

Chennai–Vladivostok Maritime Corridor: An Analytical Assessment of Economic Viability and Strategic Implications in Indo-Russian Connectivity



Dr. Amaan Anjum

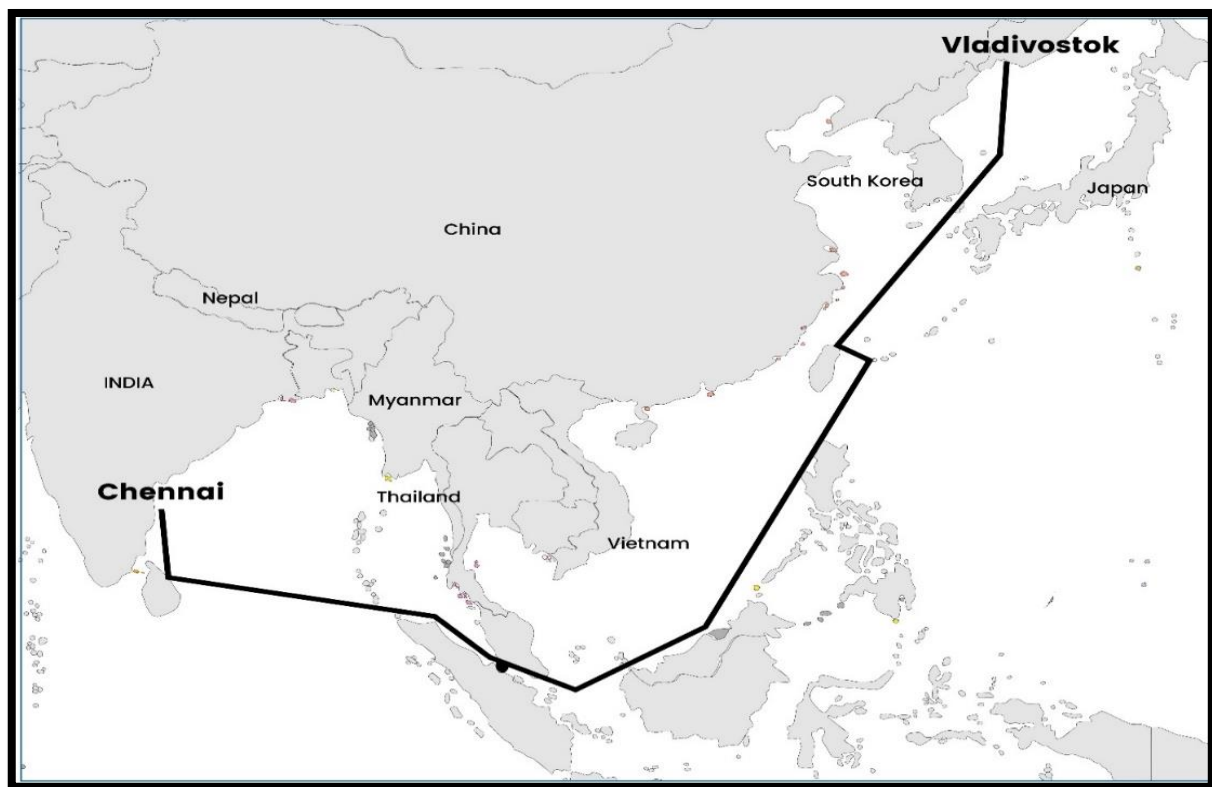
Assistant Professor, Department of Commerce, Shia Post Graduate College, Lucknow, U.P., India

ABSTRACT: This paper undertakes a comprehensive analysis of the proposed Chennai–Vladivostok maritime corridor, positioning it at the crossroads of economic revitalization and strategic realignment in Indo–Russian relations. It examines historical precedents, the rationale for connectivity, and the interplay between geopolitical imperatives and economic incentives. Through an exploration of logistical challenges and infrastructural deficits, the paper underscores the corridor’s potential to shorten transit times, diversify trade routes, and serve as a catalyst for broader regional integration. Policy recommendations are provided to address identified challenges, thereby paving the way for enhanced bilateral cooperation and sustainable growth.

KEYWORDS: Chennai–Vladivostok corridor, Indo–Russian connectivity, maritime trade, geopolitical strategy, infrastructure, economic integration

1. INTRODUCTION

In an era defined by rapid globalization and complex geopolitical shifts, connectivity projects have emerged as critical instruments for economic development and strategic realignment.



