherto where the deer's take  
 Come lightly and softly  
 Ching I is crying, Rolenga is crying  
 If this be a dream  
 I could have called onto the mountains).

*Dar songs* are one of the oldest Mizo folk songs. Darbu<sup>44</sup> is one of the assets of the Mizo but it is not the product nor was it composed by the Mizo. It is believed that it was the time when the ancestors settled down from the Chinese land and when they closely shared a close boundary with the 'Kawl'<sup>45</sup> people.<sup>46</sup> One of the famous Darbu songs is the Liando brother's songs.

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<sup>43</sup>*Ibid.*, P. 22

<sup>44</sup>*Darbu*- Musical instrument of the Mizo

<sup>45</sup>Kawl- Indigenuos people of the Burmese

<sup>46</sup>B. Lalthangliana. (1998). *Mizo Hun Hlui Hlate*. Aizawl: RTM Press & Computer. P.1

*Liando te unau unau,*

*Dar zeng nge in tum in tum?*

*Dar zeng mah kan tum lo ve,*

*Liando bur chhe te kan tum kan tum.*<sup>47</sup>

**(Free Translation)**

( Liando breathe breathe

What tune of a bell is played by you

None bell is being played by us

A bottle none of the worth is played by us)

The above folk songs are some of the popular songs of the Mizo. But with the coming up of globalization, large bump and collision on the folk songs have been seen. These children's songs are slowly and gradually being replaced by the nursery rhymes from the western and children are fond of it. They are *Johny Johny yes papa, baa baa black, ABC song, Wheels on the bus, Old Macdonald had a farm, rain rain go away, five little ducks, swimming songs ABC temple down D, butterfly butterfly*, etc. These nursery rhymes are well equipped with modern musical instruments and children to enjoy them. Nowadays, most of the parents use to sing and play the nursery rhymes (Equipped with modern music and instruments) to enjoy and bond with their children. They prefer nursery rhymes and usually avoid folk songs that were practiced in the past two or three decades. The Mizo youth and children no

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<sup>47</sup>*Ibid.* P. 1-2.

longer pay much heed to the traditional songs and they hardly recognize and are hardly familiar with their folk songs.

Regarding music, most of the new music and videos are based and copied from western music and Kpop<sup>48</sup> culture. The Mizo youths prefer music coming from the western and Kpop. The western and Kpop music culture has greatly influenced the Mizo music culture. They do not enjoy Mizo songs and videos, rather, they prefer to listen to music from the west and that of Kpop music and videos. The Mizo youths really enjoy the music and also the movies and serials coming from the west and Kpop. They do not have much interest in local products. This shows that globalization has changed the music culture. Western music has largely influenced the Mizo society. It hegemonized the Mizo folk songs, making the Mizo people favor and adore the music coming from the western and also from Kpop. Now, slowly and gradually the traditional songs were left behind and it seems it is not possible to revive especially among the youth.

Mizo are fond of music (song) and their lives and culture are closely related to music. In the past, the ancestors used to sing to show and express their feeling especially during times of full moon, important occasion, in times of their nostalgia and in times when they miss their loved ones, etc. They used some simple musical instruments to a sing-song. Some of the traditional musical instruments of the Mizo are *Darkhuang*<sup>49</sup>, *Mizo ting tang*<sup>50</sup>,

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<sup>48</sup> Kpop- songs and music from South korea.

<sup>49</sup> Darkhuang- it is a big brass gong and greatest and most costly musical instruments of the Mizo.

<sup>50</sup> *Mizo ting tang* – Mizo fiddle

*phenglawng*<sup>51</sup>, *mau taw-taw-rawt*<sup>52</sup>, *raw chhem*<sup>53</sup>, *talh-kuang*<sup>54</sup>, *beng-bung*<sup>55</sup>, *Se-ki-khawn*<sup>56</sup>, *hnah tum*<sup>57</sup>, etc.

The present generation hardly uses Mizo traditional musical instruments. This is due to the modern and advances musical instruments coming from the western countries and that of the Asian products. These modern musical instruments are easier and convenient to use and produce delightful and amusing sound. As a result, the present generation is not familiar with the traditional musical instruments and some of them are very rare to find. Some of the modern musical instruments are bagpipes, guitar, double bass, keyboard, pianos, classical guitar, bass guitar, trumpet, electric guitar, violins, clarinets, acoustic guitar, soundbox, harps, cellos, saxophones, different types of microphone, etc.

The above musical instruments are the most popular and famous among the Mizo. These musical instruments dominate the Mizo traditional musical instruments. They use these instruments to shoot music videos and compose songs.<sup>58</sup> Without these modern musical instruments shooting and molding music and music videos will be difficult. So, these modern musical instruments are inevitable for the Mizo.

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<sup>51</sup> *Phenglawng*- flute

<sup>52</sup> *Mau taw-taw-rawt*- Bamboo trumpet

<sup>53</sup> *Raw chhem*- Mizo bagpipes

<sup>54</sup> *Talh-kuang*- trough drums

<sup>55</sup> *Beng-bung*- Mizo dulcimer

<sup>56</sup> *Se-ki-khawn*- Mizo castanets,

<sup>57</sup> *Hnah tum*- a typical Mizo musical instrument- aleaf

<sup>58</sup> Lalsangliana (Mizo popular singer) interviewed on 15<sup>th</sup> September 2019 by the scholar.

## 2.4. Sport and Globalization

Mizo are very fond of sport from the past. In the recent past slowly and gradually, the culture of sport has changed due to globalization. In fact, Mizo people hardly play and practice their traditional sport. They prefer playing global sport. In other words, globalization has changed the sports culture of the Mizo. In the past, the Mizo used to play different types of games. Some of the Mizo traditional games are; *Arpakal*<sup>59</sup>, *In selem chaih*<sup>60</sup>, *insesik*<sup>61</sup>, *insuknawr*<sup>62</sup>, *kalchhet*<sup>63</sup>, etc.

The Mizo traditional games are not played anymore and have become irrelevant and left behind. The youths are not interested in the traditional game anymore and they also do not know much about their traditional sport. In fact, it can be said that the reason for leaving behind the traditional sport is due to the coming of new sports like football, volleyball, basketball, etc. Moreover, in the recent past, with the development of science and technology and advancement in the computer, children and youth are more interested in computer games and e-gaming/online gaming. Also, the coming of global sports like Ultimate Fighting Combat (UFC), Basketball Different league and 3 X 3), Futsal, Athletics, Badminton, Bike/Bicycle racing, Gym challenge, weightlifting and different types of the Football league, etc. have largely influenced the sports culture of the Mizo. The arrival of different types of

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<sup>59</sup> *Arpakal*- It is a game in which the player used to walk like a male cock

<sup>60</sup> *Selem chaih*- usually a game of children in which they act like a cow, horse, mithun etc. sitting on the other boy controlling the other guy and the other one act like the animal.

<sup>61</sup> *Insesik*- children used to act like domestic animals like cow, goat etc and they fight like the domestic animals.

<sup>62</sup> *Insuknawr*- played by male with bamboo or wood using their full energy to push each other

<sup>63</sup> *Kalchhet*- walking with a bamboo stick and they used to race with it.

global sports makes traditional sports become irrelevant and has become unfamiliar to the youth. They hardly engage in traditional sport, instead, they are more interested in global sports rather than traditional sports.

## **2.5. Multi-National Corporations and Multi-brand showroom**

Multinational Corporations (MNCs) is a commercial that runs and functions concurrently in various parts of the country in the world. Manufacturer or producer may be in one country, while the marketing and investment may be in another country. Business is passed out in various countries with the intentional headquarters in any part of the world. It is a multi-process and multi-product enterprise. Some examples of MNCs are Yamaha (Japan), Adidas and Puma (Germany), Nike, Amazon, and Apple company (America), Tata Motors (India), LG Corporations (South Korea), Uber (America), etc. As the world is growing in terms of economy and information technology, the state of Mizoram is also developing as compared to the past two or three decades. There are no restrictions on opening retail outlets of foreign private companies and due to this MNCs have entered into Mizoram and established inside the state.

Along with the multi-national companies, showrooms for Puma, Nike, Adidas, Levis, Reebok, Pepe, Louis Phillipe, etc. are opened up in Mizoram. These brands are not familiar before (two or three decades back) among the Mizo people and the product of foreign multinational companies like Nike, Puma, Adidas, Reebok, etc. was not worn by the common people. Recently multi-brand showrooms like Vishal (First it was strongly opposed by the

Groups of Merchants in Aizawl and by the Mizo Zirlai Pawl)<sup>64</sup>, Baxar India and Westside (recently opened in April 2019)<sup>65</sup> has opened their outlet in Aizawl. The dress of Mizo people began to change and a new culture or fashion has arrived and emerged. In fact, the Mizo traditional dress is rarely worn by the people.<sup>66</sup> The Mizo traditional dress is usually worn only on an important occasion like the Young Mizo Association (YMA) Day and at the time of funerals. In short, people prefer branded products from Reebok, Adidas, Nike, Puma, Asics, New Balance, etc. then the traditional dresses.

## **2.6. Transport Development in Mizoram (roads, railways, and airways)**

Transport affects the lives of everyone. Good transportation is needed for sustainable economic improvement. Good connectivity is frequently considered as crucial means of enhancing the public effort to provide elementary healthiness and educational amenities as well as infrastructural sustenance for industry, trade, and commerce.<sup>67</sup> Impenetrable and harmonized system of transport acts as an significant role in the economic development of a country and transport routes are the elementary economic arteries of the country.<sup>68</sup>

### **a) Road**

Road transportation is of vital importance for the development and growth of a country. Road connectivity acts as a crucial role and contributes for

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<sup>64</sup> Lalnuntawma., *Opcit*

<sup>65</sup> Lalremruati sailo (Department Manager in westside) interviewed on 9<sup>th</sup> October by the Scholar.

<sup>66</sup> B. Lalthangliana., *Opcit*

<sup>67</sup> Ravinder N. Batta. (2008). *Economics of the Road Transport*. Delhi: Kalpaz Publications. P. 20

<sup>68</sup> H. M. Saxena. (2005). *Transport Geography*. Jaipur: Prem Rawat for Rawat Publications. P. 185

growth and development of state economy and it also brings social benefits. Construction of more roads will make life easier and more convenient. Road infrastructure can be regarded as the most important of all public assets. In Mizoram, the availability of efficient and cheap means of transport and a good network of roads are essential for the economic development of Mizoram.<sup>69</sup> Road transportation is regarded as the lifeline of Mizoram as another mode of transport is frivolous and insignificant.

The total geographical area of Mizoram is 21081 Sq.km. and the overall distance of all classes roads in Mizoram is 8948.179 Kms and Road density is 42.45 km/100 Sq.km.<sup>70</sup> It is important to note that for the development of the state it is necessary to have trade partners with other states, good and well-knit of road transportation is inevitable. The state government takes up many steps towards its road transport connectivity.<sup>71</sup> Some of the policy which is currently undertaken by the state government are mentioned below:

#### **National Highway - 44**

The National Highway No-44 is connected between Aizawl and Kanchanpur in the northern side of Tripura via Jampui Hills. This highway is the extension of the existing National Highway no. 44. In the Mizoram side, it will start from Sairang<sup>72</sup> via the junction to Airport road.<sup>73</sup> It is constructed under the Public Work Department (PWD) of Mizoram. The work started in

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<sup>69</sup>Lianzela. (1994). Economic Development of Mizoram. Guwahati: Spectrum Publications. P. 173

<sup>70</sup>R. Lalrintluanga CE PWD (Road), interviewed on 1<sup>st</sup> July, 2019, by the scholar

<sup>71</sup>*Ibid*

<sup>72</sup>Sairang Village- It is a village on the national Highway which is 19km far away from the capital city Aizawl.

<sup>73</sup>*Ibid*



the year 2010 and it is estimated to be complete and to function from the year 2020. Almost all the works are almost completed except the Langkaih bridges. It is believed that when the NH-44 is completed, it will be convenient for both the states in terms of trade and will save a lot of time. During the construction, there are some challenges and tensions created by the tribal people of Tripura.<sup>74</sup> They do not want their land to be distorted and touched by the government. This slowed down the work and progress of the project.<sup>75</sup> Another problem faced during the construction of the Highway is that of landslide and acquisition. It also delayed the construction of the highways and the completion of the work.

### **National Highway 102b**

This highway is locally known as the Guite Road. The National Highway 102b is the only highway that connects between Mizoram and Manipur. The length of the NH 102b is 323 km (201 mi). On the side of Mizoram, it starts at Keifang-Saichal-Hliappui-Ngopa-Khawdungsei-Khawkawn-Tuivai river and will connect to Manipur states via Sinzawl-Singhat-Churachanpur.<sup>76</sup> It is entrusted under the Border Road Organisation (BRO). This National Highway is regarded as one of the most important roads in the country as it is constructed along the Indo-Myanmar border. The highway covers both Guite Road ( Churachanpur-Singhat-Sinzawl-Tuivai river) and some parts of Tedim Road ( Imphal-Tedim in the Chin state of

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<sup>74</sup> R.Lalrintluanga., *Opcit*

<sup>75</sup> R. Lalrintluanga., *Opcit*

<sup>76</sup> *Ibid.*,

Myanmar). It served as a defense and strategy road since the British period.<sup>77</sup> During the World War-II, the British India Army and the Japanese army had a long and fierce battle in this road.<sup>78</sup>

### **National Highway 306**

The National Highway 306 which was earlier known as National Highway 54 (NH-54) connecting Aizawl to Silchar is one of the most important routes, especially for Mizoram. Almost all goods like rice, vegetables, fruits, raw materials, electronic items, etc. are coming through this route. For Mizoram, this National highway NH-306 is no doubt the lifeline of the state. The road conditions, however, are very poor and rough. The state government is trying to repair the NH-306 and it is under survey by a consultancy. It is to be reconstructed with two lanes.<sup>79</sup> The road between Bilkhawthlir- Kolasib (Mizoram Side) is to be blacktop. The Central Government sanctioned Rs 40.00 crores and tender is still under process.<sup>80</sup> The State Government has sent the Kolasib-Kawnpui Detail Project Report (DPR) to the Central Government to repair and blacktop the road.<sup>81</sup>

The Highway Department, Government of Mizoram, has sent an estimated sanction to the central government to reconstruct and blacktop the road between Kawnpui-Khamrang.<sup>82</sup> The state government has already done the tender and work order is awaited which is to be approved by the Ministry

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<sup>77</sup> *Ibid.*,

<sup>78</sup> *Ibid*

<sup>79</sup> Hrangtawna. *Opcit.*

<sup>80</sup> *Ibid*

<sup>81</sup> *Ibid*

<sup>82</sup> Kawnpui-Khamrang- The road between these two village is terrible.

for the blacktopping of the road between Khamrang-Buichali.<sup>83</sup> National Highway 306 is one of the most important routes and most of the goods and materials are imported through it. If this highway is properly repaired by blacktopping as per the plan, it will be convenient for Mizoram. It will benefit all the people of Mizoram.

### **National Highway - 302**

This is a National Highway that will connect Lunglei<sup>84</sup> to Bangladesh. The route will be Lunglei-Tlabung-Kawrpuchhuah-Bangladesh. It is constructed under the fund of the World Bank<sup>85</sup>. The road to Lunglei is a single lane but Tlabung-Kawrpuchhuah will be two lanes highway.

The Pradhan Mantri Gram Sadak Yojana (PMGSY) which is under the Ministry of Rural Development, Government of India tries to establish and construct new connectivity of good road transport where a village consisting of 250 population should be connected with roads.<sup>86</sup> The scheme was started in the year 2000-2001.

### **b) Railways**

The Indian Railways is one of the lengthiest railway systems in the world with 63, 000 route KM., roughly 7,000 locomotives, 30,000 passenger coaches, nearly 300,000 wagons and provide work for approximately 1.6

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<sup>83</sup> Lalmuankima Henry., *Opcit*

<sup>84</sup> Lunglei- a District located in the Southern part of Mizoram.

<sup>85</sup> Lalmuankima Henry., *Opcit*

<sup>86</sup> R.Lalrintluanga., *Opcit*

million staff.<sup>87</sup> At present, the railway line is connected to Bairabi<sup>88</sup> in Mizoram in the Assam-Mizoram border. As a result, the Mizo people hardly benefit from this. A Railway Out Agency is available in Aizawl for booking and carriage facilities of goods. At present, a train departs from Bairabi at 5:00 to Silchar and come back in the evening at 4:15 PM. The rail carry goods and food grains to Bairabi and are stocked in the Bairabi godown and Rengtekawn godown. From these, they distribute the foodgrains to all parts of Mizoram state.

The North-East Frontier Railway is constructing a new railway line between Bairabi-Sairang near Aizawl, the capital of Mizoram. It is a part and parcel of the Northeast Frontier Railway region of the Indian railways. The length of this railway line is to be 51 km and it is estimated to be opened in March 2022.<sup>89</sup> In fact, the state capital Aizawl will be on the railway map after the completion of the Bairabi-Sairang railway line. A railway line from Sairang to Bangladesh border center via Kawrpuichhuah is under progress as well.

### **c) Air transportation**

Air transportation in India made a unassuming commencement in 1911 when airmail operation started over a slight distance of 10 km between Allahabad and Naini and Indian National Airways was molded in 1933, but the tangible network of air transport activated only after independence.<sup>90</sup>

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<sup>87</sup> K.K. Dewan & M. Mustafa. (2004). Management of Modern City Transportation System: A long-term strategy for energy and environment efficient transport administration. New Delhi: Deep & Deep Publications Pvt. Ltd. P. 160

<sup>88</sup> Bairabi- a border town in Assam border

<sup>89</sup> *Ibid*

<sup>90</sup> H.M. Saxena, *Op.cit*, P.200

Establishment of an airport in Mizoram was started in the year 1998 by Zoramthanga, the then present Chief Minister. The airport in Mizoram is maintained and controlled by the Aviation Wing, Government of Mizoram which was established in the year 1983,<sup>91</sup> to connect with the outside world and to maintain trade and business with other countries through airways. It plays a significant and important role in the development of the state.

One of the goals of the state is to have an international airport and they are taking important steps to accomplish their goal.<sup>92</sup> However, in the month of April 2019, Jet Airways stop their service to Mizoram. Subsequently, there is only one service which connects Mizoram i.e. Air India till October 2019. And in the month of October 2019, the Go Air connect and start servicing Aizawl-Kolkatta and Aizawl-Guwahati. Also, the Government of Mizoram made a deal with the Ministry of Affairs to have a helicopter service within the state of Mizoram.<sup>93</sup> This will connect various districts and also some important towns like Darlawn, Tlabung, etc. It is estimated to function at the end of the year 2019.<sup>94</sup>

The Aviation Wing under the Government of Mizoram took several steps to improve the airport facilities in Lengpui Airport. Some of are them follow;

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<sup>91</sup> Saidenga (Deputy Comptroller, Aviation wing, government of Mizoram) interviewed on 9<sup>th</sup> October 2019 by the scholar.

<sup>92</sup> *Ibid*

<sup>93</sup> *Ibid*

<sup>94</sup> *Ibid*

**a) Isolation parking bay:**

An Isolation Parking Bay was built in Lengpui Airport to park aeroplane if an aeroplane is hijacked.

**b) Run Way End Safety Area (RESA):**

For security of runway, a Runway Way End Safety Area (RESA) is ongoing project. Sometimes undesirable things happen, like landing on the wrong side and sometimes an aeroplane running in an uncertain way. To prevent this RESA is undertaking and the work is being implemented under the Aviation Wing with the size of 90m x 120m<sup>95</sup>.

