



## Vibrant Tripura: A Roadmap to Economic Development

### KEYWORDS

TRIPURA, DEVELOPMENT, ROLE OF GOVERNMENT.

### Haripada Datta

Assistant Professor, Department of Commerce, M.B.B College, Agartala, Tripura (West).

### ABSTRACT

*In the last two decades the State Government of Tripura has devoted its sincere efforts to accelerate the economic development of the State, overcoming some barriers. Proper planning and monitoring has been adopted to achieve the optimal utility from limited resources of the State. In this regard the State Government attempted to identify the immediate problems of mass people and has taken remedial measures to eradicate the burning problems, giving proper emphasis on different sectors like, education, health, housing, agriculture, electrification, plantation, transportation and communication etc. The present paper aims to review the steps Govt. has taken for development of the state and to analyse the current scenario of both economic and social development.*

Tripura is a hilly and land-locked tiny State in the North-east India sharing borders with states of Assam and Mizoram and international boundary with Bangladesh. The length of its international border with Bangladesh is about 856 km which is about 84 percent of its total border. There are eight administrative districts in the State. The State has a population of 36.71 lakhs according to 2011 census and geographical area is 10,490 sq km. Although Tripura is the second smallest state in India, it is the second most populous State and has the second highest population density in the North Eastern Region (NER). The average annual growth rate of the State in real terms of State Gross domestic Product (SGDP) is 8.9 percent during the last 10 financial years from 2004-05 to 2013-14. (**Economic Review of Tripura 2013-14**). About 83% of the State's population lives in rural areas. Agriculture and allied activities form the backbone of the economy of Tripura and employ about 64% of the population. The National Highway-44, connects with the rest of the country via Shillong and Guwahati. This life line is used for transportation of various goods including essential commodities as also passengers travelling to the mainland. Rail transport was absent in the State till 2008-09. The economy of Tripura had long been plagued with set suffered from high rate of poverty, low capital formation, inadequate infrastructure facilities, geographical isolation, communication bottlenecks, slow industrialisation and high unemployment (**Economic Review of Tripura 2013-14**).

The State Government considered the involvement and opinion of mass people with due importance in the preparation of planning, making decision and its successful implementation for overall economic development. The State Government has brought about radical changes in existing administrative set up and decentralised it from the district level to the panchyat level, delegating the power accordingly (**The Statehood Day 2016**). The ultimate goal of this attempt was to uplift the socio-economic condition of the masses of the State in general, rural and economically weaker sections of the society in particular. Rural economy of the State is progressing through generation of assets and providing employment which leads to increase in earning and enhanced purchasing power of the people. This fact is reflected in various parameters of the economy like, State Gross Domestic Product (SGDP), Net State Gross Domestic Product (NSDP), Per Capita Income (PCI),

Per Capita Electricity Consumption (PCEC), average annual growth rate and life expectancy of the people. Some instances are shown in table no:-1

**Table no:1**

Sl no	Economic Parameters	Year	Figure	2013-14
1.	SGDP at current prices (Rs in crore)	2004-05	8,904	2,6810
2.	NSDP at current prices(Rs in crore)	2004-05	NA	25,965
3.	PCI(at current prices ) in Rs	2004-05	24,095	69,705
4.	Per Capita Electricity Consumption( kwh)	2004-05	188	284
5.	Literacy Rate(percent)	2004-05	79.6	96.16
6.	Infant Mortality Rate(per '000)	2004-05	39	26
7.	Growth Rate(NSDP current prices, percent)	2005-06	10.65	22.82

**Source:** Sl no: 1,2,3,5 Economic Review of Tripura 2013-14. Sl no: 6 Office of the Registrar General, India, Ministry of Home Affairs. Sl no: 7 Statistics Times.com

The State Government has put all-out efforts for ensuring sustainable economic development and it has gained to a considerable extent during the last couple of years by augmenting better fiscal consolidation and economic development, which has also been appreciated by the Government of India (**Economic Review of Tripura 2013-14**). The outcome of these sincere efforts of the State Government is going to be more successful and durable with the active support from the Central Government for implementing some ongoing projects. A few of these ongoing projects are briefly described below:

