



Border Trade Policy And Its Impact On The Local Economy In Tripura

Suman Debbarma¹

Research Scholar, Department of Political Science, ICFAI University, Tripura, Address: Kamalghat, Mohanpur, West Tripura-799210

Abstract: India-Bangladesh border trade is also a significant contributor of the economic activity of Tripura, which is an economically inaccessible landlocked state in North East India. During the last few years, there have been attempts to formalise the trade, introducing Integrated Check Posts (ICPs), and the implementation of operationalisation of the border port. Nonetheless, high rates of policy changes, importation, and logistical limitations remain the main factors that render the local markets volatile. In this paper, the authors examine how India-Bangladesh border trade policies affect local economy of Tripura using a doctrinal research method that is fully backed by secondary data. Tripura has a protracted international border with Bangladesh and hence the cross-border business activity has been a key to mould the economic prospects of the State. The results show that even with the gradual promotion of formalisation by border trade policies through the use of Integrated Check Posts, enhanced customs processes and systematic border haat systems, policy instability, periodical restrictions, non-tariff barriers and complex documentation, the policies have produced disproportionate effects to the small traders, producers and local informal markets. The research finds that the success of border trade in enhancing the economy of Tripura is not only determined by the development of infrastructure but also legal clarity, uniformity as well as long term stability of India-Bangladesh trade policy frameworks.

Keywords: Border trade, Tripura, Bangladesh, Local economy, Trade policy.

1. INTRODUCTION

Border trade policy plays a crucial role in the development discourse of Tripura, positioning the state as a strategic trade corridor between India's Northeast and Bangladesh. Since the formal establishment of cross-border trade relations in 1995-96, Tripura has experienced significant economic activity through multiple Land Customs Stations (LCSs) and the innovative framework of "border haats," or local border markets. These mechanisms have facilitated formal import and export operations of essential commodities ranging from agricultural produce and processed food to cement and manufactured goods and have also acted as catalysts for rural livelihood generation, entrepreneurship, and regional economic integration. The launch and expansion of border haats represent a significant intervention to reduce informal trade and foster community-level prosperity. By allowing local traders and residents from both sides of the border to exchange goods in a regulated environment, haats help to bridge socio-economic disparities, reduce poverty, and enhance cultural

¹ Assistant professor, Department of Political Science, Rajarshi College of Education and Skill, Agartala, Tripura

ties²³. In recent years, government efforts to upgrade infrastructure, streamline customs procedures, and develop new trade hubs reflect a commitment to deepening bilateral ties and maximizing economic gains for border communities. Nonetheless, recent policy shifts such as import restrictions on specific Bangladeshi goods and evolving geopolitics have introduced complex challenges for Tripura's trading communities, raising important questions about policy adaptability, economic resilience, and the future trajectory of cross-border linkages. These dynamics make the study of border trade policy and its impact on Tripura's local economy both timely and vital for academics, policymakers, and stakeholders dedicated to sustainable regional development⁴⁵⁶⁷.

Objectives of the Study

1. To analyse the impact of recent border trade policies between India and Bangladesh on the local economy of Tripura.
2. To examine the role of border haats and Integrated Check Posts (ICPs) in enhancing market access and income opportunities for local traders and rural communities.
3. To identify the key challenges faced by small and informal traders in participating in cross-border trade under current policy regulations.

2. Border Trade Policy – Overview

Border trade pertains to the exchange of goods and services across international boundaries, typically between nations that share geographical proximity and cultural connections. This form of trade holds particular significance in regions such as Tripura, which shares an 856-kilometer border with Bangladesh, thereby promoting both economic integration and social cooperation⁸⁹¹⁰.

2.1 Types of Border Trade

Formal Border Trade involves transactions that are regulated, documented, and sanctioned under legal agreements between governments. Goods are transported through official land customs stations, integrated check posts, and recognized marketplaces (such as "border haats"), with all necessary duties and regulations adhered to. Informal Border Trade encompasses exchanges that circumvent official channels and documentation, often driven by small local traders utilizing social networks, sometimes to evade tariffs, quotas, or regulatory barriers. Informal trade may involve legal goods traded illicitly or the evasion of proper customs procedures and can constitute a significant portion of economic activity in border communities.

2.3 Government Initiatives

Establishment of Border Haats: Tripura, in collaboration with Bangladesh and India's Ministry of Commerce, has established border haats (local trading markets) at designated locations to promote legal, community-level trade.