**c) Additional Doppler Very High-Frequency Omni Range (DVOR):**

In order to develop the airport, navigation and communication equipment are needed to upgrade and developed. DVOR machine was established in the village of the Hmunpui mountain peak. If this DVOR is completed the air service which connects Southeast Asian Countries like Thailand, Malaysia, Singapore, etc. will use this DVOR. And thus it will obviously be one of the successful steps towards the Indian Act East Policy (AEP). This DVOR is estimated to be run and function by the end of 2019.<sup>96</sup>

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<sup>95</sup> *Ibid.*,

<sup>96</sup> *Ibid*

**d) Modernized Design and extension of the Terminal Building (Rs. 50.00 crores)<sup>97</sup>:**

The State Government proposed to extend the Terminal building to handle up to 10,000 passengers in a day. This is the requirement for the next 50 years and is estimated to cost at least Rs. 50.00 crores.<sup>98</sup> The terminal building design may be altered to give it a fresh and modernized look. Besides, the complete electrical fitting and wiring may be changed to avoid any incident/short circuits, the floor tiles may be replaced with marble/glossy tiles, etc.

**d) Fire Station and New Air Traffic Control Tower (ATC) Rs. 50.00 crores<sup>99</sup>:**

The State Government proposed to construct a new Fire station with Air Traffic Control Tower ( ATC) on top of it.<sup>100</sup>

**e) Apron Expansion (Rs. 50.00 crores):**

The existing Apron at Lengpui Airport has 4 parking Bays, suitable for parking of 2 Airbus 320 and 2 ATRs at a time.<sup>101</sup> In view of the growth in the Aviation sector, the Apron has to be extended to accommodate at least 10 Airbus 320 simultaneously which would facilitate the operation of more

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<sup>97</sup> *Ibid.*,

<sup>98</sup> *Ibid.*,

<sup>99</sup> *Ibid.*,

<sup>100</sup> *Ibid.*,

<sup>101</sup> *Ibid.*,

Airlines while catering for VVIP/VIP movements involving 3/4 MI-17 class of helicopters.<sup>102</sup>

**f) Proper Airport Perimeter Security Fencing along with standard Perimeter Road (Rs. 20.00 crores):**

Proper Airport Perimeter Security Fencing of Standard height 7ft with Y bar with barbed wire is required to be constructed. Perimeter road along the perimeter wall is also required for security patrolling and for any emergencies.

The above study shows that the coming of globalization in Mizoram has brought changes in the Mizo culture in different ways. Globalization along with MNC has changed the food culture of the Mizo slowly and gradually. The study found that the different types of modern and global sport have also in fact, over dominated the traditional sports of the Mizo. The study reveals that the traditional songs and musical instruments of the Mizo are replaced and subdued by the modern and musical instruments and songs coming from the Western countries and Korea. Regarding connectivity, the study found that the availability of efficient and cheap means of transport and a good network of transportation is needed for the economic development of Mizoram.

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<sup>102</sup> *Ibid.*,



## Chapter III

### Globalization and Trade and Commerce

#### 3.1. Introduction

The Trade and Commerce Department under the Government of Mizoram was created in the year 1987. This department is now merged with Directorate of Industries (vide Government Order No. A 46013/92016-GAD date. 27.06.2016) to stimulate and improve the economic situation of the state over the preferment of trade and commercial actions.<sup>1</sup> It can be noted here that agrarian segments form the economic mainstay of the State. So, sufficient necessities were made to develop and stimulate agricultural marketing over instruction of agricultural markets and precaution the interest of peripheral agrarians of all forms of insalubrious race as well as mistreatment. The department seized over the management and administration of the market as of the Land Revenue & Settlement Department and the Local Administration Department resulted from August 2000. The department channelizes the fund of the Assistance to States for Development of Export Infrastructure and Allied Activities (ASIDE) Scheme under the Ministry of Commerce & Industries (MoC & I), Government of India and also manages projects under the ASIDE Scheme.<sup>2</sup>

The department gives main concern to develop the marketing aspects of agricultural products by giving market framework to safeguard the overall

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<sup>1</sup> Ronald ( Market Officer in Commerce Wing, Governemnt of Mizoram) was interviewed on 5<sup>th</sup> August 2019 by the Scholar.

<sup>2</sup> Lalrintluanga (Jt. Director Commerce Wing, Government of Mizoram) was interviewed on 10<sup>th</sup> October 2019 by the scholatr.

interest of the agrarians. Currently, 220 markets within the states are directly or indirectly managed by the Trade and Commerce Department.<sup>3</sup> Various markets provide places for selling agricultural produces within the state, and also employ huge integer of people, mostly women and feeblers sections of the society.

Under the Commerce & Industries Department, there are three major check gates namely Vairengte, Kanmun, and Bairabi. In the check gates, the staff checks and recorded the commodities. In the current financial year 2019-2020 till June 2019, the department has collected Rs. 48,13, 620 as revenue and the department always exceeds the target revenue.<sup>4</sup>

### **3.2. Organisational chart of Commerce & Industries Department**

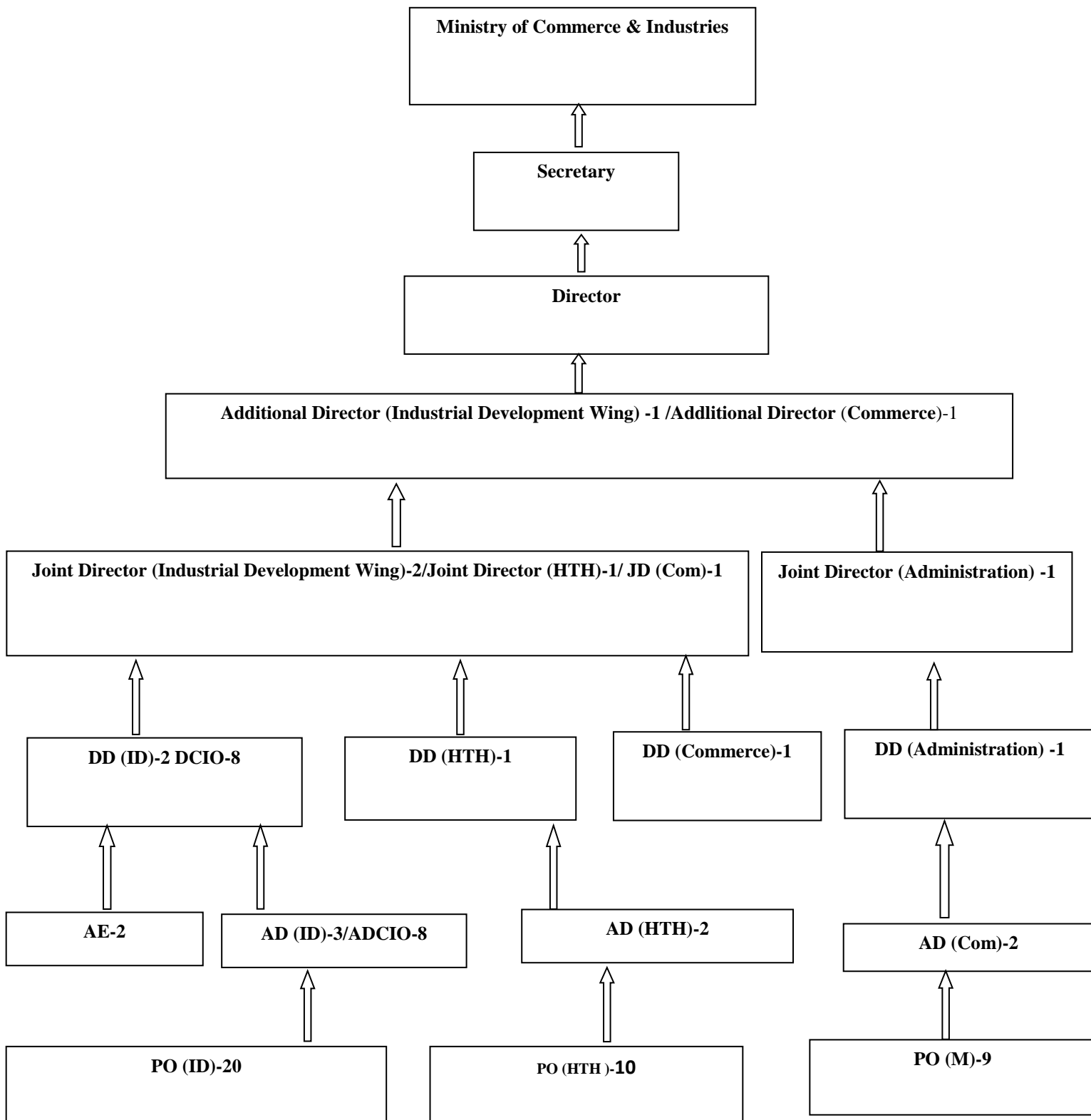
Commerce and Industries Department is one of the biggest departments which functions under the Government of Mizoram. It can be regarded as one of the most important backbones for the state government. It contributes huge revenue for the state through taxes and toll taxes from various check gates. The organizational structure of the Commerce and Industries Department in Mizoram is shown in Fig.3.1

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<sup>3</sup> Government of Mizoram. Trade & Commerce Department. (2011). A Bird's eye view of the Trade & Commerce Department. Aizawl: Omega Art & Offset Printing. P. 5

<sup>4</sup> *bid*

**Fig. 3.1: Organisational Structure of Commerce & Industries Department**



Source: Government of Mizoram, Commerce & Industries

The Organisational structure of Commerce and Industries is in a hierarchy. At the top, the Cabinet Minister who is in charge of the Ministry of Commerce and Industries headed it.<sup>5</sup> Just below the Minister, there is Secretary. Next to the secretary, it is the Director. Actually, in the Offices of the Commerce & Industries, it is headed by Director and basically, the criteria for the Director is the Indian Administrative Service (IAS). The Director has no specific terms and it holds its office during the pleasure of the state government.<sup>6</sup> On the other hand, the Commerce Wing is headed by the Jt. Director.

### **3.3. Allocation of Business under Commerce & Industries Department (Commerce wing)**

The Department of Commerce & Industry is a small department established only in 1987. The General Administration Department (GAD), Government of Mizoram allocated the following subjects to the Commerce & Industries (Commerce wing);

“Promotion and Regulation of Trade & Commerce subject to provision of entry 33 lists in the 7<sup>th</sup> schedule of the constitution; Trading by Non-Tribal (Regulation) Act 1974 and Rules thereunder; Border Trades; Agriculture Marketing including Sericulture product; Regulated Markets, Establishment of Market Yards and Trade Centres, Inter-State Trade; a) Market Regulation b) Market rules; Development of Border Trade Centre under ASIDE scheme, State Level Export Promotion

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<sup>5</sup> Lalthangliana is the present Ministry of Commerce and Industries.

<sup>6</sup> Ibid

Committee (SLEPC) for clearance of all projects under ASIDE Scheme, Collection of Toll Taxes on Indo-Myanmar Bridge over the Tiau River, Bamboo Development Agency as fund channelizing agency for ASIDE Scheme, the Competition Act, 2002.”<sup>7</sup>

Apart from the above-allocated functions, the Department has taken up the responsibility of implementing a Centrally Sponsored Scheme (CSS) and projects such as:<sup>8</sup>

“Market Research Information Network (MRIN) Scheme also as called the AGMARKNET scheme of the Directorate of Marketing & Inspection, Ministry of Agriculture; The Department is the Nodal Department for the Competition Commission Act, 2002 (vide No. D. 24015/21/2005 – TC date. 20.07.2005).”<sup>9</sup>

### **Market Administration**

The Commerce and Industries Department administers the 220 market edifices directly or indirectly inside Mizoram.<sup>10</sup> Fees and taxes are collected by the department. In the New Market, Aizawl (the largest Market in Mizoram) there are around 3000 traders and businessmen in the market.<sup>11</sup> All the traders and businessmen are supervised by the Trade and Commerce department.

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<sup>7</sup> *Ibid.*,

<sup>8</sup> Lalrintluanga, *Opcit*

<sup>9</sup> *Ibid.*,

<sup>10</sup> *Ibid*

<sup>11</sup> Vanlalsawma (Asst. Marketing Inspector) was interviewed on 10<sup>th</sup> October 2019 by the Scholar.

## **Agricultural Marketing**

Mizoram State Agrarian Products Marketing (Development and Regulation) Act 2008 executed for the benefit of the agrarian societies. The Commerce and Industries Department (Commerce Wing) has considerably donated to the state exchequer. The revenue produced from several sources during the existing year namely April 2017 to January 2018 is Rs.215.00 lakhs although target of department is Rs. 167.00 lakhs.<sup>12</sup> The Department has planned to make new posts to reinforce and elevate the mass rustic agriculturalists endowment of Rs. 750.00 lakhs is planned in the situation of Sustainable Development Goals privileged the visualization 2030.<sup>13</sup>

## **Administration**

The Department has the provisions to integrate for the growth of its prevailing District Offices at Lunglei, Champhai, and Kolasib and also to make the District Marketing Officer's office at Mamit and Serchhip functional during the impending Fiscal Year 2019-2020. The appropriate working of the five District offices has been mandatory due to the expansion of the department. Actually, the department increased its allocation of occupational and also implemented several central Schemes to enhance the revenue collected by it for the Government.

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<sup>12</sup> *Ibid.*,

<sup>13</sup> *Ibid*

## **Revenue Generation**

Trade and Commerce Department is a revenue generating department on the other hand it hardly accomplish its targeted goal as it is managed by a small budget. The department can earn more income if it invests more money in the construction of markets. The department earns revenue by renting out markets. The New Market Bazar, Aizawl earns 6, 29, 000 per month.<sup>14</sup> The hookers, meat, fish, vegetable, clothes and fruit sellers in the New Market pay Rs 20 per day as a fee of the seat allocations.<sup>15</sup> On the other hand, the monthly fee of the storeroom inside the Market starts from Rs. 2000 per month.<sup>16</sup>

## **Check gates on Inter-State Borders**

There are three check gates in inter-state borders in Mizoram. They are in Vairengte, Kanhmun, Bairabi. The permits for the undertaking of agrarian products outside Mizoram state have been bestowed by Commerce & Industry Department as per the endowment of Mizoram Agriculture Products Order 1999.

## **Construction of New Market**

The Trade & Commerce collected Rs. 215.00 lakhs as revenue from Check gate fee, stall rent, market fee April 2017 to October 2018.<sup>17</sup> In addition to this, Mission Veng Market Complex (Aizawl) and New Market, Dawrpui,

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<sup>14</sup> Malsawmdawngliana ( Marketing Inspector, Trade and Commerce Government of Mizoram) interviewed on 10<sup>th</sup> October 2019 by the Scholar.

<sup>15</sup> Lalrinliani (Fish sellers in the New Market Building, Aizawl) was interviewed on 7<sup>th</sup> November 2019 by the Scholar.

<sup>16</sup> Lalmuanpuii ( Sellers of garments, shoes etc) was interviewed on 7<sup>th</sup> November 2019 by the Scholar.

<sup>17</sup> Ronald., *Opcit*

Aizawl under the NEC funding scheme are being created. In the Year 2016-2017, Rs. 610.00 lakhs was allotted for the creation of Market infrastructure under NEDP.<sup>18</sup> According to the Trade & Commerce Department, out of the allocated amount, Market Yards will be created at Bawngkawn, Ngaizel, and Sairang and work is probable to start immediately.<sup>19</sup>

During the 2017-2018 Financial Year, the Government has assigned Rs. 2,200.00 lakhs for creation of Market Plots in cities and townships under New Economic Development Policy (NEDP).<sup>20</sup> Rs. 700.00 lakhs is kept for the creation of markets at Lunglei, Serchhip, Ngopa, N.E. Khawdungsei, Sihphir.<sup>21</sup> The left over amount of Rs. 1, 500.00 lakhs is assigned for creation of Aizawl City Centre (ACC) at New Market, Dawrpui Veng, Aizawl.<sup>22</sup> Necessary tender procedure has been taken up for the effective execution of the project. Also, the growth of border trade is one of the deeds of the Department. The Department has created infrastructures for the growth of Border Trade with adjoining countries of Myanmar and Bangladesh mainly through the Look East Policy now known as Act East Policy (AEP).

### **3.4. Present Status of Works Taken up by Commerce & Industries (Commerce Wing)**

Commerce & Industries (Commerce Wing) has given its utmost precedence to increase the marketing feature of agricultural products by

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<sup>18</sup> *Ibid.*,

<sup>19</sup> Vanlalsawma., *Opcit*

<sup>20</sup> *Ibid.*,

<sup>21</sup> *Ibid.*,

<sup>22</sup> Lalrintluanga., *Opcit*



providing corporeal market infrastructure and protecting the over-all interest of the agrarians. These markets not only afford places for retailing the agricultural products within the state but also employ numbers of persons mainly women and lower sections of society. The Commerce wing undertake the creation of market infrastructures comprising reparation and restoration of existing infrastructures. Revenue generated by the State Government through markets, the issue of permits, etc. during the financial year 2017-2018 is 2,15,38,720 (up to January 2018) though the department fixed by the Government is Rs. 167 lakhs.<sup>23</sup>

- **Research and Development Training Centre (MFPRTC), Seling**

The Mizoram Food Processing Research And Training Centre was funded by the Central Ministry. The estimated cost of the project was Rs. 5.0 crores with 100% Export Declaration Forum (EDF) funding. It was finalized in 2017 and inducted by former Hon'ble Chief Minister Pu Lalthanhawla in the concern of Pu R. Lalzirliana former Agriculture Minister and former Commerce & Industries Minister Pu H. Rohluna on 15<sup>th</sup> May 2017.<sup>24</sup> The center is named as Mizoram Food Processing Research And Training Centre (MFPRTC). It has been used for the training of food dispensation and private enterprise growth. The project aims to skill development entrepreneurs in the field of food processing which will enhance the knowledge amongst

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<sup>23</sup> *Ibid.*,

<sup>24</sup> *Ibid.*,

entrepreneurs for self-employment. Installation of machinery and equipment has been completed and full-fledged utilization is expected soon.<sup>25</sup>

- **Trade Facilitation Centre (TFC), Lawngtlai**

A Trade Facilitation Centre is constructed in Lawngtlai, Mizoram. The construction of Building Block A' has been completed. The second installment is probable to be unconfined soon from the Ministry of Commerce & Industry, Government of India which will be castoff for the construction of Building Block B' and Staff Quarters.<sup>26</sup> This TFC will be an important infrastructure when Land Customs Stations (LCS) Zorinpui starts functioning.

- **Food Testing Laboratory (FTL), Zemabawk**

A Food Testing Laboratory is set up in Zemabawk, Aizawl. It was a Laboratory put up at AYUSH building, Zemabawk. This laboratory is very important to check and ensure that it is free from contamination for the people. This is imperative to demeanor analysis and authorization of vegetables approaching from outside the state subsequently maximum of vegetables are suspect in terms of residues of pesticides, insecticides and other chemical compounds that may be unsafe for human consumption. Therefore, all the alleged eatable stuffs must verified in this laboratory to certify for the safety of human ingestion. Laboratory equipment has already been procured and kept in the custody of the Health & Family Welfare Department. The authorized ordering of the laboratory is probable very soon.

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<sup>25</sup> *Ibid.*,

<sup>26</sup> Malsawmdawngliana., *Opcit*

### 3.5. Mizoram and Act East Policy

Government of Mizoram are intense to open a Gate to South-East Asian countries through the Indo-Myanmar border through Act East Policy . The aims and objectives of Act East Policy are to encourage the economic corporation, ethnic bonds and improve a strategic connection with countries in the Asia-Pacific area over incessant rendezvous at bilateral, regional and multilateral levels by giving good connectivity to the states of North Eastern Region with other countries in the region.<sup>27</sup> The North East of India has been a precedence in AEP.