#### Broad-gauge Rail connectivity with mainland:

On January13, 2016 when the Broad-gauge (B-g) engine touched the soil of Agartala Railway Station for the first time, a long cherished dream of the people of this land-locked State had come true. After the successful run of the engine up to Agartala, NFR is scheduled to run ballast train. The NFR is also likely to conduct CRS inspection on the newly converted Broad gauge rail track for safety clearance followed by the final run of the Broad gauge passenger train in March 2016(**Datta, S 2016**). It will be extended up to Sabroom, the extreme southern

town of the State of Tripura within May 2017. No doubt it is a great achievement for the people of Tripura as it would create a direct connectivity with the mainland of the country for the first time. The distinct advantage of having B-g rail in Tripura is that it will open a new horizon in the field of cheaper, reliable and ensured transportation of men and materials which was the main hindrance to the economic development of land-locked State.

#### India Bangladesh Rail link in Tripura.

India has shown keen interest to establish the Agartala - Akhaura railway link. It would facilitate easier connectivity between West Bengal and North-eastern states of India through Bangladesh. The two countries have already agreed to connect Agartala- Akhaura by railway line (**Business Line 2015**). Bangladesh operates regular train services on its side up to Akhaura and various other places, just opposite to several sub-divisional towns of Tripura. The distance of the proposed railway link between the two countries is supposed to be 15 km. Out of this 15-km, 5.0 km falls in Indian Territory and the remaining 10 km in Bangladesh. The cost of construction of this railway link is to be financed by Government of India and it was agreed during the visit of Bangladesh Prime Minister Sheikh Hasina in India, in January 2008. The Govt of India has granted Rs 580 crore to construct 5 km line in Indian Territory (**The Hindu 2016**). It has been decided that the DONER Ministry will release the proposed fund. The Ministry of Foreign Affairs, Government of India had already sanctioned earlier the required amount of fund to construct the line belonging to Bangladesh portion. This is conformity with objective of providing an alternative rail route for NER of India to Kolkata via Bangladesh. In addition to get better transport infrastructure in the region, this would also be a Philip to India's 'Act East' policy (**Sikkim Express, 2015**). If everything goes on in the right direction, it will be possible to run train between two neighbouring countries with in December 2017.

#### Access to Chittagong International Sea Port of Bangladesh:

There is a lot of pending demands of mass people of the North-eastern states of India and Bangladesh to create connectivity between NER of India and Chittagong of Bangladesh for better relationship between the two neighbours. The Bangladesh government has agreed to allow India to use the Chittagong sea port. India and Bangladesh Government have already agreed to allow cargo movement through Chittagong international sea port. The Government of India will construct a bridge over the river Feni in Sabroom, a Southern bordering town of Tripura to get access to the Chittagong international sea port in Bangladesh for carrying goods and heavy machineries for the landlocked NER of India (**Maghalaya Times 2015**). Prime Minister Narendra Modi and Bangladesh Prime Minister Sheikh Hasina laid foundation stone of the proposed bridge over the river Feni during Dhaka visit of Prime Minister of India in July, 2015 (**IANs 2015**). The State Government of Tripura has decided to construct a 150-metre long bridge on the river Feni at a cost of Rs 110 crore from its share to connect the State with Chittagong port in Bangladesh (**The Hindu 2015**). The proposed bridge will connect Sabroom town of Southern Tripura, just 75 km away from Chittagong international sea port, with Ramgarh town in South-eastern Bangladesh. Besides the construction of the bridge various other tourism-related amenities and infrastructure would also be constructed in and around the area, 135 km south of Tripura from capital Agartala.

After completion of the bridge, Chittagong international sea port would provide a significant road link to North-eastern states of India and facilitate greater trade and exchanges between the two countries. The transit between northeast India and rest of the country and abroad via Bangladesh is likely to become a reality in near future. Tripura would be the gateway of India's corridor with South East Asia and play a remarkable role for improving relations with the neighbouring Bangladesh and other countries of South East Asia.