Map of the Chennai-Vladivostok Maritime Corridor

Chennai–Vladivostok Maritime Corridor: An Analytical Assessment of Economic Viability and Strategic Implications in Indo-Russian Connectivity

The Chennai–Vladivostok maritime corridor, proposed by India and Russia in 2019, represents one such transformative initiative. At its core, this corridor seeks to replace a circuitous route traditionally reliant on the Suez Canal and European transit with a direct maritime link that could reduce shipping times from an average of 40 days to an estimated 24 days.

The project is not merely a technical solution to logistical inefficiencies; it is emblematic of a broader reorientation in bilateral relations. For India, it is an opportunity to diversify import sources and secure critical energy and raw material supplies from the resource-rich Russian Far East. For Russia, the corridor offers a long-awaited avenue to capitalize on the economic potential of its Far Eastern territories a region that has historically been marginalized within the national economic framework.

2. HISTORICAL CONTEXT AND EVOLUTION OF INDO–RUSSIAN CONNECTIVITY

Historical Ties and the Cold War Legacy: Indo–Russian relations have long been characterized by a unique blend of strategic partnership and economic cooperation. Historically, the Soviet Union played a pivotal role in shaping India’s industrial and defence capabilities, a legacy that continued to influence bilateral relations even after the dissolution of the USSR. During the Cold War era, maritime connectivity between the Soviet Far East and Indian ports was operational albeit on a limited scale and served as a critical channel for trade and cultural exchange. A maritime link from Vladivostok to Madras (now Chennai) was active during the late 1960s, though it was eventually discontinued due to shifting geopolitical priorities and infrastructural constraints.

Re-emergence in the Post-Cold War Era: The end of the Cold War and the subsequent emergence of a multipolar global order precipitated new economic and strategic imperatives for both India and Russia. The Russian Far East, endowed with vast natural resources yet underdeveloped in terms of infrastructure, began to attract renewed attention as Moscow sought to pivot its economic focus towards Asia. In parallel, India’s economic liberalization and its growing demand for energy and raw materials underscored the need for alternative trade routes. The “Look Far East” policy highlighted the potential of the Russian Far East to serve as a corrective to India’s historical overreliance on traditional Russian economic centres.

The Revival of the Maritime Corridor Concept: Against this backdrop, the proposal to revive a direct maritime link between Chennai and Vladivostok emerged as a logical extension of broader connectivity strategies. The initiative was formally introduced during high-level dialogues at the Eastern Economic Forum held in Vladivostok in 2019. The proposed corridor is envisioned not only as a mechanism for reducing transit times and costs but also as a symbol of a renewed and deepened Indo–Russian partnership.

3. LITERATURE REVIEW AND THEORETICAL PERSPECTIVES

Connectivity and Globalization: The transformation of global trade through connectivity projects is a recurring theme in international political economy literature. Connectivity defined as the physical and digital linkages that facilitate the flow of goods, services, and information has been recognized as a key determinant of economic integration. Enhanced connectivity can lead to significant reductions in transaction costs and create spill over effects in innovation, investment, and regional development. The Chennai–Vladivostok corridor is seen as a potential game changer that could reconfigure traditional maritime networks and reduce dependence on longer, more congested routes.

Strategic Realignment and Geopolitical Imperatives: Beyond its economic rationale, the corridor must be understood as a strategic instrument. India’s engagement in connectivity projects is increasingly viewed through the prism of strategic autonomy—a concept that emphasizes the pursuit of independent policy options to counterbalance regional adversaries and assert national interests. The revival of the maritime corridor is thus not only about economic efficiency but also about projecting power and influence in a region marked by intense geopolitical competition. Connectivity projects serve as platforms for strategic dialogue and cooperation, offering alternative channels for trade that bypass traditional routes dominated by Western interests.

Empirical Studies on Maritime Corridors: A substantial body of empirical research has examined the feasibility and impact of maritime corridors in various parts of the world. Studies on the Eastern Economic Forum and the INSTC have underscored the transformative potential of dedicated transport routes in enhancing bilateral and regional trade. Empirical evidence suggests that countries which invest in modernizing their port infrastructure and streamlining logistics can achieve significant competitive advantages in the global market. However, the literature also emphasizes that the success of such projects is contingent upon coordinated policy measures, substantial capital investments, and the resolution of regulatory and operational bottlenecks.