The Act East Policy re-imagined the once delicate border area of Northeast as a potential economic sector.<sup>28</sup> In the era of globalization, the Indian policymakers re-portrayed the region as having huge geo-economic potentials and made it as a gateway for trade and co-operation with India's neighbors in the East and with the states of Southeast Asia.<sup>29</sup> Northeast India became relevant to the Act East Policy only after the NE Vision 2020 was formulated in 2008.<sup>30</sup> It tried to use the states in the region (including Mizoram) as a trade corridor to Myanmar and Bangladesh. The Ministry of Development of North Eastern Region (MDoNER) viewed the region as having the potential to develop into India's economic powerhouse.<sup>31</sup> The region offers unlimited tourism opportunities with sporadic flowers and animals, scenic

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<sup>27</sup> *Ibid*

<sup>28</sup> Gorky Chakraborty & Asok Kumar Ray. *The Look East Policy from Peoples' Perspective: A study of Mizoram*. Unpublished project report; Submitted to the Institute of Development Studies Kolkata.

<sup>29</sup> *Ibid.*,

<sup>30</sup> *Ibid.*,

<sup>31</sup> *Ibid.*,

beauty, exclusive performing arts, and varied gastronomy and handiwork.<sup>32</sup> Also, the forest resources of Mizoram provide a larger and wide scope for trade. Moreover, bilateral trade agreements have been made with neighboring countries like Bangladesh and Myanmar and thus, Mizoram has become an important state for developmental activities with India's eastern neighbors.

At the same time, as a border state, Mizoram is facing the problem of smuggling of arms and ammunition, drugs, gold, etc. In fact, it suffers from economic growth, yet it has become very important strategic locations to the Indian when Mizoram was re-discovered as a remunerative trade space with its neighboring countries namely Bangladesh and Myanmar. Close economic integration with Southeast Asia and regional/sub-regional cooperation will energize Mizoram to make appropriate policy, legislative reforms and institutional restructuring so that it could be a more lucrative investment destination.<sup>33</sup> At the same time, new connectivity with the immediate neighbors of Southeast Asia, namely neighbors like Bangladesh and Myanmar and even yonder, like Thailand, Laos, Cambodia will enhance the regional cooperation and the continental trade process.<sup>34</sup> The topographical closeness of Mizoram with Southeast Asia required the former to play a critical role in regional cooperation, cross-border trade and peace building in the region.<sup>35</sup> Also, infrastructure development and other facilitation measures are a long drawn process in opening up lucrative trade avenue with the neighboring nations, in the short run, people to people contact through cultural exchange and exchange

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<sup>32</sup> *Ibid.*,

<sup>33</sup> *Ibid.*,

<sup>34</sup> *Ibid.*,

<sup>35</sup> *Ibid.*,

of goods and commodities at the border market should become a more viable option.<sup>36</sup>

Perhaps the Act East Policy was part of India's Foreign policy ever since the early 1990's, a North East viewpoint arose at the official level only in October 2007 in a summit with former Foreign Minister, Shri. Pranab Mukherjee and the Chief Minister of the North Eastern States on the initiatives of the Ministry of DONER.<sup>37</sup> And the growth of border trade with the adjoining countries would have special worth to the economic development of the states of North-East India due to its topographical segregation from the mainland and its relative closeness to the vibrant market economy of the neighboring southeast Asian countries.

Numerous strategies on joint and provincial stages towards urbanized and reinforce connectivity of Northeast with ASEAN area over trade, culture people-to-people contacts and physical infrastructure (road, airport, telecommunication, power, etc). Regarding connection, major projects like Kaladan Multi-Modal Transit Transport Project (KMMTTP), Rih-Tiddim Road Project, Border Haats are included to enrich connectivity with the neighbor ASEAN countries.

The connectivity with the South East Asian countries with Mizoram will be through the KMMTTP in Sittwe port in Myanmar through Lawngtlai, Zorinpui, and Paletwa. Zorinpui will be 'Indian Gateway' to Southeast Asian

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<sup>36</sup> *Ibid.*,

<sup>37</sup> *Ibid*

countries.<sup>38</sup> The Zorinpui LCS is linked with the road from the Indo-Myanmar border to Sittwe port. The government of Mizoram, with the aid of the Ministry of Commerce & Industry, Government of India has developed infrastructure to promote border trade with Myanmar. Some of them are given below:

### **Kaladon Multi-Modal Transit Transport Project**

Kaladon Multi-Modal Transit Transport Project (KMTTP) will link Aizawl in Mizoram to Sittwe port in Myanmar through Lawngtlai, Zorinpui, and Paletwa.<sup>39</sup> It will make reachable access to the Southeast Asian states and curtail the distance between Kolkata and Northeast India. The work on the Indian side namely the National Highway 54 is probable to be accomplished shortly. The conforming exertion, however, needs to pick up the pace on the Myanmar side. Zorinpui LCS to Kaletwa and Paletwa is 129 km by road, and the distance from Paletwa to Sittwe port is 158 km by the inland water transportation system on the Kaladan river.<sup>40</sup>

The project covers the two-lane highway from Silchar to Sittwe port in Myanmar. The road from Lawngtlai to Indo Myanmar border is under Special Accelerated Road Development Programme for North East Region (SARDP-NE) and creation is going on in full swing. The RDS project Ltd., New Delhi and Atlanta ARSS (JV), New Delhi is taking up the creation of the remaining projects and the total length is 74 km. The Kaladon from Lawngtlai and Paletwa road from Myanmar will meet at the Indo-Myanmar border called

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<sup>38</sup> *Ibid*

<sup>39</sup> *Ibid*

<sup>40</sup> *Ibid*

Zorinpui near Zochachhuah. The Kaladan road for connecting to Zorinpui LCS is the foremost road linking Sittwe port inside Myanmar. It is undertaken by Mizoram PWD and probable to be finalized during the next Fiscal Year i.e. 2020-2021. The southern part of Mizoram will be progressive through Act East Policy. Besides, Trade Facilitation Centre at Lawngtlai and Border Haats must be imperative infrastructures in the progression for execution of India's Act East Policy.

The Central Government has taken up the Kolodyne Multi-Modal Transport Project as a portion of the Act East Policy. The Government of Mizoram is also doing its best to complete the construction of a 100 km road from Lawngtlai (Mizoram) to the Myanmar border and development activities have been taken up on the Indo-Myanmar border. As a "Corridor to the East", the Act East Policy will usher in great economic boom and development for the state of Mizoram.

### **Zorinpui Land Custom Station (LCS)**

A suitable plot of land having an area of 67.32 bighas has been acquired for the construction of Land Customs Stations (LCS) Zorinpui in Lawngtlai District, Mizoram. It has been approved in principle by the Ministry of Commerce & Industry, Government of India. Similarly, the Government of Myanmar also needs to take up LCS on its side of the border.

### 3.6. Mizoram and its Border Trade

The development of border trade with the neighboring countries is one of the clauses enshrined in the Memorandum of Settlement which is popularly known as Mizoram Peace Accord of 1986 signed between the Mizo National Front (MNF which is also the ruling party in Mizoram right now) and the Government of India.<sup>41</sup> In the Accord, the growth of border trade with approachable adjoining states with whom Mizoram shares a 722 km long international border remained assigned to Trade & Commerce Department.<sup>42</sup> Government of the Republic of the Union of Myanmar and the Government of India signed an MoU in 2012 on cooperation in the construction/up-gradation of the Rih-Tiddim Road. Subsequently, the Government of India informed the Government of Mizoram to take up any projects to consolidate the democratic and socio-economic gains of the people in Myanmar.<sup>43</sup>

Mizoram is a border state, bounded on the south and east by Myanmar and west by Bangladesh. The only connection the state has at present is NH-54 Aizawl-Silchar, from which it can connect with the rest of the country. The town Lawngtlai (Mizoram) has good prospects for growth as three national projects – Kolodyne Hydrel Project, development of Kolodyne river for navigation right down to the port of Akyab in Myanmar and a double lane, international highway from the town itself to the port of Akyab in western Myanmar. With these national projects coming into reality, the town has the

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<sup>41</sup> Gurudas Das, N. Bijoy Singh & C.J. Thomas. (2005). *Indo-Myanmar Border Trade: Status, Problems and Potentials*. New Delhi: Akansha. P. 256

<sup>42</sup> V.L. Felfamkima. (2011). *Mizoram Border Trade: Emerging Trend & Future Prospects*. New Delhi: Akansha Publishing House. P. 24

<sup>43</sup>Ibid



scope of tremendous advancement. These three national projects are also known as Kolodyne Multi-Model project. The Government of India is considering to operationalize it as soon as possible. This will increase the connectivities with India through Mizoram and her neighboring countries. This provides hope and prospects for the growth of Mizoram.

### **3.7. Border Trade with Bangladesh**

The Government of Mizoram feels that formal trade with Bangladesh should be operationalized as soon as possible to promote trade between the two countries. The Ministry of Commerce under the Government of India has agreed a sum of Rs. 2.48 crores out of which Rs. 1.13 crores has been unconfined to the Government of Mizoram under the Critical Infrastructure Balancing (CIB) scheme to set up a border town for international trade and commerce. This project shall cover constructions of buildings for customs, immigration besides other import/export infrastructural requirements. The funds have been transferred to the state and the Public work department (PWD) has completed 41% of the construction of border trade facilitation at Tlabung in Indo-Bangladesh border. A portion of land measuring 301333 Sq. Meters (2424.99 Bhigas) at Kawrpuichhuah near Tlabung has been acquired for the establishment of Indo-Bangladesh Border Trade.<sup>44</sup>

A team of 31 delegates from the Federation of Bangladesh Chamber and Industries visited Mizoram in October 1999 and signed a Memorandum of

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<sup>44</sup> C. Lalzirlaina. Border Trade with Bangladesh: A note on the Mizoram Sector. In Gurudas Das & C.J. Thomas. (ed). (2008). *Indo-Bangladesh Border Trade: Benefiting from the neighborhood*. New Delhi: Akansha Publishing House. P.414

understanding with the Mizoram Chamber of Commerce and Industry.<sup>45</sup> Thereafter, a trade delegation from the Department of Trade & Commerce, Government of Mizoram were sent to Bangladesh in June 2001 to discover the feasibility and marketability of local harvests such as ginger and chilies. It received a positive response from the Chamber of Commerce and Industries of Dhaka, Chittagong, Sylhet, and Rangamati for opening border trade between Bangladesh and Mizoram. The Government of Mizoram has all along been requesting the Government of India and the Government of Bangladesh to exposed up the old river path from Tlabung to Chittagong as it is the vital economic line for the landlocked state of Mizoram. Therefore the State Government has requested the Government of India to kindly pursue the matter with the Government of Bangladesh to open the route or if possible make a land passageway to Tlabung from Kaptai Dam in Bangladesh.<sup>46</sup>

Further, Bangladesh is persuaded to construct their Land Custom Station at Thekka Bazar (Thegamukh) and to develop motor-able roads from the border to Chittagong or other commercials town for the development of border trade. The opening of the Karnaaphuli riverine route between South Mizoram and Rangamatis is of vital importance for collaborated and concerted mutual co-operation and mutual economic benefit between India (Mizoram sector) and Bangladesh. Bangladesh is requested to agree to the proposal for inclusion of the route in the Chapter VIII of the Protocol for Trade and Transit between

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<sup>45</sup>Lalrintluanga., *Opcit*

<sup>46</sup>*Ibid*

India and Bangladesh and approve Chittagong, Kaptai, Rangamati Tlabung (India) as ports-of-call under the said chapter.

The Government of Bangladesh is inquiring to reboot Land Custom Stations (LCS) at Thegamukh which has lingered inactive since 1965.<sup>47</sup> This may be rebooted again. The Government of Mizoram is intense to offer its bamboo either in the raw or semi-processed form to Karnaphuli Paper Mill of Bangladesh on a sustainable basis and long term agreement. Moreover, Mizoram could export the following items to Bangladesh namely; Ginger, Chilies, chow-chow (squash) passion fruit, grape, anthurium, and other horticultural products like oranges, sesame, bananas, cotton, papaya, pumpkin. Similarly, it can also import the different items from Bangladesh such as crockery's items, iron, steel, meat on hooves, poultry items, cosmetics, garments, gas, jute, ceramic, fish, etc. to Mizoram, India.

It can be noted here that a re-survey for acquiring the actual requirement for Integrated Check Post (ICP) at Kawrpuichhuah<sup>48</sup> has been finished, the actual construction of work is expected to start soon. It also took up the construction of a bridge over the Thega river connecting Thegamukh of Bangladesh.<sup>49</sup> The distance from the main Border trade town, Tlabung (Demagiri, Mizoram) to Thegamukh on the Bangladesh side is one km. The building of the Trade Facilitation Centre at Tlabung has completed which is an imperative infrastructure for the border trade with Bangladesh.

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<sup>47</sup>Ronald., Opcit

<sup>48</sup> Kawrpuichhuah- It is a census town in Lunglei district in the Indian state of Mizoram.

<sup>49</sup>*Ibid*

### **3.8. The infrastructure of Indo-Bangladesh Border Trade in Mizoram Sector**

#### **a) Metalling of the approach road between Tlabung the proposed site for Integrated Check Post at Kawrpuichhuah**

The 18km long approach road was constructed by Mizoram PWD under the financial support and assistance of the North-Eastern Council (NEC). His Excellency, Mr. Tariq A. Karim, Bangladesh High Commissioner to India who visited Kawrpuichhuah on 19<sup>th</sup> April 2010 strongly commented on the need for improvement of this road before setting up the Rs. 27.00 crores ICP. Some senior officials of the Ministry of Home Affairs, Border Management also visited this site on 25<sup>th</sup> May 2010.<sup>50</sup>

#### **b) Speed Boat for monitoring of Indo-Bangladesh Border Trade**

The river Khawthlangtuipui (earlier known as Karnaphuli river during the British administration) is the main trade access route between Bangladesh and Mizoram. The export to Bangladesh through this river and imports of goods coming from Bangladesh needs constant vigilance and monitoring to control smuggling, gambling, thieves, etc. Such an operation cannot be undertaken in the absence of a speed boat. Therefore, NEC is considering sanctioning two-speed boats for the purpose.

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<sup>50</sup> Lalrintluanga., *Opcit*

### c) Shopping Mall at Tlabung

Tlabung is a small town in the Indo-Bangladesh border (Mizoram sector) and is drawn commercial attention from traders because of the proposed ICP at Kawrpuichhuah. A Border Trade Facilitation Centre at Tlabung was constructed from the funds provided by the Ministry of Commerce & Industry and is almost completed. This will consist of a conference room, guest rooms, information center, etc. The State Government considers constructing a Shopping Mall at Tlabung because of development in the area.<sup>51</sup> And the mall can provide stalls and should be rented out to traders, which in fact will be a good source of revenue for the Government.

### 3.9. Border Trade with Myanmar

India's relations with Myanmar are rooted in history and cultures as both of them were directed as one political unit by the British between 1886-1934.<sup>52</sup> The Border Trade Agreement was signed in 1994 by the Government of India and the Republic of Myanmar to regularize the traditional trade.<sup>53</sup> It was during the tenure of Mr. Lalthanhawla as Chief Minister of Mizoram that the Border Trade Agreement, 1994 was signed by the Government of India and Government of Myanmar to regularize the traditional trade. Mizoram does not keep a straight political relationship with Myanmar, as the subject is the concern of the central government in Delhi.<sup>54</sup> The Government of India maintains the relationship with the Myanmar regime, basically with a view to

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<sup>51</sup> *Ibid*

<sup>52</sup> VL. Felfamkima, *Opcit*, P. 24

<sup>53</sup> *Ibid.*, P. 47

<sup>54</sup> L.T. Pudaite. (2010). Mizoram and Look East Policy. New Delhi: Akansha Publishing House. P. 47

uphold and precaution the interests of the Northeastern states especially those adjoining Myanmar.<sup>55</sup> Actually, without the collaboration of the Myanmar Government, India knows that difficulties faced by the Northeast i.e. underdevelopment, drugs, insurgency, arms smuggling etc cannot be eliminated. Moreover, as a democracy, India is naturally guaranteed to courtesy a democratic Myanmar, but its vital interests require active cooperation with whatsoever rule that the country has.<sup>56</sup>

The foremost project proposals that concern Mizoram with Myanmar is India's offer to upgrade Rhi-Tiddim and Rhi-Falam roads linking Mizoram with Chin State, setting up of border trade post at Zokhawthar-Rhi and the Kolodyne or Kaladan Multimodal Project for a combination of inland water transport and the highway connecting southern Mizoram to Rakhine.<sup>57</sup> It was yet not possible to take them up quickly as the Myanmar authorities are cautious and slow to respond.<sup>58</sup>

A Composite Land Customs Station Building was created at Zokhawthar with central assistance of Rs. 422.08 lakhs. The Composite Land Custom Station Building and other ancillary infrastructures like staff quarters, godowns, Fumigation Chamber are ready for commissioning. Even though the essential export-import infrastructure has been put in place, the concerning link on the Myanmar side of the border is a major hindrance to increasing the volume of trade. Therefore a project for development of Rih-Kalemyo road

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<sup>55</sup> *Ibid.*, P. 47

<sup>56</sup> *Ibid.*, P. 47

<sup>57</sup> *Ibid.*, P. 47

<sup>58</sup> *Ibid.*, P.47

through Tiddim Falam was proposed. As per the Detailed Project Report submitted by the Border Road Organization (BRO) to the Ministry of External Affairs, the total cost of these roads as per the National Highway Single Lane specification is Rs. 711.47 crores.<sup>59</sup>

The chief items of trade that come from Myanmar are kitchen wares, gadgets, entertainment electronics like TVs, Hi-fi sets, radios; watches; electric goods; garments and other textile products; jewelry including unpolished gold and precious stones; furniture and carpentry tools; etc. Household goods like refrigerators and washing machines are also available. Moreover, vendors often sell them from house to house. The products smuggled are mostly made in China, Japan, South Korea, Thailand and Taiwan.<sup>60</sup> And the major imports from Myanmar include; betel nut, dried ginger, green moong beans, black matpe, turmeric roots, resin, and medical herbs.<sup>61</sup> The export items are cotton yarn, auto parts, soya bean, meal, pharmaceuticals, tobacco, medicines fertilizers, etc.<sup>62</sup> The Government of Mizoram request to the Government of India to take necessary actions for the smooth functioning of formal trade between India and Myanmar<sup>63</sup> in the following area:

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<sup>59</sup>Ronald., *Opcit.*

<sup>60</sup> *Ibid.*, P.48

<sup>61</sup> *Ibid*

<sup>62</sup> *Ibid*

<sup>63</sup> *Ibid*

**a) Land customs Station at Haimual (Myanmar)**

The Government of Myanmar is inquired to take necessary steps for the development of infrastructures and Banking facilities at Haimual Land Customs Station, which lies adjacent to Zokhawthar Land Customs Station.<sup>64</sup>

**b) Construction of Rih-Tiddim Road**

A Memorandum of understanding between the Government of Republic of the Union of Myanmar and Government of India was signed on the 14<sup>th</sup> December 2012 for cooperation in the construction/up-gradation of the Rih-Tiddim road along the Myanmar-India border. The schedule, project management and coordination of arrangements and other details were to be finalized after further discussions and diplomatic exchange of notes. In this connection, the Government of Mizoram wrote to the Ministry of External Affairs, Government of India on 25<sup>th</sup> June 2015 to implement it as soon as possible because the existing road connecting between Zokhawthar Land Custom station to Myanmar is a single lane Kachha road and in a very bad condition.<sup>65</sup>

**c) Re-construction of Bailey Bridge over river Tiau at Zokhawthar LCS**

Zokhawthar and Rih (Myanmar) lies on the bank of the river Tiau which forms a natural frontier between India and Myanmar. The two trade points are connected by a bailey bridge. The bridge is not capable of handling heavy goods. The existing bailey bridge i.e. 55 meters in length and 3.27 meters in

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<sup>64</sup> Lalrintluanga, *Opcit*

<sup>65</sup> *Ibid*



width was commenced on 4<sup>th</sup> May 2001 and completed on 28<sup>th</sup> August 2001.<sup>66</sup> The Ministry of Commerce and Industry, Government of Mizoram requested the Government of India to construct an RCC bridge to replace the existing one.<sup>67</sup>

#### **d) Border Haats**

The 404 km long international boundary between Mizoram and Myanmar is inhabited by the Mizo-Chin community. There are constant cross – border movement and the informal trade is still carried on. There are several flourishing trade points in the Indo-Myanmar border in the Mizoram sectors. They are, Farkawn, Vaphai, Champhai Zote, Hnahlan, Thingsai, Sangau, Vawmbuk, Pangkhua, Lungpuk, and Tuipang

Besides these points, Zokhawthar (Champhai) has been identified as the most crucial point for border trade. It is notified as Land Customs Station which is already inaugurated and commissioned. The setting up of border haats, which will be the economic lifeline of the region could not be materialized despite many attempts were made at the top political levels.<sup>68</sup> It was 1<sup>st</sup> Myanmar – Indian Joint Committee Meeting on Border at Naypyitaw on 18<sup>th</sup> October 2012, the Government of India and Republic of the Union of Myanmar agreed in principle to set up Border haats in Indo-Myanmar border.