#### Modernisation of Agartala Airport:

The State Government of Tripura has long been demanding the expansion and modernisation of Agartala airport and to increase the number of operational flights between North-eastern states and adjoining Bangladesh to boost trade, tourism and people-to-people contacts. The trade and exchanges between Bangladesh and the North-East region, especially Tripura, has increased manifold. Keeping this in mind, the State Government of Tripura has been demanding the declaration of Agartala airport as an international airport for connectivity to Dhaka and Chittagong in Bangladesh to develop the trade further (**Economic Times of India 2015**). The Airport Authority of India (AAI) would upgrade Agartala airport to international standard by providing world class facilities. The ambitious Rs 438 crore project is expected to build up the Northeast region's connectivity with South East Asia. All preliminary works have been completed. AAI and the North-eastern Council of India will bear the project costs of Rs 438 crore (**The Statemen 2016**). The State Government of Tripura had already provided 72 acres of land to AAI for the construction and expansion of the new terminal building, runway and other necessary infrastructure. At present Agartala airport is the second busiest in the NER after Guwahati airport in Assam. At least 22 flights operate to and from Agartala every day, carrying about 2,700 passengers. After execution of the proposed modernisation project, the Agartala airport would be able to handle 1,000 passengers per hour. The Agartala airport would be the third international standard airport after Guwahati and Imphal airports.

#### Waterways between Tripura and Bangladesh:

The State Government of Tripura has planned to link two major rivers, the Howrah and the Gomati, with the Meghna in Bangladesh to pave the way for river transport to the neighbouring country through the North-eastern states of India (**M. Dailyhnd 2014**). Accordingly, the State Government has submitted a detailed project report on the proposed linkage to the Union Ministry of Shipping and Water Transport for approval. The report proposes to increase navigability of the two rivers by dredging and desalting at an estimated cost of Rs 23.32 crore, while the total cost for the linkage with the Meghna will be around Rs 82.72 crore (**Datta, S 2014**). The Centre has planned to link rivers of Tripura with those in Bangladesh with a larger aim of reducing the northeast's geographical isolation. Ministry of Water Transport and Shipping, the Government of India has sanctioned 125 million Indian rupees for the project. The first instalment of Twenty million rupees to link the Gomati with the Meghna has been released (**Economic Times 2015**). If these two rivers can be linked up with the Meghna in Bangladesh, there is an immense potential for cheaper, eco-friendly reliable water transport of men and materials. The much-expected project will provide an alternative route to the Northeast and improve the region's economy.

### Indo-Bangladesh Telecom Link:

Another historical event for the entire NER of India is the most awaited telecom connectivity from Tripura, connecting Bangladesh bandwidth. In the presence of Prime Minister of India Mr Narendra Modi and his Bangladeshi counterpart Sheikh Hasina, an agreement was signed in Dhaka on June 6, 2015 between Bangladesh Submarine Cable Company Limited(BSCCL) and Bharat Sanchar Nigam Limited( BSNL) for leasing of international bandwidth for internet connectivity at Akhaura ( **Gadgets 360 NDTV 2015**). BSNL will launch 10 gbps( gigabytes per second) connectivity through optical fibre, which would be set up between Agartala and Cox Bazaar, Chittagong of Bangladesh via Akhaura to render smooth telecom connectivity. The Agatala- Akhaura Integrated Check Post (ICP) would be the centre point to connect the India and Bangladesh telecom bandwidth. A fibre cable line from Cox bazaar landing station through Akhaura under Brahmanbaria district to Agatala, capital city of Tripura will carry this bandwidth. Once the Optical Fibre Cable (OFC) is linked, there would not only be a sea change in the internet and telecommunication connectivity in NER of India, the other part of the country would also be benefited by availing additional internet bandwidth. If everything falls in right place, the proposed OFC network connecting Agartala with Cox Bazar would be completed within March, 2016 (**Gadgets 360 NDTV 2015**). If the proposed network is linked, internet facility will be at par with the other mainland cities like Delhi, Mumbai and Chennai. The benefits of information technology in this digital age are paramount and the proposed linkage would help to increase the productivity, efficiency and effectiveness of business operations and communication of the State (**Butt, A A 2015**). Tripura will be the gateway for reliable and super-fast internet facility to use unspent bandwidth in the neighbouring country.

