CHAPTER-V

CONCLUSION

With its strategic location on the Indo-Myanmar border and the direct link with Imphal and Mandalay, Moreh become an important commercial trading town. In fact the town is growing fast as an important business centre on the international border of India in the eastern side.

In the process of its growth, and especially during the major extension in the last two decades (1981-2000), Moreh has spread from its nuclear side over an increasing variety of terrains towards all directions except the eastern side of the town (due to international border line). Recent extension of the town confirms its natural geographical trends of growth, the vicinity of which is under urban transformation. Its location in the international borders has at once contributed to this town favorable aspects of growth with both commercial and political importance.

Border trade thrive on Moreh town generally because of its close proximity with fertile plains of Saigang division (Myanmar) and its (Moreh) wider lowland relief. The general relief and the ethnic-cultural similarities in both sides of the border form the basis for economic development in Moreh.

However, the Indo-Myanmar border trade at Moreh which started 12 years ago with great enthusiasm from both governments was never been smooth. Sharing a long and porous border stretching over 1600km. India and Myanmar faced serious problems of cross border insurgency, drugs trafficking and smuggling of illegal arms. The lack of adequate transport infrastructure is one of the major barriers to expanding India’s trade with the bordering countries. In case of Indo-Myanmar trade through
Moreh town, the part of the N.H. 39 (Indo-Myanmar road) especially from Pallel to Moreh is not in a good condition and need expansion as well good bridges are required. If government convert the existing road to a double lane, the flows of goods and people will increase consequently accelerating the trade.

Myanmar is not an industrialized nation and its demand for manufactured product is met through imports. In order to arrest the declining trend of India’s export to Myanmar, it is suggested that manufactures goods of India can be included in the list of exchangeable items. Manipur is well known for its handloom and handicraft, and its product also can be part of the long exchangeable items.

Indo-Myanmar trade at Moreh town of Manipur is primarily a tranṣit trade. Some of the major problems encounter in smooth functioning of cross border trade at Moreh town are lack of cross border knowledge among traders, insufficient infrastructural facilities, non-formalization of its currency exchange rate, huge volume of illegal trade, few exchangeable trade items and bad law and order situations.

One of the main problems in the Indo-Myanmar border at Moreh sectors is the high volumes of illegal items. Proper fencing along the border and tight security can check in the flows of illegal items. Both the regions need to find out the potential areas for future development and co-operation for better trade.