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<sup>66</sup> *Ibid.*,

<sup>67</sup> *Ibid*

<sup>68</sup> Lalrintluanga, *Opcit*

The Indian delegation was led by Shri. Siddharth, Joint Secretary, Department of Commerce, Ministry of Commerce and Industry. In the meeting, it was agreed in principle to set up Border Haats in the following places;<sup>69</sup>

**Indian's side**

**Myanmar's side**

Hnahlan

Darkhai

Zote

Fartlang

Vaphai

Leilet

Pangkhua

Thau

Moreover, for the development of the trade between the two countries, various facilities and infrastructures such as the constructions of the godown, weighbridge, plant quarantine station, security barracks, Central and State Line Departments such as Customs etc. are required to develop.

**Table 3.1**

**The estimated cost of the project and the exact location is shown below**

Sl. No	Name of Border Haats	Latitude	Longitude	Project cost
1	Hnahlan	23.69'	93.38'	Rs. 50 lakhs
2	Zote	23.49'	93.35'	Rs. 50 lakhs
3	Vaphai	23.32'	93.32'	Rs. 50 lakhs

<sup>69</sup> *Ibid*

4	Pangkhua	28.66	77.28'	Rs. 50 lakhs
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Source: *Government of Mizoram, Commerce Wing*

The two countries agreed that, after approval of the competent authorities, the Mode of Operation on Border Haats will be approved in the next meeting on Myanmar– India Joint Committee on Border Haats and it will be communicated through the diplomatic channel.<sup>70</sup> A DPR for Border haats has an estimated cost of Rs 50.00 lakhs has submitted. Another estimate for the creation of a bridge over Tiau and Kolodyne is now processed.<sup>71</sup> As a response, MEA asked the Government of Mizoram to furnish detail of the proposed bridges, maps and other related facts and information and the proposed layout design of the bridges as insisted by Myanmar Government. The Government of Mizoram submitted the details of the bridges to the Ministry of Commerce and Industry, Government of India,<sup>72</sup>

### **3.10. Land Customs Station, Zokhawthar**

The Indo-Myanmar 2<sup>nd</sup> Border Trade point at Zokhawthar –Rih sector was formally inaugurated on 30<sup>th</sup> January 2004. The composite building of Land Customs Station at Zokhawthar (India) was officially inaugurated by Smt. Nirmala Sitharaman (Present Finance Minister of India), the then Union Minister of State for Commerce and Industry on 25<sup>th</sup> March 2015 in the presence of the Shri Lalthanhawla, the then Chief Minister of Mizoram and officials from the Trade & Commerce Department, Government of Mizoram.

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<sup>70</sup> *Ibid.*,

<sup>71</sup> Ronalda, *Opcit*

<sup>72</sup> *Ibid*

The office of the Land and Customs Station at Zokhawthar was started functioning from 30<sup>th</sup> January 2004 from a temporary Assam-type building by the state government at Zero Point of Zokhawthar – Rih Sector.<sup>73</sup> The customs office is functioning in the temporary makeshift sharing it with the Department of Trade & Commerce, Government of Mizoram. The present structures & buildings of the composite Land Customs buildings, Zokhawthar are constructed later by the Border Road Organization (BRO) to accommodate different Trade-related Department & Agencies. The composite Land Customs Building, after completion was handed over by the construction party i.e. the Border Road Organization (BRO) to the Trade & Commerce Department, Government of Mizoram on 14<sup>th</sup> October 2007. The Customs has been occupying a portion of the building since 21<sup>st</sup> September 2007.<sup>74</sup>

### **3.11. Types of Trading system**

There are three types of trading systems operating in Zokhawthar from 30<sup>th</sup> January 2004. They are; a) Traditional/free Exchange Mechanism, b) Barter Trade System/Mechanism and c) Normal/regular Trade Mechanism.<sup>75</sup>

#### **A) Traditional/Free exchange mechanism**

The free exchange of the locally produced merchandises by the people living on both sides of the Indo- Myanmar border is allowed as per the prevailing Customary practice through simple customs documentations. Such an exchange of goods is required to be carried out by the people living on both

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<sup>73</sup> Ronald. , *Opcit*

<sup>74</sup>Jebulon ( Customs Officer, Champhai), was interviewed on 18<sup>th</sup> May 2019 by the Scholar.

<sup>75</sup> *Ibid.*,

sides of the International Boundary up to limit of 40 km on either side and the items exchanged are not in bulk quantities. Customs duty is not indictable on the goods traded under free exchange and Guaranteed Remittance (GR) formalities are also not essential under this system.

### **B) Barter Trade system/mechanism**

The exporter and importer having an I.E.C (Import Export Goods certificate) from the 'Office of the Directorate of Foreign Trade' is permitted to carry out the Trade under the Border Trade System. These transactions require Customs consent and such exports are to be balanced by importing goods of equivalent value within six months and vice-versa. There will be no monetary transaction under the Barter Trade agreement although shipment must be charged in US dollars and should not exceed \$ 20,000 per transaction.<sup>76</sup> Customs duty, cess, and other duties are to be accessed based on the Customs tariff and other notifications and instructions issued from time to time on all chargeable items. Export/import under the Barter mechanism will be based on the prescription of International trade.

In Barter Trade System, the tradable good is limited to 22 items in the beginning as per Schedule I of the Agreement signed between the Government of Myanmar and Government of India on 21<sup>st</sup> January 2004. The Agreement added 18 new items in 2008 and 22 new items in 2012, making a total of 62

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<sup>76</sup> *Ibid*

tradable items of goods. The First twenty-two (22) tradable items in the agreement are:<sup>77</sup>

1. Mustard/rapeseeds
2. Pulses & Beans
3. Fresh vegetables
4. Fruits
5. Garlic
6. Onions
7. Chilies
8. Spices ( excluding nutmeg, mase, cloves, cassia, and cinnamon)
9. Bamboo
10. Minor Forest products (excluding teak)
11. Betel nuts and leaves
12. Food items for local consumption
13. Tobacco
14. Reed broom
15. Sesame
16. Resin
17. Coriander seeds
18. Soya bean
19. Roasted sunflower seeds
20. Katha
21. Ginger

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<sup>77</sup> *Ibid*

The following 18 items were added by vide Public Notice No 106 (RE-2008) / 2004-2009 dated 7<sup>th</sup> November 2008:<sup>78</sup>

1. Bicycles and their parts
2. Life-saving drugs
3. Fertilizers
4. Insecticides
5. Cotton fabrics
6. Stainless steel utensils
7. Menthol
8. Agarbatti
9. Spices
10. Cosmetics
11. Leather footwear
12. Paints and varnishes
13. Sugar and salt
14. Mosquito coils
15. Bulbs
16. Blades
17. X-ray paper and photo paper
18. Imitation jewelry

The following 22 items were added by vide Public Notice No. 30 (RE-2012) / 2009-2014 dated 16<sup>th</sup> November 2012:<sup>79</sup>

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<sup>78</sup> *Ibid*

1. Agricultural machinery/equipments/tools
2. Bicycle
3. Bleaching powder
4. Coal
5. Edible oil
6. Electrical and electric appliances
7. Fabricated steel products
8. Garments/readymade garments/ cloths
9. Handlooms and handicrafts items
10. Hardware/minor construction materials and electrical fittings
11. Lime
12. Medicines
13. Milk powder, tea, edible oil, beverages
14. Motorcycles and motorcycle spare parts
15. Other items such as electronic/musical instruments, stationery items,  
torchlight
16. Plastic items: water tank, buckets, chairs, plastic pipes, and briefcase
17. Rice, wheat, maize, millets, and oats
18. Scented tobacco
19. Semi-precious stone
20. Sewing machine
21. Textile fabrics
22. Three-wheelers/ car below 1000 CC.



The Barter Trade Mechanism has been withdrawn on 1<sup>st</sup> December 2015 vide the RBI AP (DIR – Series) Circular No. 26 dated 5<sup>th</sup> November 2015. Accordingly, the Directorate General of Foreign Trade (DGFT) Public Notice No. 50/2015-2020 dated 17<sup>th</sup> December 2015 and CBEC Notification No. 03/2016 – Customs dated 11<sup>th</sup> January 2016 rescinded the relevant notifications.<sup>80</sup>

### **C) Normal/Regular Trade Mechanism**

The export or import is permissible under EXIM policy in freely exchangeable currencies or currencies jointly agreed upon by the two countries through advance payment under the Normal Trade Mechanism. The advance payment for import transactions as shown in the year 2016-2017 under schedule (J) were handled by HDFC Bank, Champhai and IDBI, Champhai since the SBI in Zokhawthar does not have the facility of the forum as yet.<sup>81</sup> Under Normal Trade system, all goods and items are tradable provided the goods and items in question are not listed as restricted or prohibited under ITC (HS) Schedule I import policy and Schedule II export policy of the Indian Foreign Trade Policy as declared by the DFGT (Directorate General of Foreign Trade), India. However, restricted goods and items are permitted for import/export through STE (State Trading Enterprises) or License or both if obtained from DFGT.<sup>82</sup>

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<sup>80</sup> *Ibid*

<sup>81</sup> *Ibid*

<sup>82</sup> Lalrintluanga., *Opcit*

It may also be mentioned that the Areca (Betel Nut) price is reckoned from the Central Board of Excise & Customs (CBEC) Notification under the subject. The CBEC Notification under the subject exchange rate notifications as well as the DFGT Notification stating the minimum CIF (Cost Freight Insurance) value for import of Areca (Betel Nut).<sup>83</sup> These three notifications are revised from time to time by the concerned authority.

### **3.12. Anti-Smuggling Performance of the Land Customs Station**

The officials of the Land Customs Station Zokhawthar function and work as an Anti-smuggling Unit along with Customs Preventive Force Champhai from the time being. They seize different items like Khaini (Tobacco), Scented tobacco leaves (Zarda), fertilizers, Godzilla (Anti Mosquito coils), etc. Table 3.2 shows the value of seizure items.

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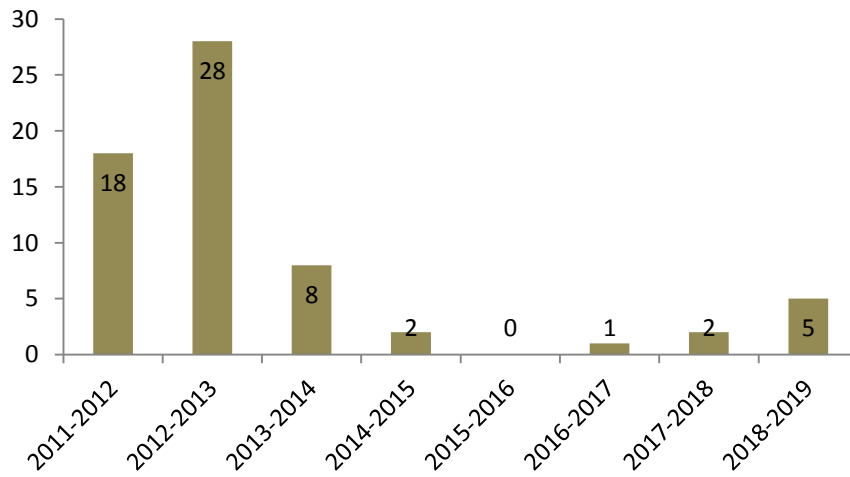
<sup>83</sup> *Ibid*

**Table 3.2****Value of Seizure Figure in the last eight years**

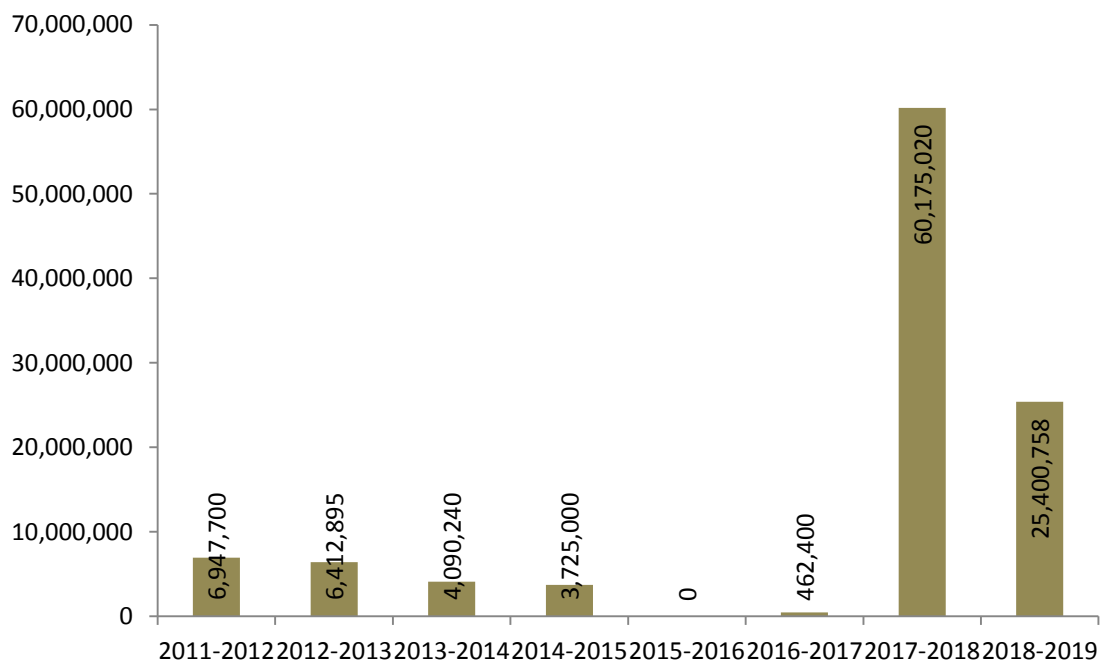
<b>Sl no</b>	<b>Year</b>	<b>No of Case</b>	<b>Seizure value in Rs.</b>
1	2011-2012	18	6,947,700
2	2012-2013	28	6,412,895
3	2013-2014	8	4,090,240
4	2014-2015	2	3,725,000
5	2015-2016	0	0
6	2016-2017	1	462,400
7	2017-2018	2	60,175,020
8	2018-2019	5	25,400,758

Source: *Government of Mizoram, Commerce Win*

**Figure No. 3.1 Smuggling Cases in Mizoram**



**Figure No. 3.2 Seizure value from smuggling during the last 8 years**



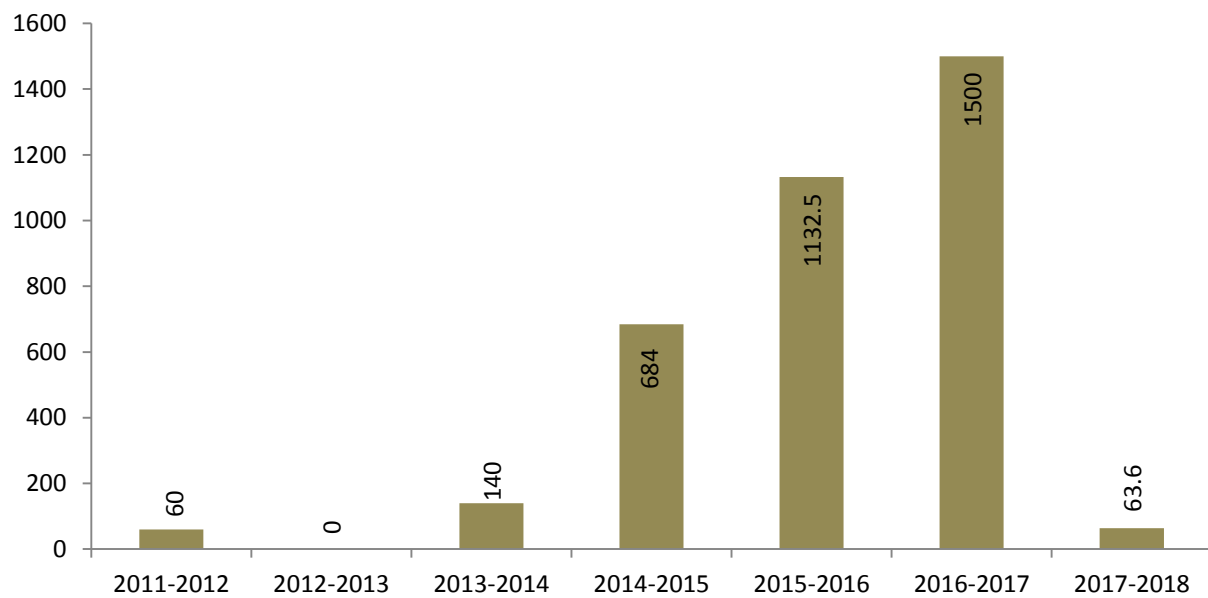
The above chart indicates that the maximum number of smuggling cases were in the year 2017-2018. The number of cases registered was in the year