### Border Trade with Bangladesh:

The State had transport links with and through Bangladesh, before partition of India in 1947, which have since been snapped. Official trade between Tripura and Bangladesh has been going-on mainly through Akhaura check post. On January 6, 2016 Integrated Development Complex at Srimantapur has been inaugurated by Union Minister of State for Commerce and Industry as a second Integrated Check Post of Tripura (**Ghosh, S 2016**). Srimantapur Land Custom Station (LCS) at present is handling both the cargo and passenger traffic and just opposite to this station Bangladesh has Bibirbazar LCS. The strategic advantage of this station is that the nearest city in Bangladesh from Srimantapur LCS is Comilla at a distance of only 12 kms.

At present two border haats, one at Srinagar of Sabroom and another at Kamalasar of Bishalgarh sub-division are operational. Generally, these border haats are built up in 'No man's land' of both the countries and goods and commodities are marketed here produced locally. The currency of both the countries is used for exchanges. These haats are opened once in a week for a specific time span.

Considering the demand of the local people residing in both sides of zero line, the State Government of Tripura has proposed to the Government of India to give sanction for opening two more border haats at Kamalpur and Rakna of Dharmanagar. The Government of India has approved the proposal on January 6, 2016. Naturally, the people of Tripura are happy for this decision. Central Government has attached highest importance to improve

relations with the neighbouring countries and meaningful implementation of 'Act-East Policy'. This initiative would open a new horizon for the people residing nearby these border haats and will bring a positive impact in the economy of border areas.

### Rural road connectivity:

Rural roads provide basic inputs for all-round socio-economic development of the rural areas. During last one and half decade rural roads have connected to the unconnected habitations of the remote and hilly Tripura. At present hardly there is any village in Tripura which is not connected at least with the sub-divisional headquarters through metalled roads. Under Pradhan Mantri Gramin Sadak Yojana, so far 6957 out of total 8132 targeted inhabitants have been connected with all-weather roads and works are in progress to connect another 657 inhabitants (**Government of Tripura, 2016**). The construction of the rural roads has brought multi-faceted benefits to the rural areas and can be seen as an effective poverty reduction strategy. The economic benefits of rural roads include increase in agricultural production, better price for agricultural produce, reduction in transport costs, and creation of new employment opportunities in farm and off-farm sectors, lower prices for essential commodities to rural consumers, flourishing of cottage and agro-industries and increased price for dairy products. The impact of the new links on the social life of the rural people is reflected in the form of better medical care and transportation facilities, superior livelihood and gender empowerment, more land value etc. Therefore, the presence of these all-weather metalled roads has directly or indirectly contributed much to the growth of the State economy. Besides this rural connectivity the State Government has taken initiative to improve and upgrade the National Highways network which forms the backbone of connectivity for the State on priority basis. The Central Government has declared three new National Highways in addition to earlier one in the State (**Government of Tripura, 2016**).

### Good Governance:

Good governance is a precondition for economic development. The quality of governance plays a vital role in the economic development of a State or country. Good governance is expressed in two ways, these are transparency and accountability. Transparency means that decisions are taken and enforced in an open manner that follows rules and regulations (**Sunday Times 2010**). Accountability is a key requirement of good governance at all levels of economic activity. Without good governance economic development would be stifled. The establishment of the rule of law, protection of property rights, safeguarding of human and fundamental rights, the implementation of justice, the eradication of waste, prudence in public expenditure, minimising of bribery and corruption are among the condition of good governance that must prevail for the economy to grow its full potential (**The Sunday Times 2010**). The State of Tripura has several achievements in the field of good governance. The Right to Information Act has become an important tool in the achievement of the goals of good governance. As a result of RTI, the government departments have already adopted transparency in their works and policies. A few examples of these achievements are (i) Tripura ranked first in India in implementation of MGN-REGA scheme of employment during last five consecutive years (ii) Tripura ranked first in literacy rate in India (iii) Tripura ranked second in India in natural rubber production (iv) Chief Minister of Tripura Mr Manik Sarkar personally received a prestigious award for 'best governance' on De-