Synthesis of Relevant Studies: Integrating insights from historical analyses, theoretical frameworks, and empirical studies provides a multifaceted perspective on the Chennai–Vladivostok corridor. On the one hand, the project is grounded in a rich historical legacy of Indo–Russian connectivity and is aligned with contemporary global trends favouring alternative trade routes. On the other hand, its success depends critically on overcoming persistent infrastructural challenges and ensuring that strategic priorities are harmonized with economic imperatives. Together, these strands form the analytical foundation for the discussions that follow.

Chennai–Vladivostok Maritime Corridor: An Analytical Assessment of Economic Viability and Strategic Implications in Indo-Russian Connectivity

4. ECONOMIC AND STRATEGIC RATIONALE

Economic Imperatives

Trade Diversification and Cost Efficiency: One of the primary economic rationales for the corridor is the potential for significant cost and time savings. Currently, goods traded between India and Russia traverse a route that involves passage through the Suez Canal and several intermediary ports a journey that averages around 40 days. In contrast, the proposed corridor promises to reduce the one-way transit time to approximately 24 days, thereby cutting shipping durations by nearly 40 percent. This reduction translates into lower inventory costs, reduced risk of spoilage for perishable goods, and a faster turnaround for capital-intensive commodities such as oil and natural gas.

Moreover, the corridor is envisaged to stimulate bilateral trade by providing a direct link that is less vulnerable to geopolitical disruptions. As global trade patterns become increasingly volatile exacerbated by factors such as sanctions, regional conflicts, and shifting alliances alternative routes gain strategic importance. By diversifying the available trade corridors, both India and Russia can reduce their dependency on traditional maritime routes that have been subject to periodic disruptions.

Access to Natural Resources and Strategic Commodities: The economic rationale extends beyond mere transit efficiencies. The Russian Far East is endowed with a rich endowment of natural resources, including hydrocarbons, minerals, timber, and rare earth elements. For India, a nation grappling with an acute energy deficit and an ever-growing demand for raw materials the corridor represents an opportunity to secure diversified sources of supply. The corridor could facilitate more reliable access to Russian oil and gas, as well as to other strategic commodities that are crucial for India's industrial and technological advancement.

The economic benefits are further amplified by the potential for joint ventures and strategic partnerships. Indian public sector undertakings (PSUs) and private enterprises could leverage the corridor to establish a stronger foothold in the resource-rich regions of the Russian Far East. In turn, this would foster deeper economic integration and help both nations achieve their long-term development objectives.

Strategic and Geopolitical Considerations

Counterbalancing Regional Influence: From a strategic standpoint, the Chennai–Vladivostok corridor is significant in the context of broader Indo–Russian and Indo–Asia-Pacific relations. India's growing concerns about China's assertiveness in the Indo-Pacific region have led policymakers to explore alternative channels for connectivity that bypass Chinese-dominated networks. The corridor, by linking India directly with Russia's Far Eastern ports, offers a counterweight to China's maritime initiatives and its influence over critical sea lanes.

Furthermore, as Russia seeks to diversify its economic engagements away from traditional European markets—especially in the wake of sanctions following regional conflicts—the corridor offers an avenue to reorient its trade toward Asia. This realignment is both economically beneficial for Russia and strategically advantageous for India, which seeks to prevent the emergence of a bloc that could marginalize its interests.

Enhancing Strategic Autonomy and Global Reach: The concept of strategic autonomy has emerged as a cornerstone of India's foreign policy in recent years. By investing in alternative connectivity projects, India demonstrates its intent to secure independent trade routes and reduce reliance on external chokepoints. The Chennai–Vladivostok corridor is a tangible expression of this policy, providing India with an additional lever to assert its influence in Eurasia.

Strategically, the corridor also enhances India's global reach. In a multipolar world where traditional alliances are in flux, establishing robust and diversified connectivity options can serve as a counterbalance to external pressures. By linking directly with Russia—a country with significant geopolitical clout—India can further cement its position as a pivotal player in the emerging order of Eurasian trade and security.

5. INFRASTRUCTURAL, LOGISTICAL, AND OPERATIONAL CHALLENGES

Port Infrastructure and Hinterland Connectivity

Indian Eastern Seaboard: Opportunities and Limitations: While India's eastern seaboard has witnessed considerable investment and modernization in recent years, significant disparities persist. Major ports such as Chennai have been earmarked for expansion, yet challenges remain in terms of hinterland connectivity, regulatory bottlenecks, and the integration of digital logistics. The current generation of port facilities may require further modernization to handle the anticipated surge in cargo volumes and to meet international safety and environmental standards. Additionally, seamless connectivity between the port and the inland transport network comprising road, rail, and multimodal systems is essential to ensure that the benefits of reduced maritime transit times are not offset by delays in cargo handling and distribution.