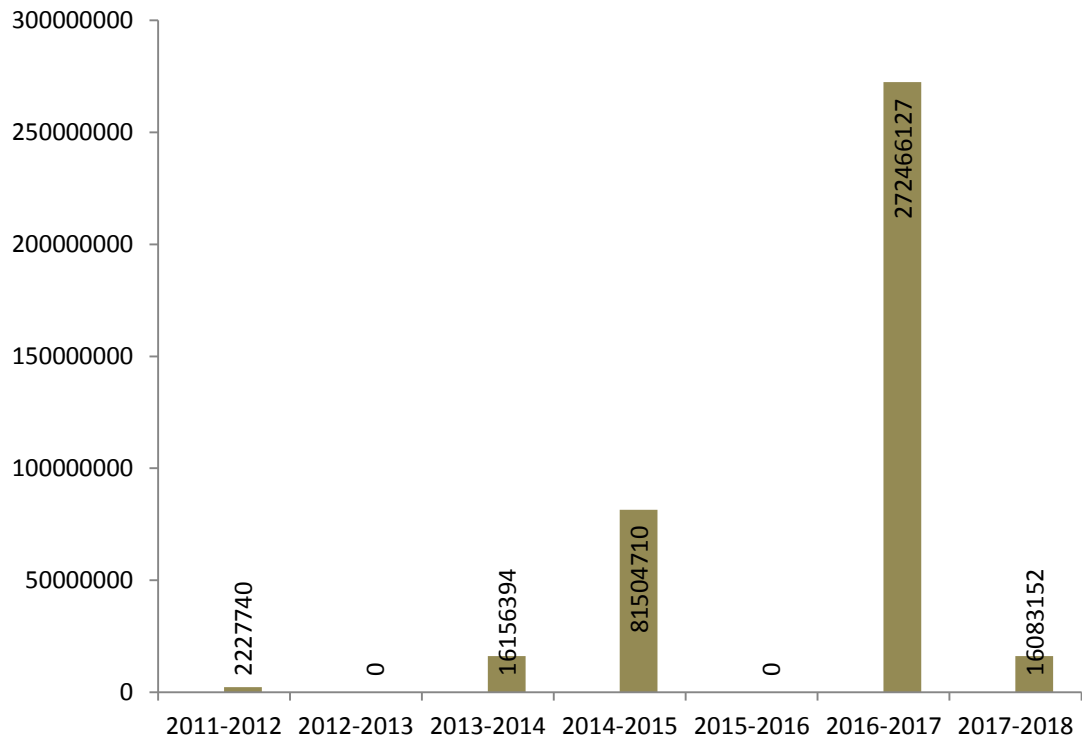
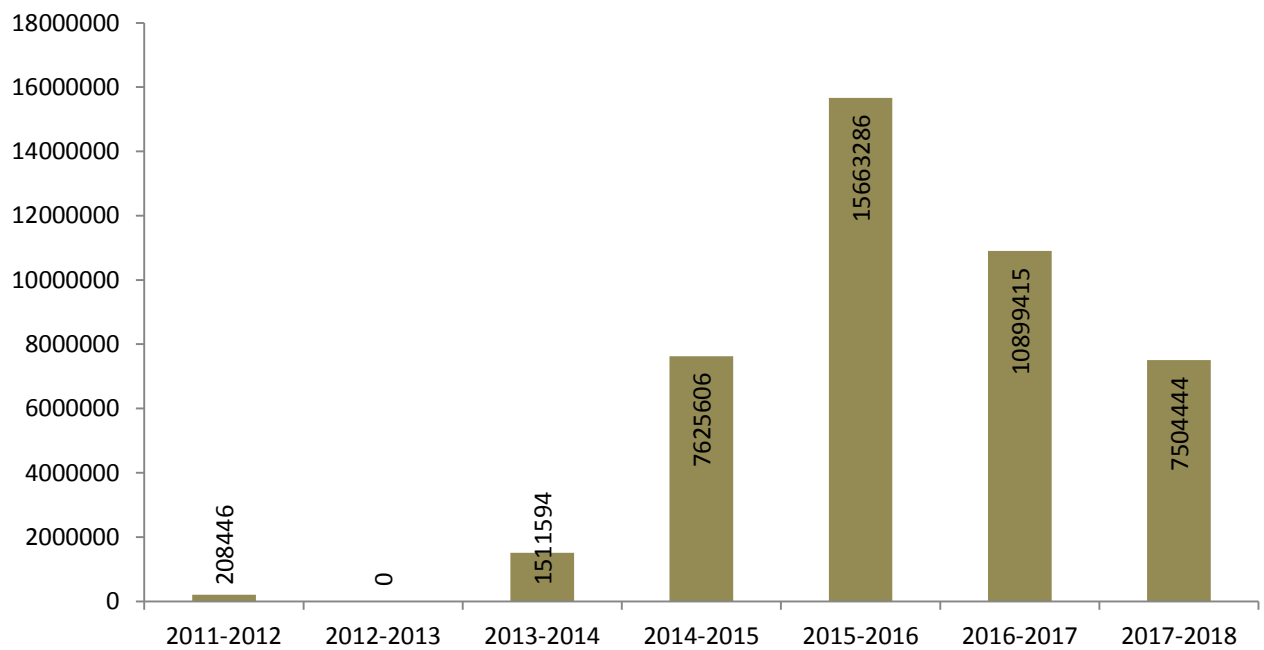
2011-2012 with 28 cases and it is the highest record since 2011. In 2015-2016, there is no record for the arrest of illegal items. However, the value of seizure items is highest in the year 2017-2018 with Rs. 64, 12, 895. The year 2016-2017 is recorded as the minimum year of seizure value with Rs.4, 62, 400.

**Table 3.3****Import of Betel Nut during the last 8 years:**

Year	Commodity	No of Consignment	Quantity(in metric ton)	Assessable (Rs)	Revenue (Duty & Cess) (Rs)	IGST (5%)
2011-2012	Betel Nut	7	60	22,27,740	2,08,446	0
2012-2013	Betel Nut	0	0	0	0	0
2013-2014	Betel Nut	14	140	1,61,56,394	15,11,594	0
2014-2015	Betel Nut	66	684	8,15,04,710	76,25,606	0
2015-2016	Betel Nut	134	1132.5	16,74,14,039	1,56,63,286	0
2016-2017	Betel Nut	67	1500	27,24,66,127	1,08,99,415	0
2017-2018	Betel Nut	6	63.6	1,60,83,152	75,04,444	7,67,064

Source: *Government of Mizoram, Commerce Wing*

**Fig 3.3 Quantity (in metric ton)**

**Fig. 3.4 Assessable****Fig. 3.5 Revenue (duty & cess)**



The above chart shows that the number of a consignment is maximum in the year 2015-2016 with 134 consignments since 2011 and the lowest consignment was, in the year 2011-2012 with only seven consignments. The quantity ( metric tone) of Betel Nut during the period 2016-2017 is in the crest recording 1500.00 MT since 2011 and the lowest is in the year 2011-2012 depicted only 60.00 MT. Apropos to the assessable value the year 2016-2017 is marked as the maximum recording 27, 24, 66, 127 and lowest in the year 2011-2012.

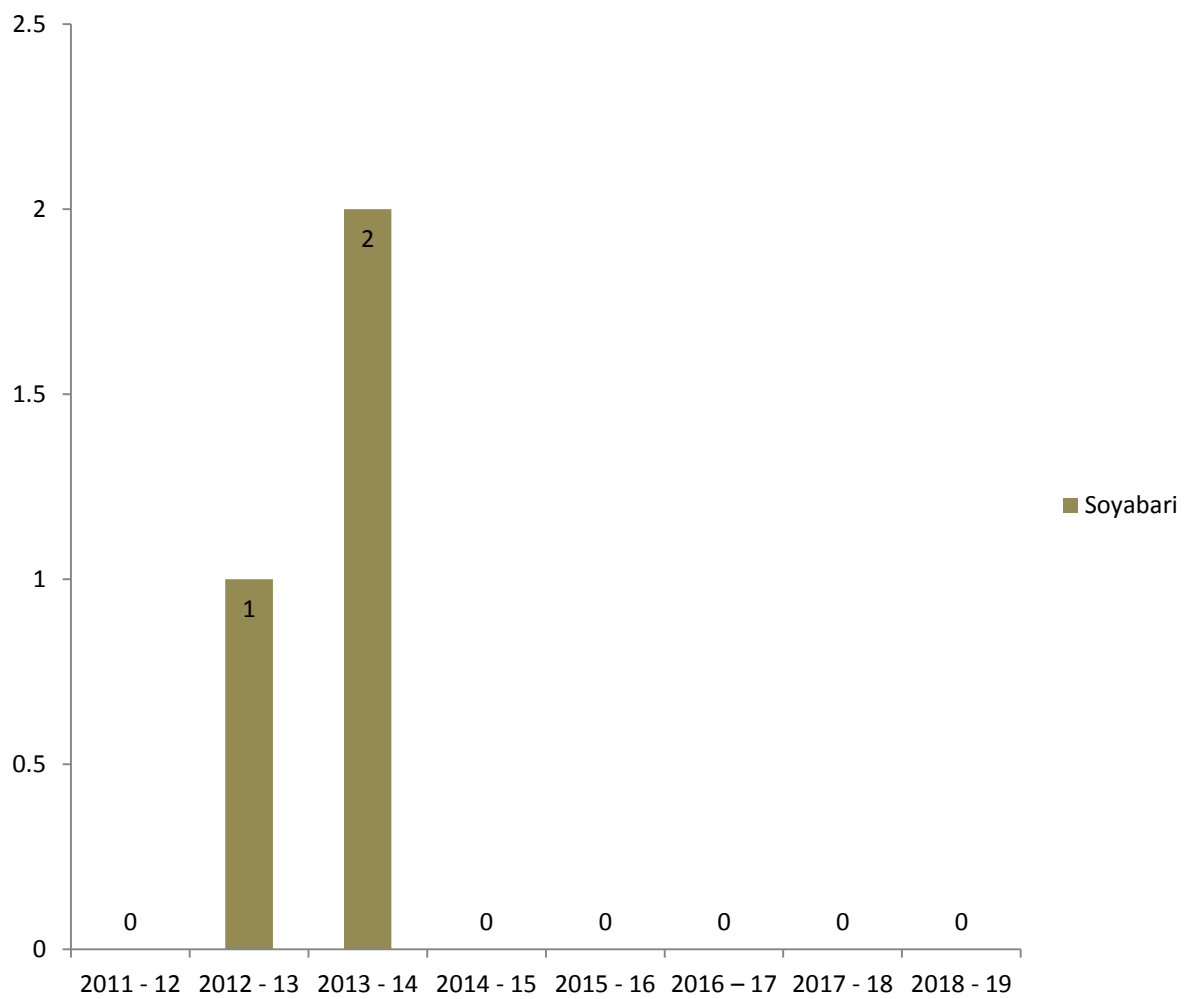
The revenue of Betel Nut import business in the year 2014-2015 is the highest record generating 76, 25, 606 since 2011 and the lowest record is 2011-2012 producing Rs. 2, 08, 446.

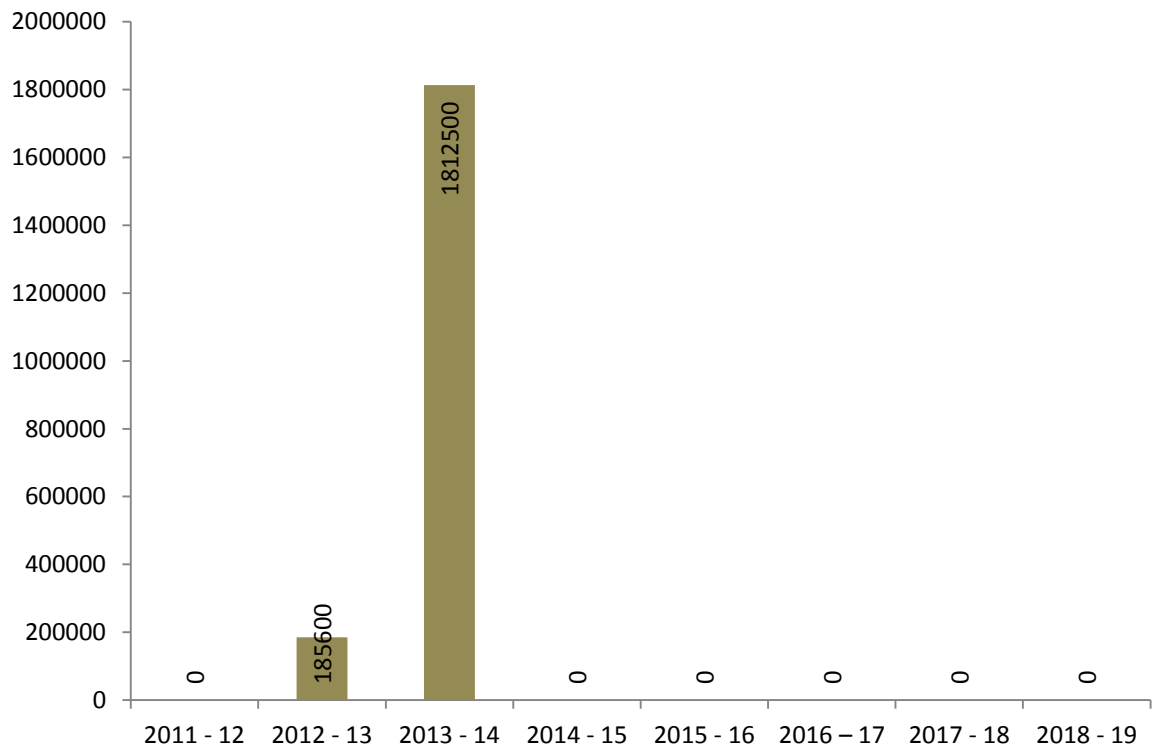
Table 3.4

## Import items during the last nine years

Year (FY)	Commodity	No. of consignment	Quantity	Assessable value (Rs)	APEDA + AP Cess (Rs )
2011 – 12	NIL	00	00.00 MT	00	00
2012 – 13	Soyabari	01	6. 4000 MT	1, 85, 600	Duty-free
2013 – 14	Soyabari	02	29. 000 MT	18, 12, 500	Duty-free
2014 – 15	NIL	00	00. 000 MT	00	00
2015 – 16	NIL	00	00. 000 MT	00	00
2016 – 17	NIL	00	00. 000 MT	00	00
2017 – 18	NIL	00	00. 000 MT	00	00
2018 – 19	NIL	NIL	NIL	NIL	NIL
2019 – 20	NIL				

Source: Government of Mizoram, Commerce Wing

**Fig. 3.6 No of Consignment**

**Fig. 3.7 Assessable Value**

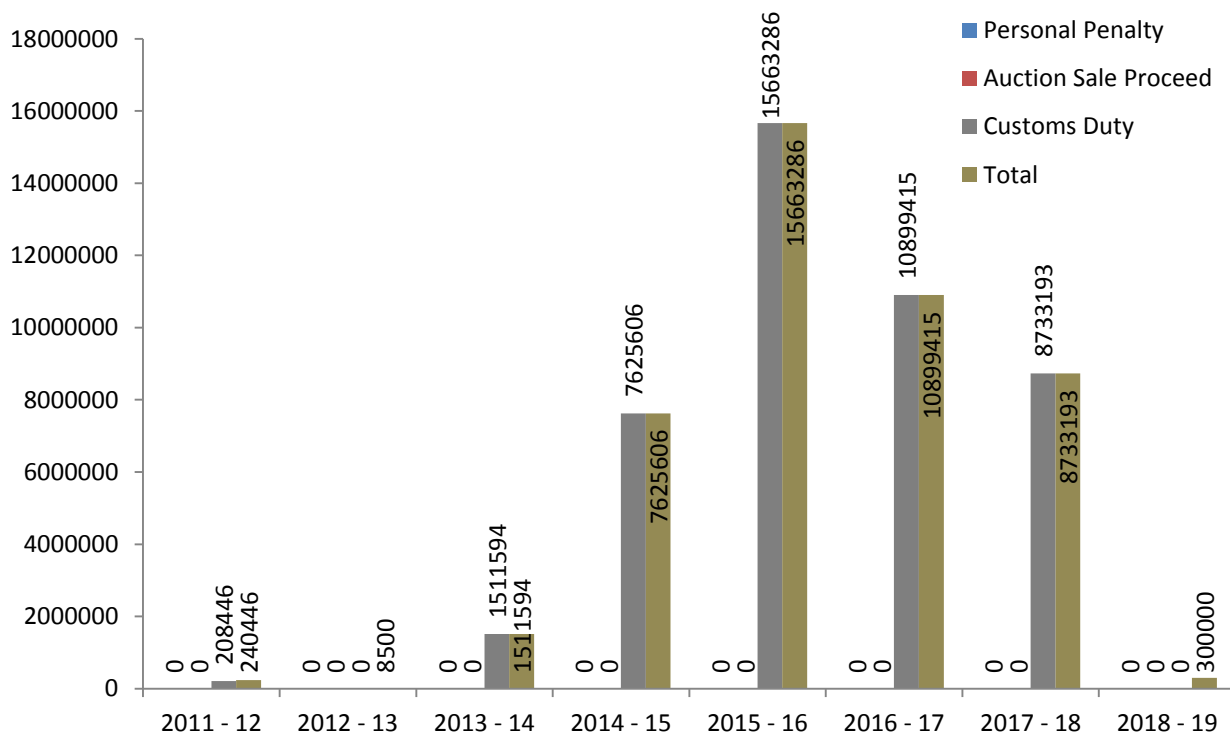
The above table and chart show that in the last eight years only soyabori was imported from Myanmar, that also only for two years namely 2012-2013, and 2013-2014. The value of consignment in 2012-2013 was Rs 185600 and Rs 1812500 in the following year. The chart also shows that there was no consignment from 2014-15 to date. It means in the last six years, the study found that there is no consignment or import from Myanmar to India. In short, there are no proper trade activities in the Zokhawthar trade.

**Table 3.6****Total Revenue Collection during the last 9 (nine) years:<sup>84</sup>**

<b>Year</b>	<b>Personal penalty</b>	<b>Auction Sale Proceed</b>	<b>Customs Duty</b>	<b>Total</b>
2011 - 12	2, 000	NIL	2, 08, 446	2, 40, 446
2012 - 13	8, 500	NIL	0	8, 500
2013 - 14	NIL	NIL	15, 11, 594	15, 11, 594
2014 - 15	NIL	NIL	76, 25, 606	76, 25, 606
2015 - 16	NIL	NIL	1, 56, 63, 286	1, 56, 63, 286
2016 - 17	NIL	NIL	1, 08, 99, 415	1, 08, 99, 415
2017 - 18	30, 000	NIL	87, 33, 193	87, 33, 193
2018 - 19	3, 00, 000	NIL	NIL	3, 00, 000
2019 - 20				

*NB: During the financial year 2017-2018 duty on IGST Rs. 8, 41, 777/- is included in the total figure.*

*Source: Government of Mizoram, Commerce Wing*

**Fig. 3.8 Revenue collection during the last nine years**

The above chart shows the revenue collection during the last nine years from customs duty. During these years, the department earns the maximum revenue with Rs 1,56,63,286 from custom duty in the year 2015-2016 and the minimum revenue earn from custom duty was in the year 2011-2012 with Rs 2,08,446. And personal penalty during the last nine years was highest in the year 2018-2019 recording 3,00,000 and lowest in the year 2011-2012 consisting of 2,000 penalties.

The above chapter shows that the markets in Mizoram particularly in Aizawl i.e. New Market, New Market main building, etc. plays a significant role. Because these markets provided employment to more than 5000 people. Yet there is a shortage of seats in the market. The rental fee and tax from the

market contribute revenue for the State Government. The State Government also earns some revenue from the border trade. However, the revenue from the border trade is not much and it can be increased if the volume of trade is increasing in the Zokhawthar trade point. The main problem is the bad connectivity particularly the road. Actually, trade with the neighboring country cannot bloom and flourish without good connectivity of road transportations.

## **Chapter – IV**

### **Challenges and Prospects of Globalization in Mizoram**

#### **4.1. Introduction**

Globalization has brought changes in the livelihood, ways of life and the culture of the state of Mizoram. It has also created challenges and prospects in terms of sports, culture, food culture, connectivity, etc. So the state has to devise proper policies to solve and manage the issues and challenges of globalization. If the state can formulate proper policies and programs then it can benefit from globalization. It can generate employment for the people particularly the youths and boost its economy through its policy of globalization. At the same time, if the state is not serious and curious enough and not pay much attention then globalization will be harmful to the state. For instance, the process of globalization may integrate the Mizo culture into the pop culture of the world, so if the state fails to take necessary steps, then it will lead to assimilation of Mizo to the western and Kpop<sup>1</sup> culture.

This chapter is divided into two parts. The first part analysis the challenges of globalization and the second part discusses the prospects of globalization in Mizoram.

#### **4.2. Challenges**

Globalization has brought a new way of life in the state of Mizoram like in other parts of the world. It gives new prospects and opportunities for

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<sup>1</sup> Kpop- It is basically refers to the South Korean culture.



development and at the same time, it has also created a lot of challenges to the state. Some of the challenges of globalization in Mizoram are discussed below:

### 1) Food culture

The staple food of the Mizo is Rice. They normally eat rice, vegetables, and *hmarcha rawt/bawl*.<sup>2</sup> It is more or less compulsory in every meal. They eat three times a day i.e. morning, noon and dinner. In the past, they do not have different varieties of dishes. But with the coming of globalization in Mizoram, the food culture and habit of the Mizo are gradually changing. People have started following the food habits of other countries mainly the west and the South East Asian countries.