ember 20, 2013 conferred by the country's elite publishing group 'India Today' (Tripurainfo. 2013) for people-friendly performance and implementation of policies. (iv) Capital city Agartala has been awarded the clean and green city award (Times of India 2014) (v) Tripura Police has been awarded the prestigious 'President Colour' prize for their success in combating the three decade-old militancy in the State and ensuring no human right abuse (Outlook 2012) (vi) Chalita Bankul ADC village under Rupaichari RD Block has won "Rashtriya Gourav Gram Sabha Puraskar" for conducting social audit transparency under the women leadership (Government of Tripura 2016). During the past few years Government of Tripura has received more than twenty five national level awards from Government of India for concrete achievements in different fields of governance. The Government of Tripura has also emphasized on the empowerment of women to ensure good governance. With a view to empowering women the Government of Tripura has reserved 50 percent seats for women in rural (The Hindu 2009) and urban bodies including Agartala Municipal Council and the three-tier Panchayati Raj System

#### Political Stability;

Political stability helps in making economic decision and reducing the risk of imbalance in the economy. Growth, stability and equity are mutually reinforcing objectives. Political uncertainty is an investor's nightmare. It does disturb the flow of investment plans both into the private sector as well as public sector units and that surely affects economic development (UKessays 2016). This argument is valid only to a great extent. However it can be argued other way that economic development also leads to political stability. So one cannot go ahead without the other.

Since 1993 the Left Front Government has been ruling the State of Tripura, getting huge support from the people. Good governance, pro-people steps and an able leadership helped the Left Front Government in Tripura to secure positive response in all polls during the past 22 years. There is no denying the fact that more than two decades of time is more sufficient in the question of political stability and the benefits of it are reflected in different sectors of State economy in terms of achievements. Over the last one decade, Tripura has emerged to be one of the fastest growing economies in India. Tripura has maintained a growth rate of 8.9 percent during last 10 years. Now Tripura is a State, where literacy rate, the primary health care services, life expectancy rate, infantile survival rate and sex ratio are improving. Either the political stability leads to economic growth or the stable economic growth leads to political stability whatever the cause may be, it is true that the State is in the process of excellent economic development and this must be sustained if all the possibilities are materialised carefully.

#### Financial Infrastructure:

Financial Infrastructure is the main vehicle for economic development. At present there are five industrial estates under the State Industries & Commerce Department which are being managed by Tripura Industrial Development Corporation (TIDC) (Economic Review of Tripura 2013-14). To promote Tripura as an attractive destination for industrial investments and to create enabling environment for ensuring maximum value addition to the abundant locally available resources, the State Government has been creating high quality infrastructure at Bodhjungle, which is about 12 Km away from the capital city, Agartala (Tripura Industrial Development Corporation 2010). Bodhjungle Industrial Complex has been built up on 535 acres of

land with all modern facilities. A good number of small and medium size industrial units have been set up and started their activities at this complex.

#### Power Supply to Bangladesh:

The State of Tripura is ready to export 100 MW power to Bangladesh from its share of 196 MW power from the Palatana Power Plant. When OTC was commissioned there was a demand to sell surplus power from Tripura to Bangladesh. India started trial run to supply 100 MW of electricity to power-deficit Bangladesh on 16th December 2015. The price of 100 MW power to be exported to Bangladesh from Palatana Power Station of Tripura has been fixed through signing of a Memorandum of Understanding (MoU) between India and Bangladesh (Chakraborty, S 2015). If everything goes right, export of the 100 MW power will start from February 2016. The power will help Bangladesh to end the energy crisis in the eastern part of the country and it will usher in a new horizon as the two neighbours enter a new phase of bilateral co-operation for regional benefit and economic growth. The State of Tripura will be able to earn a sizeable amount of revenue from exporting power to Bangladesh. It is likely to bring a positive impact on TSECL's fragile financial position since there will be further opportunities to export more power to Bangladesh in future from Monarchock project.