2.4 Infrastructure and Customs Upgrades

The government has invested in upgrading land customs stations, logistics, and storage to facilitate the seamless movement of goods. **Trade Harmonization Policies:** Policies have been implemented to streamline procedures, reduce informal trade, and ensure equitable access to market opportunities for local populations. **Recent Policy Adjustments:** In 2025, new restrictions were imposed on certain imports through land routes as part of efforts to regulate and monitor cross-border economic flows. Consequently, border trade policy plays

² <https://industries.tripura.gov.in/foreign-trade-overview> (last visited on Nov. 4, 2025)

³ NEWS ROOM INDIA, <https://newsroomindia.org/india/tripura/tripura-establishes-border-trade-hubs-to-strengthen-indo-bangladesh-commerce/> (last visited on Nov. 4, 2025)

⁴ INDIAN EXPRESS, <https://indianexpress.com/article/india/tripura-high-level-meeting-implement-new-restrictions-border-trade-bangladesh-10016882/> (last visited on Nov. 4, 2025)

⁵ *Ibid.*

⁶ TIMES OF INDIA, <https://timesofindia.indiatimes.com/city/guwahati/tripura-trade-bodies-urge-govt-to-address-india-bangladesh-business-deficit-trends/articleshow/119806516.cms> (last visited on Nov. 4, 2025)

⁷ *Ibid.*

⁸ WIKIPEDIA, https://en.wikipedia.org/wiki/Border_trade (last visited on Nov. 4, 2025)

⁹ CBI BANK, <https://www.cbibank.com/wiki-en/what-is-border-trade-and-how-does-it-influence-local-economies/> (last visited on Nov. 4, 2025)

¹⁰ Kalipadha Debnath, TRIPURA'S EVOLVING ROLE AS THE GATEWAY TO NORTHEAST INDIA: CHALLENGES AND OPPORTUNITIES,

a pivotal role in Tripura's integration with regional economies, combining regulated formal exchanges with initiatives to transform informal trade into secure, sustainable local livelihoods.

3. BORDER TRADE POLICY FRAMEWORK

India–Bangladesh border trade is influenced by a complex framework of bilateral, regional, and national policies that address trade facilitation, security, and regional development. The following is a structured overview of the key elements:

3.1 Key policies governing India–Bangladesh trade

Bilateral trade is regulated by the India–Bangladesh Bilateral Trade Agreement, which is consistently renewed to promote cross-border commerce and cooperation¹¹¹². The recent ratification of the Land Boundary Agreement has resolved territorial disputes, formalized border management, and facilitated infrastructure development to enhance trade and interpersonal connections¹³. Import restrictions, effective from May 2025, mandate that key goods such as garments, processed foods, plastics, and furniture from Bangladesh enter India exclusively through designated seaports, thereby limiting land route access, particularly for the Northeastern states¹⁴¹⁵. Essential commodities, including fish, LPG, and edible oils, are exempt from these restrictions to protect local economic needs¹⁶.

3.2 Land Border Trade Agreements

The 1974 Land Boundary Agreement and its 2011 Protocol, formally implemented in 2015, facilitated the exchange of enclaves and resolved long-standing border demarcations, thereby creating legal certainty for trade infrastructure. Agreements regarding the use of Chattogram and Mongla Ports enhance sea and river trade routes, extending beyond mere land crossings. Cross-border transport agreements, such as the Kolkata–Dhaka–Agartala and Dhaka–Shillong–Guwahati bus services, enhance connectivity for trade and interpersonal exchanges¹⁷¹⁸¹⁹.

3.3 SAARC-Related Trade Mechanisms

Trade between India, Bangladesh, and other South Asian Association for Regional Cooperation (SAARC) members is further supported by multilateral agreements such as the South Asian Free Trade Area (SAFTA), which aims to reduce tariffs and improve market access across the region. SAFTA provides least developed countries, including Bangladesh, with easier technical requirements and broader access to Indian markets, while encouraging capacity building in customs and trade facilitation²⁰. The SAARC Preferential Trading Arrangement (SAPTA) complements and precedes SAFTA, promoting a gradual approach to free trade within the bloc²¹.