People have opened up fast foods and global food trucks in Mizoram. The Mizo people especially the youth prefer eating fast foods like momo, chow, fried rice, pakora, roti, paratha, etc rather than eating their traditional food. The main reason is the easy availability of fast food products particularly from mainland India, Western and Southeast Asian countries.<sup>3</sup> Moreover, fast foods are easy to consume and convenient as compared to traditional food. Nowadays the Mizo have become familiar day by day with these fast foods and global food trucks and they consume lots of foods from global food trucks as compared to the past two or three decades. There is a high demand for fast

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<sup>2</sup> *Hmarcha rawt/bawl* – chutney made of chilly

<sup>3</sup> Alex ( regular customer of of Just Chili, Food Trcuks Aizawl) interviewed on 1<sup>st</sup> November 2019 by the scholar.

foods in Mizoram as the Mizo are fond of eating food from the global food truck and from the fast-food stalls and restaurants.<sup>4</sup>

The state does not produce enough agricultural products like vegetables, fruits, rice, oil, fish, etc. Vegetables and fruits like cabbage, onions, tomato, etc. are imported from other states. In other words, the state depends on other states for food grain and vegetables. This is a very serious challenge as it can assimilate and dominate the Mizo traditional food by that of foreign products.

Another serious challenge is that the state does not have food processing and cold storage facilities where the products of the state's fruits and vegetables can be preserved for a long period of time. Without a cold storage and food processing unit it cannot preserve its own products in the state. As a result, the seasonal products (Agri-horticulture) are wasted if the farmers fail to sell their products in the market on time.

## **2) Mizo folk songs**

Globalization has affected the life of Mizo in a different way. One area which affected seriously is that of culture in general and particularly the music. Mizo loves music and every Mizo sing songs whether in the church or in a social occasions. The songs and music have changed in the last 3-4 decades. The Mizo especially the youths preferred western songs and music.

One of the challenges is the Mizo folk songs and music. The traditional songs and music are no longer in demand, especially among the youth. In fact,

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<sup>4</sup> Lallianzuala (owner of Food on Wheels, global food trucks owner) interviewed on 9<sup>th</sup> October 2019 by the Scholar.

the beautiful musical instruments of the Mizo like *Darbu*,<sup>5</sup> *darkhuang*,<sup>6</sup> *talh-kuang*,<sup>7</sup> *phenglawng*,<sup>8</sup> etc. are very rare nowadays and hard to find. They are becoming a showpiece of museums or showcase on social occasions. This shows that the traditional musical instruments are no longer used as it dominated or replaced by advanced and modern musical instruments imported from the Western and Asian countries. Also, the musical instruments of the Mizo are totally outdated and primitive as compared to the modern and present musical instruments.<sup>9</sup> So, the Mizo people prefer the musical instruments of the western countries and also from South Korea (Kpops). The Mizo especially the youth prefer to listen to the modern and advanced songs of Kpop and western music and not the Mizo traditional songs.

Nowadays, if one wants to play the Mizo traditional musical instruments it is very hard to find and very rare. The Mizo musical instruments are nearly extinct and very few people own them. Some of the musical instruments can be found in the State Museum which is situated in Zarkawt, in Aizawl. In other words, modern and advanced musical instruments such as a keyboard, guitar, piano, drum, etc. have dominated and made it relevant in the area of Mizo music rather than the old musical instruments. This is a serious challenge to the traditional music of the Mizo and if the government fails to take up necessary steps, then it may become extinct altogether in the near future.

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<sup>5</sup> *Darbu*- It was a set of three small brass gongs of different sizes and the sounds they emitted were d,r,m,r,m,r,d.

<sup>6</sup> *Darkhuang*- Among the Mizo musical instruments the Darkhuang is the biggest and the most costly. It was basically used with other gongs and provided measure or beat for the music.

<sup>7</sup> *Talh-kuang*- It consisted of three small drums made of hollowed out pieces of wood. The troughs were of different sizes and the notes they produced when they were struck were d,r,m,r,m,r,d.

<sup>8</sup> *Phenglawng*- Using a hollow bamboo, about the size of the thickness of a man's thumb, our ancestors used to make a flute.

<sup>9</sup> *Ibid*

### 3) Sport culture

The emergence of globalization in Mizoram has brought many changes, especially in sports. The arrival of globalization in Mizoram has shaped a new culture in sport. It has touched each and every corner of the state. With the coming of globalization along with the various global sports, it has subjugated the traditional sport of the Mizo. Moreover, the Mizo have become more and more familiar with the global sport and they have slowly and gradually lost their interest in their traditional sport. Moreover, the Government has given training for the modern and global sport. They even offer a job in the Government department. It can be said that a person who is adroit and master in traditional sport does not have the chance to get government jobs through sports quota. Rather a person who is talented and skillful with global sports like athletics, football, volleyball, etc have a high chance to get government jobs, especially in the Police Department. In other words, the Government is not encouraging the youth to play the traditional sports of the Mizo by offering jobs in government sectors.

It is because most of the traditional sport is no more popular nowadays and unknown and practiced in other parts of the world.<sup>10</sup> It is known and practiced only within the state of Mizoram. So slowly and gradually the youth prefer global sports leaving behind their traditional sport.<sup>11</sup> The youth did not play the traditional sport because they cannot earn and generate income and also global sports are more attractive and enjoyable.

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<sup>10</sup> John Laltanpuia., *Opcit*

<sup>11</sup> *Ibid*

The state also cannot provide all the requirements and demands of various sports disciplines due to the financial constraint of the state. One of the serious challenges regarding traditional sports is that there is no incentive or award in the traditional sports discipline.<sup>12</sup> Moreover, in the national or international competitions, there are no traditional games of the Mizo, this has led to the decline of the traditional sports day by day.<sup>13</sup> Another challenge regarding the traditional sports culture is that the Mizo especially the youth do not pay due importance and care about their traditional sport.<sup>14</sup> Actually, a global sport like futsal, athletics, basketball, football etc is more interesting among the youth. This is because the global sports are more convenient and high in technology and are attracted especially by the youth.<sup>15</sup>

The traditional sport of the Mizo has become irrelevant and not practicable in the present status as it is dominated and largely influenced by modern sports. It can be said that most of the Mizo youth are not familiar with the different types of traditional sport. They engage in modern and advanced sports disciplines. Looking at each and around the corner of the state, nowhere in the state is traditional sports being played. In fact, they prefer the modern sport as it is more convenient and enjoyable. Also, the state government has totally failed to promote traditional sports.

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<sup>12</sup> *Ibid*

<sup>13</sup> *Ibid*

<sup>14</sup> *Ibid*

<sup>15</sup> *Ibid*

#### 4) Culture of Dress

According to the Mizo ancestors, the first and foremost garment of the Mizo is the “*siapsuap*”.<sup>16</sup> It was tied around the waist and just long enough to cover their private parts.<sup>17</sup> Men also covered themselves with kilts like the *Siapsuap* and some of them probably used breechclouts or strings.<sup>18</sup> Besides the *Siapsuap*, women tied another short one, round the body just under the armpits and tied it around the waist and men also made kilts of *Hruikhau*<sup>19</sup> fiber and tied it around the waist.<sup>20</sup> The men’s fiber trapping was called a “*Hnawhkhal*”. And slowly and gradually the dress culture of the Mizo improved. Some of the popular traditional and cultural dress of the Mizo are *Puandfum*, *Mangpuan*, *ngotekherh*, *puanrin*, *tawlhlohpuia*, *kawkpui-zik-zial*, *len-buang-thuam*, *puanlaisen/puanchei*, *kawrchei* jacket etc. Among these, *kawkpui-zik-zial*, *len-buang-thuam* are worn on Sundays and on important occasions days.

The emergence of globalization actually brought a change and led to advancement especially in the dress culture. Also, the arrival of Christian Missionary in the year 1890 has severely changed the lifestyle and dress culture of the Mizo traditions.<sup>21</sup> Nowadays, Mizo prefers wearing dresses from the products of Multinational Companies and Multi-brand showrooms. They wear

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<sup>16</sup> *Siapsuap*- It is a lower garment (Like a grass skirt), worn by women. It is made of strips of fibers from the bark of tree.

<sup>17</sup> B.Lalthangliana. (2005). *Culture and Folklore of Mizoram*. New Delhi: Director, Publications Division, Ministry of Information and Broadcasting, Government of India. P. 111

<sup>18</sup> *Ibid.*, P. 111

<sup>19</sup> *Hruikhau*- fibre taken mainly from the forest.

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<sup>21</sup> B. Lalthangliana., *Opcit*

the products of Nike, Adidas, Reebok, Levi's, Puma, etc. They also wear shoes from the products of New Balance, Nike, Levis, Reebok, etc.

They hardly wear their dress and they usually wear important social occasions like Chapchar kut, Anthurium festivals, Young Mizo Association (YMA), etc. So the Mizo prefer wearing the dress from the products coming from the Western, South East Asian countries and also from mainland India rather than their traditional dress like *Puan*<sup>22</sup>, *siapsuap*, etc. Moreover, the youth are not familiar and they hardly know their traditional attire. This is a serious issue and if the Government fails to promote and preserve the traditional dress, there is a high chance for a defunct of the Mizo traditional attire.

##### **5) Transportation and Connectivity**

Connectivity is one of the most important means of globalization. It can be noted that without proper connectivity (i.e. land transport, waterways, and airways) globalization cannot take place. The idea of proper connectivity within the Northeast region and also with her neighboring countries has come through the policy of Look East Policy (now known as the Act East Policy). It means Act East Policy aims and targets to provide better connectivity so as to act as a corridor between India and its neighboring countries like Myanmar and beyond. This will help in the exchange of goods and services between (and among) the countries through border trade. The expectation of proper

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<sup>22</sup> *Puan*- made from wool which was wear by the Mizo women.

connectivity (through the land, water, and air) is yet to fulfill with satisfaction in the peripheral states particularly in Mizoram.

The state has taken many steps to develop and maintain proper connectivity however there are several challenges. The first and foremost challenge in transportation and connectivity is road transportation. The state has taken up steps to improve the Highway however it has failed. Another challenge regarding road connectivity is that of hilly and terrain areas and it is difficult to construct a four or six-lane highway. Due to hilly and terrain areas, it needs more time and huge money to construct a highway.

Similarly, there is a huge challenge in the construction of railway lines because of terrain and the work cannot proceed according to plan.<sup>23</sup> Another issue in the construction of the railway is the prolonged rainy season and heavy rainfall in the region.<sup>24</sup> Moreover, the route of the railway line in Mizoram lies in the zone of the earthquake-prone areas.<sup>25</sup>

Another challenge of connectivity is air connectivity. Actually, the air connectivity in Aizawl does not meet a sufficient number of people. One of the problems faced by air transportation is the maintenance of air transport because it is very costly to handle by the State Government without the help and aid of the central government. Among the transportations, Air transportation is the most expensive and it needs a huge amount of money in terms of airport

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<sup>23</sup> *Ibid*

<sup>24</sup> *Ibid*

<sup>25</sup> *Ibid*



repairing, renovation, security, etc. so it needs lots of money as compared to other transportations.

### **Trade and Commerce**

In Mizoram, there is no industry worth mentioning. But there is a small, tiny or so-called cottage industry. The trading activities are in the form of small business. The traders in Mizoram gather goods mainly from mainland India and they often sell in the Markets (Mizoram). This is due to the limited availability of local products. Foreign goods are also available in large quantities now due to the opening of border trade in Mizoram. However, the trade is basically in an informal manner as goods are not locally produced especially both in Mizoram and Myanmar.<sup>26</sup> Goods are mostly third country products and mostly out of the list of the border trade agreement.<sup>27</sup>

The major problem faced by the trader is that of transportation. The National Highway connecting Zokhawthar is not maintained properly and not in a good condition. Another challenge and issue are that of marketing and the location of the firm. The problem of management, banking facilities, and inadequate competition are some of the serious common challenges and problems faced by the Trade & Commerce in Mizoram. Moreover, there is also a lack of entrepreneurship among people. Another factor responsible for the lack of development of north-eastern states in terms of Trade & Commerce is

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<sup>26</sup> VL. Felfamkima. (2011). *Mizoram Border Trade: Emerging trend & Future prospects*. New Delhi: Akansha Publishing House. P.67

<sup>27</sup> *Ibid.* p. 66

the inadequacy of motivated entrepreneurs.<sup>28</sup> The majority of people rely on government jobs rather than private entrepreneurship. Private entrepreneurs, both domestic and international are reluctant to carry out any venture and ransom, and fractional clashes pose a great threat in the minds of the investors and traders.<sup>29</sup>

The basic infrastructure facilities required for border trade like good roads, transportation, warehousing, power, telecommunication system, post, services like banking, export-import credit, customs clearance, issuance of a certificate of origin, business centers, financing, civic facilities, training institutes are not as per the international norms and requirement.<sup>30</sup> Without good infrastructures, it would not be feasible to boost the border trade with neighboring countries.<sup>31</sup>

### **4.3. Prospects**

Globalization has brought many challenges for the state at the same time it provides lots of prospects for the state also. Some of the prospects of globalization are discussed below:

#### **1) Food culture**

Recently, some people started selling street food in Aizawl at night. They sell momo, fried Chicken, sauce, cool drinks, etc., on the street. The selling of fast food has become their main occupation. The selling of fast food

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<sup>28</sup> *Ibid.* p. 67

<sup>29</sup> *Ibid.* p. 68

<sup>30</sup> *Ibid.* P. 66

<sup>31</sup> *Ibid.* P. 66

at night is very good and convenient for those who want to hang out and dine at night and for those who come back late from their office. They can eat their dinner from the food stall on the street. People especially the youth are fond of going out and eating dinner from the streets. At present, there are around 20 food stalls and five Global Food trucks.<sup>32</sup> The Global Food Trucks in Aizawl usually open at around 6:30 PM and continued till 11 PM. The ‘Food on Wheels’ (Global Foodtrucks) employed five Mizo. The ‘Food on Wheels’ can earn around 7000-8000 per night.<sup>33</sup> They open their food truck at around 6:30 PM and continue till 11:00 PM and sometimes they are open till 12:00 AM depending on the customers.<sup>34</sup> The ‘Just Chill’ Food truck owners employ five individuals and their salary starts from Rs.10000/- per month.<sup>35</sup> The ‘Just Chill’ owner claims that they earn around Rs.8000/- per night.<sup>36</sup>

In the future, more food stall or food truck will open at night in Mizoram. This will increase the business on the street and also provide more employment to the youth and this will, in turn, boost the economy of the state.

## **2) Sport culture**

The Mizo youth are very talented in sport particularly in football, hockey, boxing, archery, etc. The Government of Mizoram is also trying its best to provide the best infrastructures for sport. It has constructed artificial football grounds in various districts namely, Champhai, Lunglei, Serchhip,

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<sup>32</sup> Lallianzuala., *Opcit*

<sup>33</sup> Lallianzuala., *Opcit*

<sup>34</sup> *Ibid*

<sup>35</sup> Bulya., *Opcit*

<sup>36</sup> *Ibid*

Lawngtlai, etc. As a result, many boys and girls are able to practice on these grounds. Recently, many Mizo boys and girls are participating in the national and international level competitions. For example, Jeremy Lalrinnunga,<sup>37</sup> Lalremsiami Hmar,<sup>38</sup> etc. There are many Mizo youths who are playing football in the Indian Super League (ISL), I league, Mizoram Premier League, etc. and earn a good amount of money.

In Indian Super League (ISL), I League and Mizoram Premier League, many Mizo youths are playing and they earn a good amount of income. For instance, in the Indian Super League (ISL) there is ten (10) club and around 22 Mizo players are playing in this League.<sup>39</sup> The average pay for each of the players starts from 8 lakhs per season.<sup>40</sup> The prominent player among the Mizo is Jeje Lalpekhlu who earns around 10 lakhs per month<sup>41</sup> and he is sponsored by the Nike Company. He plays for the Chennaiyin club and is sponsored by Performax.<sup>42</sup> In another football league in India (i.e. I league) there is Mizo youth who are playing in it and earning around 20000 onwards per month.<sup>43</sup> The state of Mizoram has also one club in the ILeague i.e. Aizawl Football Club (AFC). In AFC, the majority of the players are Mizo and they earn around 50000 per month.<sup>44</sup> This is the benefit of Globalization and there are lots of

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<sup>37</sup> Jeremy Lalrinnunga- Mizo Weightlifter and won gold medalist in 2018 Summer Youth Olympics in 62kg category.

<sup>38</sup> Lalremsiami Hmar- Hockey player who won silver medal for India at the Asian Games 2018 and she was the first sport person from Mizoram to win an Asian Medal.

<sup>39</sup> R. Laldinlana ( Current player in Chennaiyin FC) interviewed on 9<sup>th</sup> October 2019 by the Scholar.

<sup>40</sup> *Ibid*

<sup>41</sup> *Ibid*

<sup>42</sup> *Ibid*

<sup>43</sup> *Ibid*

<sup>44</sup> *Ibid*

prospects for the Mizo youth to get exposure to the world of sports and they can earn a good amount of money from it.

#### **4) Multi-national companies and multi-brand showroom**

Multi-National Companies like Kentucky Fried Chicken (KFC), Nike, Adidas, Apple, Puma, Reebok, etc. have been opened in Mizoram. It provides employment to the youths in the form of salesmen and Manager. At present, KFC in Chanmari Aizawl employs 22 Mizo as workers and they earn around Rs.8000-9000.<sup>45</sup> It also employs two Mizo managers and they pay them around Rs. 13000.<sup>46</sup> The owner of the KFC is planning to open another one. If the proposals for opening another KFC in the city is permitted, then it will create more employment for the Mizo.

Another Multi-brand showroom i.e. “Vishal” opened in Aizawl in 2017. In Vishal, there are 66 Mizo who is working in it.<sup>47</sup> The employes in Vishal start their salary from 8100 (+Incentives +target achieved incentives per month) and there are also Five PWD employees<sup>48</sup> earning 8100 per month.<sup>49</sup> Vishal generates employment for the Mizo. In addition to Vishal, another prominent multi-brand showroom has come up in Aizawl namely “Westside”. It set up its showroom in April 2019. In Westside, 22 Mizo people are employed and engaged in it<sup>50</sup>. The sales associates earn 8000 per month, the

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<sup>45</sup> Marie Lalremsiami (Shift Manager) interviewed on 10<sup>th</sup> October 2019 by the Scholar.

<sup>46</sup> *Ibid*

<sup>47</sup> Mesak Lalnunfela ( Cash Associate) interviewed on 9<sup>th</sup> October 2019 by the Scholar.

<sup>48</sup> *Ibid*

<sup>49</sup> *Ibid*

<sup>50</sup> Lalremruati Sailo ( Department Manager of Westside) interviewed on 9<sup>th</sup> October 2019 by the Scholar.

Sales Officer earns 11000 per month and the department Manager earns 17000 per month.<sup>51</sup>

In fact, these MNCs provide employment to the youth. Besides the opening of semi-brand stores like Westside, Vishal, Bazar India also make it convenient for people to shop at a cheaper price. The establishment of various Multi-brand showroom generates employment to the Mizo, especially to the unemployed youth. They earn their income which will boost the state economy also. It can be mentioned that if many shopping malls come up in Mizoram then many Mizo will also get employment.

The above shows that different Multinational Companies are employing Mizo youth in their companies. It provides job opportunities and generates income for the Youth. So, the opening of various MNCs and Multi-brand showroom in Mizoram create job opportunities for the Mizo. This will help in solving some problems of unemployment in the state up to some extent.