#### Conclusion

These ongoing projects are considered to be the feathers in Tripura's Cap in addition to existing economic growth rate of 8.9 percent which will further accelerate by opening up new avenues in the arena of transport and communication. Transportation facilities would provide a cheap method of conveying raw materials to producers and manufactured goods to consumers in and out of the State. Good transport and communication system will act as a facilitator that enables all of the other positive forces in the economy to take full effect. It will enhance the scope of creating more new jobs and employment opportunity which will cater to the educated unemployed young. There will be a chance of forming human capital by utilising educated people.

No doubt due to these the economic activities of this region will increase and it will help to generate more assets to the people of the State. As a result, income of the people as well as of the State will increase which will further lead to more investment for social welfare scheme and rural employment.

Recently the State has come out from long sufferings of power deficit and has become a power surplus State in NER of India. Power consumption is a prerequisite of achieving higher economic growth. So priority should be placed not only on generation and exportation of power but also on the appropriate use of surplus power for the progress of Agriculture, Industry and IT sector, so that these sectors can contribute substantial value to uplift the economic development of the State. Tripura would be the gateway of India's corridor with South East Asia via opening up of the different alternative mood of routes. It will bring a remarkable change not only in the movement of visible items like men and materials but also in the exchange of invisible factors like experience, knowledge, culture and innovative ideas. Obviously it will create both way communications in exchange and enhance the flow of investment and market development. But the effect of a few apprehensions cannot be ruled out at this moment. Among these, the first one is with the abolition of Planning

Commission and introduction of NITI Aayog the Centre-State financial relationship has changed. It has drastically affected the position of finance of Tripura. Consequently, the State Government may not receive the financial assistance of about 2500 crore from Central Government which will adversely affect the ongoing infrastructural development process and social welfare schemes. The second one is the existing rural economic development process of the State which largely depends upon the production of natural rubber. In the recent years the market price of natural rubber has significantly declined. It also slowdowns temporarily the rapid growth rate of rural economy. The State Government will have to face these challenges carefully.

At last but not the least the faith of the most expected ongoing projects will depend on bilateral and diplomatic relationship between Bangladesh and India. The political instability and communal tension of one country affects the other. Therefore, people and government of both the countries will have to make all-out efforts to ensure communal harmony which is the essence of these most expected ongoing projects.