3.4 Role of Customs, BSF, and ICPs

Customs authorities manage 62 Land Customs Stations (LCSs) along the India–Bangladesh border to ensure legal, regulated trade, compliance with trade agreements, tariffs, and anti-smuggling protocols²². The Border Security Force (BSF) supports border security, prevents illicit activities, and ensures safe passage for trade and travellers. Integrated Check Posts (ICPs) play a crucial role by centralizing immigration, customs, and security for streamlined border crossing of goods and people. Bilateral customs cooperation is further enhanced through annual meetings of the India–Bangladesh Joint Group of Customs, addressing issues such

¹¹ EMBASSY OF INDIA, https://www.indembassybern.gov.in/news_detail/?newsid=175 (last visited on Nov. 5, 2025)

¹² IBEF, <https://www.ibef.org/indian-exports/india-bangladesh-trade> (last visited on Nov. 5, 2025)

¹³ PREPP, <https://REPP.in/news/e-492-india-bangladesh-land-boundary-agreement-international-relations-ir-notes> (last visited on Nov. 5, 2025)

¹⁴ FORTUNE INDIA, <https://www.fortuneindia.com/economy/india-imposes-port-restrictions-on-import-of-key-goods-from-bangladesh-check-details-here/123199> (last visited on Nov. 5, 2025)

¹⁵ THE WIRE, <https://thewire.in/economy/as-india-bans-land-route-garment-exports-from-bangladesh-who-pays-the-price> (last visited on Nov. 4, 2025)

¹⁶ *Ibid.*

¹⁷ DRISTI IAS, <https://www.drishtiias.com/daily-updates/daily-news-analysis/india-bangladesh-relations-7> (last visited on Nov. 5, 2025)

¹⁸ *Ibid.*

¹⁹ *Ibid.*

²⁰ INDIAN BRIEFING, <https://www.india-briefing.com/doing-business-guide/india/trade-relationships/accessing-south-asian-markets-from-india-s-saarc-free-trade-membership-preferential-trade-agreements> (last visited on Nov. 5, 2025)

²¹ WIKIPEDIA, https://en.wikipedia.org/wiki/South_Asian_Association_for_Regional_Cooperation (last visited on Nov. 5, 2025)

²² <https://www.pib.gov.in/PressReleaseFramePage.aspx?PRID=1951118> (last visited on Nov. 5, 2025)

as new LCSs, infrastructure development, electronic data exchange, and the introduction of multimodal transport (rail and river routes)²³.

3.5 Specific Policy Initiatives for the Northeast Region

The Act East Policy integrates Northeast India with Southeast Asia to promote trade, investment, and connectivity; targeted development schemes support border trade infrastructure and industrial growth²⁴. The North East Industrial Development Scheme (NEIDS) offers tax breaks and subsidies for establishing industries in border areas. The Border Area Development Programme (BADP) and North East Special Infrastructure Development Scheme (NESIDS) fund improvements in connectivity, logistics, and market access for remote border districts. Organic farming missions, bamboo development projects, and skill development initiatives aim to integrate local value chains with cross-border market opportunities. This multi-layered policy environment positions India-Bangladesh border trade as a catalyst for local economic development in Tripura and other Northeastern states, balancing trade facilitation and regulatory controls with broader regional cooperation objectives²⁵.

4. TRIPURA'S BORDER TRADE SCENARIO

The border trading situation in Tripura revolves around the main trading posts and commodities of strategic interest, and Agartala is the large centre of controlled economic interaction with Bangladesh. Regardless of the recent restrictions on imports, international transactions are significant to the local business and regional growth.

4.1 Major Trading Points

- Agartala-Akhaura Integrated Checkpoint (ICP): Tripura's busiest land port and the second busiest in India-Bangladesh border trade, after Petrapole-Benapole (West Bengal).
- Srimantapur ICP: This port is multi-modal, which improves interconnection with Sonamura, and it has a floating jetty on the river Gomati.
- Other functioning Land Customs Stations (LCSs) include Muhurighat, Manughat, Khowaighat, and Old Raghnabazar, which permitted specific cargo and passenger travel.

4.2 Items Traded (Export & Import)

- **Imports Bangladesh:** Cement, fish, dry fish, food item, steel sheets, PVC pipes, edible oil, soft drinks, cotton waste, LPG, and some agriculture/ processed foods involving exemption.
- **Export goods to Bangladesh:** Bamboo, broken stone, maize, agarbatti (incense sticks), fresh ginger, dry chilies, vegetable seeds, wood apple and building materials.
- New measures prohibit land-based imports of clothes, processed foods, canned fruit juice, cotton, PVC goods and wooden furniture, which lowers the total volume of the trade, and some of the local businesses are impacted by this.