## **5) Transport Development**

A compact and condensed system of transport plays an imperative role in the economic growth of a country.<sup>52</sup> Transport roads are considered as the basic economic arteries of the country. The transport system is observed as the controller of the state economy and provides a very vital link between production and consumption.<sup>53</sup>

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<sup>51</sup> *Ibid*

<sup>52</sup> H.M. saxena. (2005). *Transport Geography*. Jaipur: Rawat Publication. P. 185

<sup>53</sup> *Ibid.*, P. 185

India is one of the lengthiest roads networks in the world accumulating to about 3.3 million km at present-day.<sup>54</sup> It has been recognized all over the world that the development of roads is the basic and important infrastructure for the development of the country and roads not only provide an important link between the rural and sub-urban areas of the country but also connect the country with other international centers of Trade and Commerce.<sup>55</sup> It means road connectivity is very important to connect with the outside world and to have trade partnerships with foreign and other states. So, the government is curious about its connectivity and has taken up the necessary steps to construct its national highway and state highway. Several types of National Highway are constructed by the state government to connect with other states and neighboring countries so that the state should have import and export goods and materials easily. The smooth running of trade and the development of the state economy is largely dependent on the quality of connectivity through road connectivity. As Mizoram is a hilly state, there are difficulties and problems in constructing highways especially four lanes and above. But still, the government is taking up necessary steps to have a good national highway and some works are still going on.

It can be noted here that Mizoram is bordering with Myanmar and Bangladesh on the east and south of the state. There is no proper highway to connect India and these neighboring countries through Mizoram. It can construct two/four-lane highways to connect the neighboring states like

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<sup>54</sup> *Ibid.*, P. 192.

<sup>55</sup> Lianzela. (1994). *Economic Development of Mizoram*. Delhi: Spectrum Publications. P. 172.

Manipur (NH-102b), Silchar (NH 306), Tripura (NH-44) so that the country will benefit through these highways in many ways. Also, traders and travelers can go easily. This will help people to people contact and also do business between the neighboring countries.

It is important here to mention that there is no railway line connecting Aizawl. The main objective of the railway line is to grow the transport infrastructure to carry the projected significant of traffic and meet the growing need of the economy.<sup>56</sup> The railway system which will connect to Aizawl is yet to complete the construction of the railway track. It is estimated that a new railway route that will connect from Sairang to Hmawngbuchhuah<sup>57</sup> on the southern tip of the state in the border of Myanmar near Zochachhuah<sup>58</sup> i.e. Highway via Kaladan Multi-Model Transit Transport Project (KMMTTP) will enter the neighboring country i.e. Sittwe, Myanmar. This railway route is expected to be completed and opened in March 2022.<sup>59</sup> If this railway is fully constructed and functioning, both the neighboring countries will benefit in many ways. It will be one of the most important and bulky trading centers for Mizoram. This will benefit and generate the economy in the future.

In Mizoram, there is only one Airport named the Lengpui Airport in Aizawl. The Airport is renovating and extending the area. The Lengpui Airport runway is to be extended for the landing of bigger Air Crafts. The night landing

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<sup>56</sup> H.M. Saxena., *Opcit.* P. 186

<sup>57</sup> Hmawngbuchhuah- It is a village located in the Southern side of Mizoram and it lies under the Lawngtlai District Council

<sup>58</sup> Zochachhuah- avillage of situated in the southern side of Mizoram and it is under the Lawngtlai District Council.

<sup>59</sup> Hrangtawna.,*Opcit*



facilities in the Airport, the extension of the Terminal building is also under process and the construction of New Air Traffic control integrated with meteorological sectors and Fire stations is also undertaking.

The State Government is planning to transform and upgrade the Lengpui Airport to an international Airport. It will help in the development process of the state. If the Airport is transformed and upgraded to International Airport, many tourists can come and visit the beautiful places of Mizoram. It will lead to the growth and growth of the state tourism department. The growth of the tourism department will generate a huge income and revenue for the state government. Many Mizo youths who are trained properly can be employed as a tourist guide, hotel chiefs etc. So for the development of the tourism department, having an International Airport is one of the basic needs of the state.

### **Trade and Commerce**

The government of Mizoram has undertaken several steps to improve its markets in different parts of the states. Recently the state government has renovated and reconstructed the various markets buildings within the state.<sup>60</sup> One of the biggest markets in the state, namely the New Market New Building is reconstructed. In this market, there are 642 seat capacities for the traders and sellers.<sup>61</sup> Many Mizo traders are doing business in these markets and earn their

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<sup>60</sup> Malsawmdawngliana ( Marketing Inspector of Trade and Commerce) interviewed on 10<sup>th</sup> October 2019 by the Scholar.

<sup>61</sup> Malsawmdawngliana., *Opcit*

livelihood. These markets generate jobs for many Mizo people.<sup>62</sup> This will boost and generate the growth of the state economy in the future.

Coming to the border trade (Mizoram-Myanmar), the development of water-ways between South Mizoram and Myanmar through Port of Sittwe (Akyabs) will boost trade between the two countries and will directly benefit the people of Mizoram and Myanmar<sup>63</sup>. Also, the development of road connectivity between Rih-Zokhawthar to Falam and Kalemeo on one side and Tiddim-Kalemeo on the other will lead to the economic prosperity of the people living on both sides.<sup>64</sup> People who reside in the border of both countries will benefit from the border trade between the two countries via Zokhawthar-Rih Sector. The commitment of the Government of Myanmar for the development of Rih Lake to the tourist center will enable the people of both the countries to visit the legendary Rih Lake<sup>65</sup> and this will boost the tourism sector of the state.<sup>66</sup>

The border trade between Mizoram and Bangladesh will benefit the two countries. The land measuring 301333 Sq. Meters (2424.99 Bighas) at Kawrpuichhuah near Tlabung has been acquired for the establishment of Indo-Bangladesh border trade.<sup>67</sup> The opening of the Karnaapuli riverine route

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<sup>62</sup> Malsawmdawnglian., *Opcit*

<sup>63</sup> Lallura Sailo. Border Trade: A note on Mizoram Myanmar Sector. In Gurundas FDas, N.Bijoy Singh and C.J. Thomas. (ed). (2005). Indo-Myanmar Border Trade: Status, Problems and Potentials. New Delhi: Akansha Publishing House. P.256

<sup>64</sup> Ibid.,P.258

<sup>65</sup> Rih Lake- It is the largest lake of the Mizo situated in Myanmar close to the Indo-Myanmar border near Zokhawthar.

<sup>66</sup> Ibid.,P.258

<sup>67</sup> C. Lalzirliana. Border Trade with Bangladesh: A note on the Mizoram sector. In Gurudas Das & C.J. Thomas. (ed). (2008). Indo-Bangladesh Border Trade: Benefitting from the neighbourhood. New Delhi: Akansha Publishing House. P. 414

between South Mizoram and Rangamatis is important for cooperation and mutual economic benefit between India (Mizoram Sector) and Bangladesh in the future. The construction for the Border Trade Facilitation Centre at Tlabung which was funded by the Ministry of Commerce & Industry is completed. This trading center consists of a big conference room, guest rooms, information center, etc., This Border Trading Centre is regarded as one of the most important infrastructures for the border trade between India and Bangladesh and this will benefit the people residing near the border. Also, in the future, the North Eastern Council (NEC) is going to construct a shopping mall at Tlabung.<sup>68</sup> The Government of India should construct many more shopping malls in the border town like Champhai, Zokhawthar, Tlabung, etc to have proper international trade with its neighboring countries and state like Manipur, Assam, Tripura, etc.

From the above, it can conclude that the coming up of globalization has led to challenges and problems in many ways. At the same time, it has brought many prospects for the state. In fact, the state faces challenges in many ways but on the other hand, it also has led to huge development for the state. If the state can take advantage of globalization it will benefit from it in many ways.

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<sup>68</sup> Lalrintluanga (Jt. Director of Commerce Wing, Government of Mizoram) was interviewed on 10<sup>th</sup> October 2019 by then Scholar.

## **Chapter-V**

### **Conclusion**

Globalization is the progression of integration of economy around the world, especially through financial flows and trade. It is also referred to as the movement of people and knowledge across national and international borders. Globalization is also the process by which the people of the world are integrated into a single society and function together. The incorporation of national economies into the international economy through trade, foreign direct speculation, capital flows, migration, and the spread of technology is often refer to economic globalization. In other words, globalization referred to an integration of national and regional economies, societies and culture through the worldwide network of trade, communication, colonization, and conveyance.

The term ‘Globalization’ was first devised in the 1980s but, the idea bounces back to decades, even centuries if one counts the trading kingdoms constructed by Spain, Portugal, Britain, and Holland. It has been a historic process with ebbs and flows. During the Pre-World War 1 period (1870-1914) there was incorporation of economies over trade flows, movement of capital and immigration of people. The inter-war period however, seen the manufacture of various barricades to restrict the movements of goods and services. In fact, the resolve of western states to shape and fortify internationality in the outcome of World War II laid the basis for today’s globalization.

The Idea of Globalization in India was first felt when the then Finance Minister, Dr. Manmohan Singh initiated the process of economic liberalization in 1991-92 annual budget which introduced the New Economic Policy of India. The buzzwords of the India's New Economic Policy was the inclusion of liberalization, privatization and globalization. Subsequently it permitted Multi-national Companies to growth their base of operations, enlarge their workforce with slight investments and make available to new services to a broad range of communities in India and abroad. Simultaneously, India unveiled the Look East Policy to reconnect with the South East Asian countries as a part of its policy of economic globalization. The Look East Policy is rechristened as Act East Policy (AEP) by the Government of India in November 2014. The Act East Policy includes physical connectivity through road and rail links to the South East Asian countries through North East India particularly Manipur and Mizoram. Consequently, various policy initiatives and projects have been taken up in the last two decades.

In fact, the Act East Policy, particularly in the state of Mizoram, has brought many changes especially in terms of its economy, social, political, cultural and way of living. The arrival of globalization in Mizoram slowly and gradually changes the culture especially in terms of food habits. Traditionally, rice is the main staple food for the Mizo along with vegetables, *bai* ( Mixture of vegetables and its leaves) and some *hmarcha rawt* (grinding of chilly). But with the emergence of globalization and setting up of multinational fast foods, the food culture and eating habit of the Mizo is slowly and gradually changing.

The study found that food coming from western and southeast countries dominate and replace the food culture of the Mizo.

Nowadays, the Mizo especially the youth are fond of eating fast food from the street or from a restaurant. This was not visible before say a decade ago. Besides, the global food trucks open their food trucks at night from 2018 and subsequently, many youths hang out with their friends at night and eat their food from the food trucks. This is a new tradition and culture of the Mizo. There are five global food trucks in Aizawl. In the food trucks, their menu is usually momo, hamburger, fried chicken, fried rice, chow, French fries, sauces, Pepsi, coca-cola, red bull, etc. In the past, family and friends, hardly go out for lunch and dinner, especially in restaurants and hotels. These days, going out and dining out together with friends in hotels and restaurants is a must and has become a new tradition and a culture. They follow and imitate the lifestyle of the Western and Southeast Asian countries.

The prominent restaurants and hotels in Aizawl are Hotel Floria, Hotel Regency, Chopstyx, West café, etc. They hardly serve the traditional food of the Mizo. Instead, they serve the food coming from the Western countries, Southeast countries and also from mainland India. Even in Mizoram University (MZU) canteens, they serve dishes from the Southeast countries, Western countries and also mainland India dishes. Because the customers usually prefer eating the Western, Southeast Asia and mainland Indian menu more than their traditional food. Typically, the Mizo eat three times a day – morning, noon and evening. But the schedules of the urban and rural are different, especially in the

breakfast times. In the rural areas, as most of the people are engaged in the paddy field they eat earlier (at around 7-8 AM) than the urban areas. In urban areas, they usually take their breakfast is usually taken around 8-9 AM.

In the past, the Mizo people regularly take rice three times a day (in breakfast, lunch, and dinner) along with some vegetables, dal, *bai*, *hmarcha bawl* and some vegetables. Slowly and gradually, it is witnessing that the tradition of eating breakfasts, noon and dinner is changing. At breakfast, people began to prefer eating bread, omlette, milk, etc along with some fruits rather than eating rice. Actually, rice contains lots of starch and carbohydrates and people nowadays are aware of their health and they try to avoid it. They prefer to eat healthy food which contains fewer fats and carbohydrates but rich in minerals, vitamins and proteins.

Coming to the Mizo folk songs and music, no doubt the Mizo cherish and connect with songs and music from the past. The Mizo traditional songs can be classified into four categories based on their migration history i.e. the first period is called *Thantlang upa hla* (AD 1300-1450), the second period is between 1450-1700 in which they settled in Lentlang and lived in the *Run* and *Tiau*. The third one is from the period between AD. 1700-1900 and this was the period when they crossed the *tiau* river and the last one begins from the 20<sup>th</sup> century. In Mizo tradition, parents used to sing-song to make their children sleep and make them comfortable. The study found that the traditional songs of the Mizo are slowly and gradually subjugated by modern musical instruments and songs particularly from the western and South East Asia countries.

The study found that the Mizo, especially the youths, have come to be more and more attracted by the Western and South-East countries particularly South Korea music leaving behind their traditional songs and music. It can be said that the majority of the Mizo youth are not familiar with their traditional songs. It is mainly because of the arrival and entering of western music, Kpop music, etc. in Mizo music which is modified with modern and advanced musical instruments. Nowadays during festivals and church worships, it is not common to play traditional musical instruments like *Mizo Ting tang*, *Darkhuang*, *phenglawng*, *raw chhem*, etc. Instead, they play modern and advanced musical instruments like keyboard, electric guitar, different types of microphones, etc. imported from developed countries.

In addition to music, the Mizo have been very fond of sport for ages. In the recent past, the culture of sport has changed due to globalization in Mizoram. The study found that the Mizo especially the youth hardly play and practice their traditional sport. Most of them are not familiar with their traditional sport such as *Arpakal*, *Insesik*, *insuknawr*, *In selem chaih*, etc. They rather prefer and are attracted more by global sports such as Futsal, football, Mixed Martial Arts (MMA), Basketball, Athletics, Gym challenge, badminton, etc.

The traditional games and sports of the Mizo are not played and practiced anymore and have become irrelevant and left behind. Because the youth do not pay much importance to their traditional sports and they have no interest in it. Also, they do not know much about their traditional sports and



games. This is due to modernization and the arrival of globalization along with different types of global sports. In other words, Mizo is more and more interested in new sports rather than their traditional sports. For instance, regarding weightlifting, Jeremy Lalrinnunga attained gold medal in 2018 Summer Youth Olympics in 62kg category, in Hockey Lalremsiami Hmar won silver medal for India at the Asian Games 2018 and in football, there are many Mizo footballers who are playing in the Indian biggest football league namely, Indian Super League, I League etc. Some Mizo football players are Jeje Lalpekhlua, Zotea, R. Laldinliana etc. and they earn Rs. 8-15 lakhs per season.

In the recent past, people have witness Multi-national companies (MNC) and Multi-brand showroom in Mizoram, particularly in Aizawl. This is possible due to globalization. It brought many changes in terms of dress culture, shopping, etc. The MNCs are actually a business that operates and generates simultaneously in different parts of the world. In fact, business is carried out in different countries with headquarters in a big city in the world. It is also a multi-process and multi-product enterprise. The arrival and of globalization along with Multi-brand showrooms like Vishal, Westside (recently opened in April 2019), etc. has opened their outlet in Aizawl and this has made it convenient for the Mizo people especially in terms of shopping as the Mizo people are very fashionable and fond of shopping.

The study shows that the dress of the Mizo people began to change and a new culture of fashion has arrived with the coming of globalization. As a result, the traditional dress of the Mizo is not commonly used and are only

worn on important occasions like Chapchar kut, Young Mizo Association (YMA), etc. Instead of wearing traditional dresses, they prefer Multinational Companies (MNCs) products from Nike, Adidas, Puma, Reebok, Blueberry, Levi's, etc. They wear branded Tshirts, socks, Kamis, etc from the MNC like Nike, Levi's, Adidas, Puma, etc. They have no interest in wearing the traditional dress, rather they prefer branded companies products. This shows that with the coming of globalization in Mizoram the dress or the fashion of the people has changed.

In terms of road connectivity, it is very important for the development and growth of Mizoram. In fact, it plays a vital role and contributes to the growth and development of the state economy. It is regarded that road infrastructure is the most important public assets. The study found that the availability of efficient and cheap means of transport and a good network of roads are needed for the economic development of Mizoram. It is regarded as the lifeline of Mizoram as other modes of transport are frivolous and insignificant.

The over-all distance of all classes roads in Mizoram is 8948 Kms. and the road density is 42.45 km/100 sq.km. The study found that all the National Highway which connect Mizoram to other state is not maintained properly and in a bad condition. The National Highway passing through Mizoram is two lanes only. The National Highway 44 which connects Aizawl-Tripura via Aizawl-Kanchanpur on the northern side of Tripura ( Jampui Hills) is still in a poor shape although it is a two-lane highway.

The National Highway 102b which connects Aizawl to Churachanpur, Manipur is the only highway that connects the two states. The actual length of the Highway is 323 km (201 mi). The 102b highway is a National Highway but in the real sense, it is just for namesake. The highway is not very good but motorable. The study found that if the road on the Mizoram side via Saichal is proper metallic it will take less time while traveling in it. The Satchel road is located between Saitual-Hliappui Village. The repairing of the National Highway for two-lane is going on and if the National Highway is constructed properly, then it will help for both the states. It can be noted here that National Highway No 306 (NH 306) which connects Aizawl-Silchar is indeed one of the most important routes for Mizoram. Because all the necessary goods and materials are imported to Mizoram through it. The road is the lifeline of the state but the conditions of the road are not good. The study reveals that if the highway is properly repaired by blacktopping as per the plan it will be very good and helpful for Mizoram.

One of the most important transportations in the world is the Railway system. The railway system can carry heavy (and bulky) goods and services at cheap prices. The railway transportation plays a very significant role in the growth of a country as it can carry maximum goods, people and services. In fact, India has the longest railways systems in the world with 63,000 km, roughly 7,000 locomotives, 30,000 passenger coaches, closely 300,000 wagons and engaging closely 1.6 million staff in Indian railways. The study shows that the railway line has reached Mizoram in Bairabi village, however, it does not

give many benefits to the state. In fact, it does not connect with Aizawl-the capital city of Mizoram and other interior parts of the state. It is just for the name's sake as it is connected only to a border village in the Mizoram-Assam border.

Further, a new railway line from Bairabi to Sairang near Aizawl is constructing and is expected to be completed by March 2020. This new railway route will pass through Silchar to Hmawngbuchhuah village Via Aizawl in the southern tip in the Indo-Myanmar border where Zochachhuah ‘ Kaladan Multi-Model Transit Transport Project (KMTTP) roads will enter Myanmar side via Sittwe port. The study found that when it is completed both the countries will benefit in many ways especially in terms of trade and commerce.

It can be mentioned here that Aizawl is not connected with the train but there is one Airport namely the Lengpui Airport. The Lengpui Airport was established in 1998 and inaugurated by Zoramthanga, the present Chief Minister of Mizoram. This Airport is maintained and controlled by the Aviation Wing, Government of Mizoram and by the Airport Authority of India. The study found that the transformation of Lengpui Airport into International Airport is an important goal of the state Government. It further shows that if the Lengpui Airport is transformed into International Airport, it will be an important airport to connect with the South-East Asian countries. Moreover, it will make the policy of the ‘Act East Policy’ more meaningful. If Lengpui airport is transformed and upgraded to international Airport, it will be easier for the foreign as well as domestic tourists to visit and see the beautiful hilly areas

and the nature of Mizoram. This will lead to the development of tourism and thus boost the state economy. At the same time, the study reveals that Lengpui Airport does not meet the required demands of the people at present.

Coming to the Trade and Commerce, the Trade and Commerce Department under the Government of Mizoram was established in 1987. The Trade and Commerce department is now merged with Directorate of Industries vide government order no. A 46013/92016-GAD date. 27.06.2016 with a view to promote and improve the economic conditions of the state through the promotion of trade and commercial activities. The department of Trade and Commerce took over the administration and management of the market from the Land Revenue & Settlement Department (LR & S Department) and the Local Administration Department (LAD) with effect from August 2000. At present, there are 220 markets within the state which are directly or indirectly succeeded by the Trade and Commerce department.