### References:

- Butt, A A 2015, The Role of Information Technology in Business Success, media release ,14 May2015viewed,30December2015, <<https://www.linkedin.com/pulserole-information-technology-business-success-bid-afzal-butt>.
- Chakraborty, S 2015, India to supply 100mw more power to Bangladesh, media release 24 November 2015 ,viewed 25 November 2015, <[http://www.articles-economics.com/2015-11-24/news/68536334\\_1-tse-cl-transmission-line-monarchack](http://www.articles-economics.com/2015-11-24/news/68536334_1-tse-cl-transmission-line-monarchack).
- Datta, S 2016, First broad-gauge train rolls into Tripura, media released 14 January 2016, viewed 15 January2016,<[http://www.telegraph.com/1160114/jsp/northeast/story/\\_63782.jsp# Vshi Qf/97 Lu](http://www.telegraph.com/1160114/jsp/northeast/story/_63782.jsp# Vshi Qf/97 Lu)
- Datta, S 2014, River link plans for water transit, media release, February7, 2014, viewed 28 February2014, <http://www.Telegraph.com/1140207/jsp/northeast/story-1790719.jsp# vsntAvI97IU>
- Economic Review of Tripura 2013-14, 15<sup>th</sup> Issue, Directorate of Economics & Statistics Department, Government of Tripura, Agartala, p-9, p-10,p-208
- Economic Times 2015, Two Tripura rivers to be linked with Bangladesh Meghna, Viewed 30September2015,<[http://www.articles.economicstimes.indiatimes.com/2015-09-13/news/6649613/\\_1\\_river-feni-bangladesh-waterways](http://www.articles.economicstimes.indiatimes.com/2015-09-13/news/6649613/_1_river-feni-bangladesh-waterways).
- Economic Times of India 2015 Agartala airport to be upgraded to international standards, AAI,2015,viewed30June2015, <<http://www.economicstimes.indiatimes.com/industry/transportation/airlines-/aviation/agartala-airport-to-be-upgraded-to-international-standard-aa/article-show/47473019.cms>.
- Gadgets 360 NDTV 2015, Foundation for Indo-Bangladesh Telecom Link Laid in Tripura, viewed12July2015, <<http://www.gadgets.ndtv.com/interest/news/telecom-minister-to-lay-foundation-for-interest/gateway-in-agartala-714170>
- Gadgets 360 NDTV 2015, Work on India-Bangladesh Telecom Link Likely to Start This Week,viewed21December2015, <<http://www. www.gadgets.ndtv.com/telecom/news/work-on-india-bangladesh-telecom-link-likely-to-start-this-week-711903>
- Ghosh, S 2016, Srimantapur land custom station, 2nd in Tripura opened by Nirmala Sitharaman,mediarelease6January2016, <<http://www.tripurainfo.com/info/Archive Det..aspx? What Id=16460>
- Government of Tripura 2016, Address to the Tripura Legislative Assembly by Hon'ble Governor of Tripura, 8 January 2016, viewed12 February2016,p-10,p-23 <[http://www.tripura.gov.in/cms/sites/default/files/document/spech\\_by\\_Governor\\_2201.pdf](http://www.tripura.gov.in/cms/sites/default/files/document/spech_by_Governor_2201.pdf).
- M. Dailyhnd 2014, Centre plans to link Tripura,B'desh rivers, viewed 31 December2014,<http://www.m.dailyhnd.in/news/india/English/decanherald-epaper-deccan./centre-plans-to-link-tripura-bdesh-rivers-news-id-44141825>.
- Maghalaya Times2015, India to build bridge over Feni river, viewed 31 July 2015, <<http://www.meghalayatimes.info/index.php/region/12857-india-to-build-bridge-over-feni-river>
- Sunday Times2010, Good governance vital for economic development, viewed 21 December 2010,<<http://www.sundaytimes.lk/100110/columns/eco.html>
- The Hindu 2009, 50% quota for women in all tiers of panchayati raj, viewed 19 July2015,<<http://www.thehindu.com/todays-paper/tp-in-school/india-sanctions-funds-for-railway-link-with-bangladesh/article-8224948.ece>
- The Hindu 2016, India sanctions fund for railway link with Bangladesh, viewed13 February 2016, <<http://www.thehindu.com/todays-paper/tp-in-school/india-sanctions-funds-for-railway-link-with-bangladesh/article-8224948.ece>
- The Statemen 2016,Agartala's international airport project underway, viewed 21 February2016, <<http://www.thestetamen.com/news/northeast/agartala-s-international-airport-project-underway/66169.html>.
- The Statehood Day 2016, Tripura on Road to Progress, Department of Information & Cultural Affairs, Government of Tripura, Agartala.
- Tripurainfo 2013,Tripura CM receives award on 'best governance' from India Today, viewed 2013, <<http://www.tripurainfo.com/info/Archive Det.aspx? What Id=12528>
- Tripura Industrial Development Corporation 2010, Financial Infrastructure, viewed 15 November2015,<<http://www.tidc.in/F-infrastructure.html>.
- UKessays 2016, The impact of political stability in economic growth, viewed 12 January 2016 <<http://www.ukessays.com/essays/economics/th-impact-of-political-stability-in-india-on-economic-growth-economic-essays.php>