4.3 Volume/Value of Trade (Latest Statistics)

Year	Total Trade (₹ Crore)	Exports (₹ Crore)	Imports (₹ Crore)
2021-22	1,008.40	—	—
2022-23	758.09	121.37	636.72
2023-24	715.98	12.31–50.07	703.67–625.14
2022-23(Agartala ICP)	453.00	—	—
2023-24(Agartala ICP)	318.00 bamboo, dry	fish, dry chili	crushed stone, cement

²³ https://nacin.gov.in/Documents/e-Books/Vadodara/LCS_latest%20version.pdf (last visited on Nov. 5, 2025)

²⁴ PMF IAS, <https://www.pmfias.com/new-vision-for-the-northeast-india/> (last visited on Nov. 5, 2025)

²⁵ *Ibid.*

- Agartala ICP is essential for economic interaction because it manages over 79% of Tripura's border trade²⁶²⁷.
- The Trade volumes in Srimantapur ICP vary between ₹172.18 crore in 2022–2023 and ₹99.18 crore in 2023–2024²⁸.

4.4 Role of Agartala Integrated Check Post

- The Agartala ICP simplifies customs, security, immigration, and logistics procedures to promote efficient bilateral trade²⁹³⁰.
- Supports digital port operations (Land Port Management System, or LPMS) to reduce logistical costs and improve compliance³¹.
- Acts as the primary entry/exit point for vital commodities, ensuring speedy clearance and elevating Tripura's reputation as a gateway for India-Bangladesh trade in the Northeast³².

Tripura's border trade, while recently challenged by new limitations, is nevertheless grounded in well-developed border infrastructure and important products exchange, with the Agartala ICP playing a critical role in facilitating trade volume and value for the region³³³⁴³⁵.

5. IMPACT ON LOCAL ECONOMY

Border trade policy has a multidimensional impact on Tripura's local economy, touching a wide range of players and sectors. The following is a structured analysis divided into appropriate subheadings.

5.1 Impact on Local Traders & Small Businesses

Border trade constitutes a vital source of livelihood for numerous local traders in Tripura, facilitating access to expansive markets across the border. The formalization of trade through Integrated Check Posts (ICPs) and border haats has empowered small enterprises to participate in cross-border commerce with enhanced legitimacy and security. Nevertheless, recent restrictions on specific Bangladeshi imports have compelled traders to modify their product offerings, occasionally diminishing profit margins but also promoting diversification towards Indian goods and locally produced items.

5.2 Employment Generation

The border trade ecosystem extends its support to employment beyond direct traders. Transport workers, including truck drivers and loaders, logistics personnel, and customs agents, heavily depend on sustained trade flows for their income. The establishment of ICPs and improved infrastructure has generated additional employment opportunities in cargo handling, warehousing, and customs operations, significantly contributing to local employment in Tripura's border districts.

5.3 Price and Market Dynamics

The availability of Bangladeshi goods frequently influences local market prices, offering competitive costs for essential commodities such as fish, cement, and food items. While restrictions have led to some price increases, diversification of supply sources and government intervention have worked to stabilize markets. Border haats also contribute by facilitating localized price discovery and reducing intermediaries, benefiting both producers and consumers.

5.4 Infrastructure Development

Border trade policies have catalysed infrastructure investments, including the upgrading of ICPs (notably Agartala and Srimantapur), construction of approach roads, storage facilities, and customs technology. These

²⁶ <https://www.asianconfluence.org/pdf/1691901253Chapter-4.pdf> (last visited on Nov. 5, 2025)

²⁷ <https://evendo.com/locations/india/agartala/landmark/integrated-check-post-agartala> (last visited on Nov. 5, 2025)

²⁸ <https://www.lpai.gov.in/en/srimantapur> (last visited on Nov. 5, 2025)

²⁹ TIMES OF INDIA, <https://timesofindia.indiatimes.com/city/agartala/agartala-check-post-boosts-trade-with-enhanced-land-port-system/articleshow/115711478.cms> (last visited on Nov. 5, 2025)

³⁰ <https://www.deshsewak.org/english/news/200786> (last visited on Nov. 5, 2025)

³¹ *Ibid.*

³² *Ibid.*

³³ TAXTMI, <https://www.taxtmi.com/news?id=38845> (last visited on Nov. 5, 2025)

³⁴ <https://www.asianconfluence.org/pdf/1691901253Chapter-4.pdf> (last visited on Nov. 5, 2025)

³⁵ INDIAN EXPRESS, <https://indianexpress.com/article/india/import-curbs-bangladesh-hit-local-consumers-tripura-traders-10021741/> (last visited on Nov. 5, 2025)

enhancements facilitate expedited cargo clearance, reduce transportation costs, and improve logistics reliability. This infrastructure development complements broader regional connectivity initiatives under the Act East Policy, positioning Tripura as a logistics hub for Northeast India.