The Russian Far East: Climatic and Infrastructural Hurdles: The Russian Far East, despite its vast resource potential, faces formidable challenges in infrastructure development. Harsh climatic conditions, vast distances, and sparse population densities

Chennai–Vladivostok Maritime Corridor: An Analytical Assessment of Economic Viability and Strategic Implications in Indo-Russian Connectivity

contribute to significant logistical constraints. The region's port facilities, while strategically located, often suffer from inadequate maintenance and limited technological integration. Furthermore, the internal transport network in the Far East is underdeveloped, with a heavy reliance on aging rail lines and insufficient road connectivity. These infrastructural limitations not only impede efficient cargo movement but also elevate operational costs, thereby affecting the overall economic viability of the corridor.

Multimodal Integration and Digital Logistics: The complexity of modern supply chains necessitates the integration of various transport modes. The proposed corridor, to be truly effective, must incorporate seamless transitions between maritime, rail, road, and possibly air transport. Such multimodal integration requires the development of standardized logistics protocols, interoperable digital platforms, and robust real-time tracking systems. Digital logistics solutions—ranging from block chain-based cargo tracking to integrated port management systems—can serve as force multipliers for the corridor. However, the implementation of such technologies requires substantial upfront investments, capacity-building initiatives, and cross-border regulatory coordination.

Regulatory, Financial, and Political Barriers

Absence of a Comprehensive Feasibility Study: A recurring concern is the absence of a detailed, joint feasibility study by the Indian and Russian governments. Without rigorous quantification of the projected economic benefits and a clear roadmap for infrastructural investments, stakeholders remain uncertain about the corridor's long-term viability. A comprehensive feasibility study should include environmental impact assessments, cost–benefit analyses, and risk evaluations that account for geopolitical uncertainties and market fluctuations.

Financial Constraints and Investment Challenges: The operationalization of the Chennai–Vladivostok corridor demands significant capital expenditure for port upgrades, digital infrastructure, and multimodal integration. Both governments must grapple with competing budgetary priorities in an era of fiscal austerity and economic uncertainty. Innovative financing mechanisms including public–private partnerships, multilateral development bank funding, and targeted foreign direct investment inflows will be essential to bridge the investment gap. However, aligning the diverse interests of multiple stakeholders, ranging from government agencies to private investors, remains a complex challenge.

Geopolitical and Regulatory Complexities: Regulatory harmonization is critical for a project of this scale. The corridor's success depends on the establishment of mutually recognized standards and streamlined customs procedures. In addition, broader geopolitical tensions stemming from regional security dilemmas or international sanctions could impede cross-border collaboration. As India and Russia seek to deepen their strategic ties, they must also navigate the complexities of aligning their domestic regulatory frameworks with international trade norms. Failure to do so could result in delays, increased transaction costs, and a diminished competitive advantage.

6. COMPARATIVE ANALYSIS WITH OTHER REGIONAL CONNECTIVITY INITIATIVES

The International North-South Transport Corridor (INSTC): The INSTC, which links India, Iran, and Russia, serves as a critical point of comparison for the proposed Chennai–Vladivostok corridor. Conceptualized as an alternative to traditional maritime routes, the INSTC is designed to connect India with Eurasia via a combination of rail, road, and maritime segments. Despite its potential, the INSTC has faced numerous operational challenges including infrastructural deficiencies, bureaucratic red tape, and security concerns that have limited its effectiveness.

By contrast, the Chennai–Vladivostok corridor is designed as a direct maritime link that aims to bypass some of the systemic issues plaguing multimodal corridors. Yet, many of the challenges such as the need for coordinated policy interventions, investment in digital logistics, and regulatory harmonization are shared across both initiatives. A comparative analysis reveals that while the INSTC has struggled to achieve its full potential, lessons learned from its implementation could inform the development of the Chennai–Vladivostok corridor, particularly in the areas of stakeholder engagement and infrastructure financing.

The Role of the Northern Sea Route (NSR): In addition to the INSTC, the NSR offers another point of comparison. The NSR, which connects the Russian Arctic with Asian markets, has received considerable attention in the context of global energy trade. Although the NSR is primarily focused on energy exports, its development has implications for regional connectivity and trade diversification. As Russia continues to invest in the NSR emphasizing the construction of icebreakers, port facilities, and digital tracking systems the strategic impetus for developing alternative routes becomes even more pronounced. For India, participation in NSR-related initiatives provides a complementary pathway to secure energy supplies and enhance its connectivity with Russia's resource-rich regions. The strategic interplay between the NSR and the Chennai–Vladivostok corridor underscores the multiplicity of routes available for fostering Indo–Russian trade and highlights the importance of an integrated, multimodal approach.