Many people are engaged in it and these markets provide a place for selling and buying of agricultural products from within and outside the state. These 220 markets are not enough for the state, it cannot provide the required needs and demands in Aizawl. The limitation of the seat is one of the major issues in Aizawl Market. All of the traders and businessmen who are engaged and allocated seats in these markets regard it as their main occupations. It also generates employment for the people and boosts the state economy. The markets are in fact one of the main sources of income of the State Government by collecting monthly rental fees and taxes. In the current financial year (2019-

2020 till June), the department has already collected Rs. 48,13, 620 from the Market.

The development of border trade with the neighboring countries is one of the clauses enshrined in the Mizo Accord of 1986 which was taken on between the Mizo National Front and the Government of India. Mizoram is a border state, bounded on the south and east by Myanmar and West by Bangladesh. The study shows that Lawngtlai town (Mizoram) has good prospects for economic growth in the future. Three National projects – Kolodyne Hydel Projects, development of Kolodyne river, for navigation right down to the port of Akyab in Myanmar in a double lane, International Highway from the town itself to the port of Akyab in western Myanmar are coming in Lawngtlai. With these national projects coming into reality, the Lawngtlai town will surely have a scope for tremendous advancement. The study also found that the construction of border trade facilitation at Tlabung in the Indo-Bangladesh border is completed 41%. The study also reveals that if the three national projects which are popularly known as the Kolodyne Multi-Model Project is operationalized it will increase the connectivities with India and her neighboring countries through Mizoram. This will provide a scope and prospect for the development of Mizoram in many ways.

Further, the Government of Bangladesh is requested by the government of Mizoram to construct their Land Customs Stations at Thekka Bazar (Thegamukh) and to construct motor-able roads from the border to Chittagong or other commercial towns for the development of border trade. It is also

important to open the Karnaaphuli riverine route between South Mizoram and Rangamatis for mutual cooperation and economic benefit between India (Mizoram sector) and Bangladesh. The study found out that the Government of Bangladesh does not pay much importance to the border trade as compared to the Government of India. It can be noted that Bangladesh still does not activate the Land Customs Station at Thegamukh side of Bangladesh which remained dormant and stagnant. The study also found out that the main reason for the backwardness of border trade between India-Bangladesh (Mizoram sector) is due to bad transportation especially road connectivity. No doubt road connectivity is the lifeline for the state of Mizoram but it is still lacking far behind. As long as the road connectivities are not developed, the border trade between the two countries will not flourish. The study shows to increase the volume of trade and the border trade between India (in the Mizoram sector) and Bangladesh the road connectivities must be constructed and improved.

Border trade between Mizoram and Myanmar, since independence, both the countries maintained strong ties which were even more strengthened with the signing of the Treaty of Friendship in 1951. The main project proposals that concern Mizoram is India's offer to upgrade Rhi-Tiddim and Rhi-Falam roads connecting Mizoram with the Chin state of Myanmar, setting up of border trade post at Zokhawthar-Rhi and the Kolodyne or Kaladan Multimodel Project for a mixture of inland water transport and the highway connecting southern Mizoram to Rakhine in Myanmar. The composite Land Customs Station building and other ancillary infrastructures like staff quarters, godowns,

fumigation chamber are ready for commissioning. Even though the compulsory export-import infrastructures have been put in place, the concerning linkage on the Myanmar side of the border is a major deterrent to increasing the capacity of trade. The study shows that the relationship between Myanmar and Mizoram is improving and in good shape as compared to the past years. But the major obstacle to the development and improvement of the border trade is due to bad and poor conditions of connectivity particularly the road infrastructures. As long as the road connectivity is not good and does not repair and construct to big lanes highway, the trade between the two countries will not prosper flourish. So to establish the border trade between the countries, road connectivity must be given more priority.

The above study shows that globalization has touched and shaped Mizoram in different ways. The emergence of globalization in Mizoram has changed the culture of food, music, sport, etc. It dominated traditional songs and music through modern musical instruments and music and songs coming from Western and Southeast Asia particularly Korea. It also changed the sports culture of the Mizo as the modern and global sports dominate the traditional sports of the Mizo. The study also found that connectivity i.e. road, railway, and airway are the most important factors for the overall development of the state. The study also reveals that proper transport connectivity in the state is essential for the economic growth of the state. In fact, transport connectivity is needed for economic development and also needed for the growth of the infrastructure of trade and industrialization. In other words, transportation is



one of the most important infrastructures for the overall development of a state. However, the condition or the quality of transport in Mizoram (road, railway system and the air was) is very poor as compared to another state. As a result, trade and commerce activities in the state are not satisfied by the people. The border trades (in Zokhawthar and Tlabung) with Myanmar and Bangladesh are more of a formality than real trade activities. There is a lack of infrastructures on both the side of the border. As a result, border trades in Zokhawthar and Tlabung are not flourished in the era of globalization and Act East Policy.

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**ABSTRACT**

**GLOBALIZATION IN MIZORAM: IMPLICATION OF TRADE AND  
COMMERCE**

**By**

**T. Lianhmingsanga**

**Regn. No: MZU/ M. Phil. / 496 of 10.04.2019**

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**MIZORAM UNIVERSITY, AIZAWL.**

**2019**

# GLOBALIZATION IN MIZORAM: IMPLICATIONS FOR TRADE AND COMMERCE

## ABSTRACT

Globalization is the process by which the people of the world are unified into a single society and function together and is often referred to as economic globalization. It is the integration of national economies into the international economy through trade, foreign direct investment, capital flows, migration, and the spread of technology. It is also referred to as the transnational dissemination of ideas, language or popular culture. Moreover, it is facilitated by global institutions and aims to regulate and monitor international interactions promoting harmonious co-operation in finance, politics, aid, peacekeeping, and trade on international trade.

Basically, the term Globalization refers to an integration of national and regional economies, societies and cultures through the global network of trade, communication, immigration, and transportation. Broadly speaking, the term globalization means integration of economies and societies through e-mail, governance, e-finance, e-commerce, and e-net. It is also the integration of economies and societies among nation-states through free flows of information, ideas, technologies, goods, services, capital, finance, and people. In economic terms, it can be defined as the interdependence of nations around the globe through free trade. It is also the spread of products, materials, goods, jobs, technology, and information.

Globalization may also be defined as a process of increasing economic integration and growing economic inter-dependence between countries in the world economy. It implies the continuing expansion and intensification of economic, political, social and cultural activities across borders. It also reduces transportation and communication costs. The rise of information technologies such as the internet and liberalizations in the markets for goods, services, labour, capital, and technology is the result of globalization. It occurs within the existing legal structures. Globalization also affects the political decisions of nation-state like in the area of deregulation, free trade, and the integration of markets. So, it can be said that globalization enables to override the territorial barriers of people's movement or investing across national borders. It has changed the lifestyles and living conditions for people around the world. It creates new opportunities to some but risks, threats and challenges to others. Individuals, firms, governments, and transnational organizations that exist out of the framework of the nation-state like the World Bank, United Nations, the European Union, and multinational firms face the challenges of how to respond to globalization. In the last forty years or so people witnessed the increase in globalization, but the phenomenon has been going on for much longer.

### **1.6: Statement of the Problem**

Globalization involves a stretching of social, political and economic activities across political frontiers, regions, and continents. It also includes trade and connectivity (road, railway, waterway, and airway) across different parts of the regions and frontiers. Globalization brings a drastic change in every

part of the world including Mizoram. Many initiatives have been undertaken in terms of connectivity and trade by the central and state government. Yet, the state needs more development (overall) as compared to the developed states of India. There are various trade policies formulated by the state government but they are still on paper and not implemented properly. With the coming of globalization, different private companies are broadening their target area, by expanding from urban to rural areas. It has brought many changes in the state of Mizoram. It opens a border-trade centre in Zokhawthar, Champhai District in the Indo-Myanmar border in Mizoram on the Indian side. In Aizawl multi-brand store has come up (Bazar India, Vishal, etc.) and multinational companies like Kentucky Fried Chicken (KFC), Amazon, Lucky Gold star (LG), Apple, etc. have started their business.

In other words, the state somehow enters the phase of the globalized world, but it is still far behind from other states in terms of trade and commerce. Actually, development of border trade is one of the clauses enshrined in the *Memorandum of Understanding* signed between the MNF and the Government of India in 1986. No doubt, the people of Mizoram will benefit from the border trade between India and Myanmar in Zokhawthar-Rih Sector. It is important to have good connectivity (roads, railways, waterways, and airways) for the development of trade and commerce. Until and unless the road connectivity to Zokhawthar is developed, the volume of Indo-Myanmar border trade cannot be increased. In the year 26<sup>th</sup> March 2015, Nirmala Sitharaman, the then Union Minister of state for commerce and Industry inaugurated and

open a Land Customs station at the Indo-Myanmar Trade center at Zokhawthar in Champhai District of Mizoram. The Zokhawthar Land Customs Station is equipped with a weighbridge, plant quarantine building, and toll-gate, and authorized to facilitate the trade of 62 different commodities since 2012. At the same time, it needs a lot of improvement in terms of infrastructure to get benefit from the border trade. Also, the list of items agreed on for the trade between Myanmar and India needs to be increased because they are mainly agricultural products and agricultural products alone does not meet the demand. In other words, there is a lack of development particularly in the area of trade and commerce and also that of connectivity in Mizoram, so the scholar studies the implication of globalization in Mizoram with reference to connectivity and trade and commerce to understand the reality of it.

### **1.7: Scope of the Study**

The scope of globalization in Mizoram is very vast so the study is delimited on the implication of globalization on trade and commerce. The study traces the various steps and measures taken up by the government (both central and state) on the policies of trade and commerce. It also cover the issues of connectivity like the highway, airways and railways line because trade cannot take place without proper connectivities. In short, the scope of the study is delimited on the policies initiatives taken up by the government and its implementations on trade and commerce in Mizoram.

### **1.8: Objectives**

The objectives of the study are:



- 1) To study globalization and its implication in Mizoram.
- 2) To examine the implications of globalization on trade and commerce in Mizoram.
- 3) To discuss the challenges and prospects of globalization in Mizoram.

### **1.9: Research Questions**

The Research Questions of the study are:

- 1) What are the implications of globalization in Mizoram?
- 2) What are the changes brought by globalization on trade and commerce in Mizoram?
- 3) What are the challenges and prospects of globalization in Mizoram?

### **1.10: Research Methodology**

The study is qualitative in nature. It is analytical and descriptive. The study uses both primary and secondary data. The Primary data is collected through interview and observation method. The interview is conducted with Government officials particularly the Transport Department. The scholar interview the Jt. Director of Transport, Chief Engineer, Road, Public Work Department R, Chief Engineer Road, Public Work Department, Chief Engineer, Highway, Public Work Department, Deputy Comptroller, Aviation Wing, and Joint Director of Commerce Wing Government of Mizoram.

The scholar also interviews some leaders of social organizations. They are Central Young Mizo Association (YMA) Office Bearers Asst. Secretary, Peter Chhakchhuak, Central Executive Committee MS Ralte, Vice President, R. Lalngheta, President of Mizo Students' Union (MSU) Vanlalliana Chhangte,

Mizo Zirlai Pawl (MZP) Adviser, Lalnuntawma Fanai, Executive Committee Member, Zohmingthanga Zote are interviewed to understand their and perspectives towards this globalization in Mizoram.

Besides, the Scholar interviewed four each of the Sumo, Trucks and Bus drivers servicing between Aizawl-Silchar, Aizawl-Tripura, Aizawl-Manipur, Aizawl-Tlabung to understand the conditions of the Highways and the issues and challenges on the National Highway 54 (Aizawl-Silchar), National Highway 44 (Aizawl-Tripura), National Highway 102b (Aizawl-Manipur). The scholar also interviewed R. Hrangtawna former Indian Railway Traffic Service to know the process and conditions of railway connectivity in Mizoram. Traders from Zokhawthar are also interviewed to understand the borders trade of Mizoram-Myanmar. The global food trucks owner Buly (Just Chili) and Lallianzuala (Food on wheels) are also interviewed to understand the issues and challenges of global food trucks in Mizoram.

John Laltanpuia Joint Director of Sport and Youth Services, Government of Mizoram and R.Laldinliana Players of Chennaiyin FC, Indian Super League (ISL) to understand the implication of globalization on sport in Mizoram. B. Lalthangliana is also interviewed to know the situations of Traditional folk songs in Mizoram. Marie Lalremsiami Shift Manager in KFC Aizawl, Dina (Owner) and Lalremruati Sailo (Departmental Manager) in Westside's and Mesak Lalnunfela (Cash Associate) were also interviewed to know the problems and prospects of multi-national Companies and Multi-brand

showroom in Mizoram. And besides, academicians, traders and businessmen, an employee in the Commerce and Industries are also interviewed to comprehend their views and perspectives on the topic of study. The scholar visited the trading centre in 'Zokhawthar' to study the development and the process of trading. Altogether the scholar interviewed 44 people from different walks of life who are relevant to the study. Primary sources also included the government notifications, gazette publications, data of the government, etc. Secondary data include books, newspapers, journal articles and magazines.

## **1.11: Chapterizations of the Study**

### **Chapter 1: Introduction**

The first chapter introduces the study. It includes the study of the concept of globalization, the profile of Mizoram, statement of the problem, objectives, research questions, methodology, etc.

### **Chapter II: Globalization in Mizoram**

The second chapter discusses the implications of globalization in Mizoram in general and particularly on the issues of connectivity i.e. roads, air, water transportation.

### **Chapter III: Implications of Trade and Commerce in Mizoram**

The third chapter examines the implications of globalization on trade and commerce in Mizoram.

## **Chapter IV: Challenges and Prospects of Globalization in Mizoram**

The fourth chapter analyses the challenges and prospects of globalization in Mizoram particularly in the area of trade and commerce.

## **Chapter V: Conclusion**

This last chapter includes the findings and the conclusion of the study.

### **Findings**

The idea of Globalization in India was first felt when the then Finance Minister, Dr. Manmohan Singh initiated the process of economic liberalization in 1991. Subsequently it allowed companies to increase their base of operations, expand their workforce with minimal investments and provide new services to a broad range of communities in India and abroad. Simultaneously, India unveiled the Look East Policy to reconnect with the South East Asian countries as a part of its policy to economic globalization. The Look East Policy is renamed as Act East Policy (AEP) by the Government of India in November 2014. The Act East Policy includes physical connectivity through road and rail links to the South East Asian countries through North East India particularly Manipur and Mizoram. Consequently, various policy initiatives and projects have taken up in the last two decades.

In fact, the Act East policy particularly in the state of Mizoram has brought many changes especially in terms of its economy, social, political, cultural and way of living. The arrival of globalization in Mizoram, slowly and gradually changes the culture especially in terms of the food habit, music, sports, etc. Nowadays, the Mizo people prefer to eat food from various MNC

rather than their traditional food. Again, the study found that the Mizo, especially the youth, began to love and attracted more and more by the songs of the Western and South-East countries particularly South Korea leaving behind their traditional songs and music. Nowadays, the majority of the Mizo youth are not familiar with their traditional songs. It is mainly because of the arrival and entering of western music, Kpop music, etc. in Mizo music and modified with modern and advanced musical instruments.

In addition to music, the Mizo was very fond of sport. In the recent past the culture of sport has changed due to globalization in Mizoram. The study found that the Mizo especially the youth hardly played and practiced their traditional sport. Most of them are not familiar with their traditional sport such as *Arpakal*, *Insesik*, *insuknawr*, *In selem chaih*, etc. They rather prefer and attracted more by modern and global sports such as Futsal, football, Mixed Martial Arts (MMA), Basketball, Athletics, Gym challenge, badminton, etc. This is due to modernization and the arrival of globalization along with different types of global sports.

Recently, people witness MNC and Multi-brand showroom in Mizoram particularly in Aizawl. This is possible due to globalization. It brought many changes in terms of the dress culture, shopping, etc. The study shows that the dress of the Mizo people began to change and a new culture of fashion has arrived with the arrival of globalization. As a result, the traditional dresses of the Mizo are not commonly used and they only wear on important occasions like Chapchar kut, Young Mizo Association (YMA), etc. Instead of wearing

the traditional dress they prefer Multinational Companies (MNCs) products from Nike, Adidas, Puma, Reebok, Blueberry, Levies, etc.

Coming to the road connectivity, it is very important for the development and growth of Mizoram. It is regarded that road infrastructure is the most important public assets. The scholar found that the availability of efficient and cheap means of transport and a good network of roads is needed for the economic development of Mizoram. It is regarded as the lifeline of Mizoram as other mode of transport is frivolous and insignificant. The road is the life line of the state but the conditions of the road is in a bad shape. The study reveals that if the highway is properly repaired by blacktopping as per the plan it will be very convenient for Mizoram. It will benefit to all the people of the state. It is noted here that railway is yet to connect with Aizawl, the capital of Mizoram. The study shows that there is a railway line connected with Mizoram in Bairabi village, however there is not much benefit for the state. In fact, it does not connect with Aizawl-the capital city of Mizoram and other interior part of the state. It is just for the name shake.

Coming to the airways, in Mizoram, there is one Airport namely the Lengpui Airport. The study found that the transformation of Lengpui Airport into International Airport is an important goal of the state Government. It further shows that if the Lengpui Airport is transformed into International Airport, it will to connect with the South-East Asian countries. Moreover, it will boost the policy of the so-called 'Act East Policy,' If Lengpui airport is transformed and upgraded to international Airport, it will be easier for the

foreign country and domestic (Indian) tourists to visit and see the beautiful hilly areas and the nature of Mizoram. No doubt tourists can easily come and enter Mizoram. This will lead to the development of Tourism and boost the state economy. The study also reveals that Lengpui Airport does not meet the required demands of the people.

Coming to the Trade and Commerce, the Trade and Commerce under the Government of Mizoram was established in 1987. At present, there are 220 markets within the states which are directly or indirectly managed by the Trade and Commerce department. Many people are engaged in it and these markets provide a place for selling and buying agricultural products within the state. These 220 markets in the states cannot provide the required needs and demands in Aizawl. The limitation of seat is one of the major issues in Aizawl Market. The study reveals that markets are in fact one of the biggest sources of revenue of the state Government by collecting monthly rental fees and taxes. And development of Border trade with the friendly neighbouring countries with whom the state share 722 km long international border allocated to Trade and Commerce. The study found that relationship with the neighbouring countries mainly Bangladesh and Myanmar is still not bloom and flourish due to the poor connectivity particularly the road transportation.

The above study shows that globalization has touched and shaped Mizoram in different ways. The emergence of globalization in Mizoram has changed the culture of food, music, sport, etc. It dominated traditional songs and music through modern musical instruments and music and songs coming

from Western and Southeast Asia particularly Korea. It also changed the sports culture of the Mizo as the modern and global sports dominate the traditional sports of the Mizo. The study also found that connectivity i.e. road, railway, and airway are the most important factors for the overall development of the state. The study also reveals that proper transport connectivity in the state is essential for the economic growth of the state. In fact, transport connectivity is needed for economic development and also needed for the growth of the infrastructure of trade and industrialization. In other words, transportation is one of the most important infrastructures for the overall development of a state. However, the condition or the quality of transport in Mizoram (road, railway system and the air was) is very poor as compared to another state. As a result, trade and commerce activities in the state are not satisfied by the people. The border trades (in Zokhawthar and Tlabung) with Myanmar and Bangladesh are more of a formality than real trade activities. There is a lack of infrastructures on both the side of the border. As a result, border trades in Zokhawthar and Tlabung are not flourished in the era of globalization and Act East Policy.



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