5.5 Investment Opportunities

With strengthened trade links, Tripura attracts investments in warehousing, cold storage, transport services, and agro-processing industries tailored for export markets. Incentives under regional development schemes encourage entrepreneurs to engage in cross-border commerce. The evolving policy environment aims to balance trade facilitation with protective measures to create a stable, attractive investment climate.

5.6 Tourism and Cross-Cultural Ties

While primarily economic, border trade also fosters people-to-people contact, promoting tourism and cultural exchange. Local festivals, shared markets (border haats), and improved transport connectivity enhance social cohesion and mutual understanding. These ties contribute indirectly to economic resilience by supporting small-scale hospitality and retail sectors in border regions.

Overall, Tripura's border trade policy exerts a broad and largely positive impact on its local economy, stimulating employment, business opportunities, and regional development, while also presenting challenges that necessitate adaptive governance to sustain growth and inclusivity.

6. Challenges & Issues

While border commerce is important to Tripura's economy, it confronts a number of problems that impede optimal performance and equitable benefits. These impediments encompass procedural, infrastructural, political, and socioeconomic dimensions:

6.1 Procedural Delays

- Long customs clearance procedures and documentation requirements cause delays, harming perishable commodities and raising logistics costs³⁶.
- Manual paperwork, despite digital efforts such as the Land Port Management System (LPMS), can cause inefficiencies and bottlenecks for dealers and transporters³⁷.

6.2 Customs Restrictions

- The 2025 import limitations on numerous Bangladeshi items via land routes have disturbed established trading patterns and increased compliance costs³⁸.
- Strict enforcement can cause unreasonable delays, inspections, and tariff classification disputes, all of which have a negative impact on business trust³⁹.

6.3 Political Tensions / Border Fencing Issues

- Periodic political tensions between India and Bangladesh result in heightened border security, limiting the free flow of goods and people.
- Incomplete or contested border barrier complicates the administration of irregular crossings, raising security concerns and diplomatic tensions⁴⁰.

6.4 Transportation Constraints

- Poor road connectivity and limited multimodal transportation choices hamper effective cargo movement, particularly during rainy seasons⁴¹.

³⁶ *Ibid.*

³⁷ *Ibid.*

³⁸ <https://indianexpress.com/article/india/tripura-high-level-meeting-implement-new-restrictions-border-trade-bangladesh-10016882/> (last visited on Nov.5, 2025)

³⁹ *Ibid.*

⁴⁰ *Ibid.*

⁴¹ <https://morungexpress.com/bangladesh-unrest-trades-with-n-e-states-not-fully-closed-but-reduced-sharply> (last visited on Nov. 5, 2025)

- Limited investment in cold chain and logistics infrastructure has an impact on perishable product quality preservation⁴².

6.5 Lack of Banking & Digital Facilities

- Due to a lack of banking penetration and restricted access to formal credit, many small traders and transport workers operate in cash⁴³.
- Border commerce centers underutilize digital payment infrastructure and fintech technologies, limiting financial inclusion and transparency⁴⁴.

6.6 Smuggling and Informal Trade

- Informal cross-border trade persists alongside legitimate channels, fuelled by tariff disparities, regulatory gaps, and demand for illicit commodities⁴⁵.
- Smuggling reduces government revenue, distorts markets, and poses hazards to legitimate firms, necessitating increased surveillance and policy calibration⁴⁶⁴⁷.

Addressing these difficulties requires concerted measures encompassing legislative reforms, infrastructural upgrades, diplomatic engagement, and stakeholder capacity building to establish a secure, efficient, and inclusive border commerce environment in Tripura⁴⁸.

7. Policy Suggestions / Recommendations

To enhance the efficacy of Tripura's border trade policy and optimize benefits for the local economy, the following policy suggestions and recommendations are proposed:

7.1 Strengthening Infrastructure

Expedite the development and modernization of Integrated Check Posts (ICPs) such as Agartala and Srimantapur, incorporating advanced cargo handling, warehousing, and cold storage facilities. Improve road and multimodal connectivity to ensure reliable, year-round trade routes, thereby reducing transport costs and delays. Invest in digital infrastructure to enhance trade data management and stakeholder coordination.

7.2 Simplifying Customs and Clearance

Implement fully paperless customs clearance processes across all border points, integrating Land Port Management System (LPMS) capabilities with real-time tracking. Introduce simplified, risk-based inspection protocols to expedite clearance for low-risk consignments while ensuring compliance. Establish dedicated facilitation desks for small traders to assist with regulatory procedures and dispute resolution.

7.3 Banking Support / Credit for Small Traders

Promote financial inclusion by expanding banking branches and digital payment infrastructure at border haats and trading hubs. Facilitate low-interest, collateral-free credit schemes tailored for small traders, transporters, and micro-enterprises to enhance working capital and investment capacity. Encourage partnerships with fintech firms to develop accessible, user-friendly digital financial products for border communities.

7.4 Promotion of Local Products for Export

Develop branding and quality certification programs for Tripura's unique products, such as bamboo crafts, spices, and agro-processed goods. Support market linkages by organizing trade fairs, cross-border buyer-seller meetings, and digital marketplaces targeting Bangladesh and Northeast Asian consumers. Incentivize value addition industries and skill training to improve product competitiveness and export readiness.

⁴² <https://cuts-citee.org/pdf/field-diary-tripura-an-emerging-gateway-for-multi-modal-connectivity.pdf> (last visited on Nov. 5, 2025)

⁴³ <https://industries.tripura.gov.in/import-export> (last visited on Nov. 5, 2025)

⁴⁴ *Ibid.*

⁴⁵ <https://www.ifpri.org/blog/informal-trade-insights-phansidewa-india-bangladesh-border/> (last visited on Nov. 5, 2025)

⁴⁶ https://www.icrier.org/pdf/Working_Paper_327.pdf (last visited on Nov. 5, 2025)

⁴⁷

<https://orca.cardiff.ac.uk/id/eprint/162241/4/A%20Brown%202023%20contested%20spaces%20of%20exchange%20pub%20ver.pdf> (last visited on Nov. 5, 2025)

⁴⁸ *Ibid.*

7.5 Border Haats Expansion – Model Policy

Scale up the number of borders haats with uniform guidelines covering location selection, infrastructure standards, and operational hours to maximize trader participation. Integrate border haats with formal logistics and customs to gradually transition informal trade into transparent, tax-compliant channels. Foster cross-border community engagement and capacity building through awareness programs on business practices, product standards, and customs compliance.

By implementing these targeted reforms, Tripura can increase trade volumes, enhance economic inclusion, and position itself as a strategic gateway fostering sustainable Indo-Bangladesh regional integration.

8. CONCLUSION

The border trade policy between Tripura and Bangladesh serves as a critical component of regional economic integration, local development, and bilateral cooperation. Tripura's strategic border position and the establishment of key trading points such as Agartala and Srimantapur ICPs, combined with government initiatives to formalize trade through border haats, have enabled the state to emerge as a gateway for Indo-Bangladesh commerce and a catalyst for local economic growth.

This evolving trade ecosystem supports livelihoods for small traders and transport workers, influences local market prices, and drives infrastructure development. However, challenges remain, including procedural delays, customs restrictions, political sensitivities, transport constraints, and the persistence of informal trade. Addressing these challenges through upgrading infrastructure, simplifying customs procedures, enhancing financial inclusion, promoting local exports, and expanding border haats can significantly bolster Tripura's trading environment and sustain its role in regional connectivity.

Ultimately, harnessing the full potential of border trade in Tripura will require coordinated policy action, investment in modern trade facilitation, and active collaboration between stakeholders on both sides of the border. Such measures will not only enhance economic opportunities for border communities but also deepen cross-cultural ties, contributing to long-term peace and prosperity in the region. This article underscores the importance of adaptive governance and strategic infrastructure improvements to fully capitalize on Tripura's unique position as a conduit for cross-border trade and regional integration.

This conclusion summarizes the holistic insights from Tripura's border trade policy framework, trade scenario, local economic impact, challenges, and prospective policy interventions to chart a sustainable future for the state's border commerce ecosystem.