Chennai–Vladivostok Maritime Corridor: An Analytical Assessment of Economic Viability and Strategic Implications in Indo-Russian Connectivity

7. STRATEGIC IMPLICATIONS FOR REGIONAL INTEGRATION AND SECURITY

Balancing Regional Power Dynamics: In the contemporary security environment, regional power dynamics are in constant flux. India's efforts to diversify its connectivity options reflect broader concerns about the shifting balance of power in Asia. The increasing assertiveness of China, coupled with its investments in alternative maritime routes and digital infrastructure, has heightened India's sensitivity to potential vulnerabilities in its supply chain. The Chennai–Vladivostok corridor, therefore, is not just an economic initiative it is also a strategic manoeuvre designed to ensure that India is not overly dependent on routes that could be influenced by adversarial actors. By establishing a direct maritime link with Russia, India seeks to counterbalance dominant regional influences and secure a more diversified and resilient trade network.

Enhancing Strategic Autonomy through Connectivity: Enhanced connectivity enables a nation to exercise greater control over its trade routes, reduce reliance on external chokepoints, and respond more flexibly to geopolitical contingencies. In the case of the Chennai–Vladivostok corridor, strategic autonomy is pursued not only in economic terms but also through the creation of a robust bilateral mechanism that can address emergent challenges. Such a mechanism encompassing coordinated policy frameworks, joint infrastructure investments, and a shared vision for regional integration—would bolster India's negotiating position and reinforce its commitment to a multipolar world order.

Security Considerations and Risk Mitigation: The operationalization of the corridor entails navigating a complex security landscape, where issues such as maritime piracy, cyber vulnerabilities, and geopolitical tensions could disrupt connectivity. Risk mitigation strategies must therefore be an integral part of the corridor's design. This includes developing secure communication networks, establishing rapid response mechanisms for security breaches, and formulating contingency plans to address potential disruptions arising from natural disasters, political instability, or technological failures. Enhanced naval and coast guard cooperation, along with robust cybersecurity measures, would further enhance the resilience of the corridor.

8. POLICY RECOMMENDATIONS

To fully realize the potential of the Chennai–Vladivostok maritime corridor, the initial step should be the commissioning of a comprehensive feasibility study. Such a study must provide a detailed assessment of the economic benefits, infrastructural investments, and operational risks associated with the project. It should quantify expected cost savings from reduced transit times and enhanced trade volumes while also incorporating environmental impact assessments and risk analyses that account for geopolitical uncertainties and market fluctuations. Establishing a joint commission that brings together experts from India and Russia, as well as representatives from industry and academia, will ensure that the study is thorough, unbiased, and tailored to the specific challenges and opportunities of the corridor. Following the feasibility study, modernizing the necessary infrastructure is paramount. On the Indian side, upgrading port facilities along the eastern seaboard, particularly at Chennai, will be crucial for handling increased cargo volumes and integrating advanced digital tracking systems. These upgrades should not only enhance capacity but also ensure that operations adhere to international safety and environmental standards. Similarly, in the Russian Far East, significant investments are needed to improve port maintenance, expand capacity, and develop efficient hinterland connectivity. Upgrading the internal transport networks—comprising rail, road, and multimodal links—will be essential to ensure that the benefits of reduced maritime transit times are fully realized across the entire supply chain. Addressing the substantial financial requirements of the project demands the fostering of public–private partnerships (PPPs) and the exploration of innovative financing mechanisms. Given the scale of investment required for port modernization, digital infrastructure, and multimodal integration, relying solely on public funds may not be feasible. By engaging private sector investors through PPPs and leveraging funding from multilateral development banks or international financial institutions, both India and Russia can share the financial burden and the associated risks. Offering fiscal incentives such as tax breaks or subsidized loans could further encourage private investment, ensuring that a diverse group of stakeholders has a vested interest in the corridor's success. Equally important is the establishment of a robust bilateral coordination mechanism. A high-level forum or coordination body should be created to facilitate regular dialogue among policymakers, industry stakeholders, and technical experts from both nations. This platform would be instrumental in aligning regulatory frameworks, harmonizing customs procedures, and standardizing safety and environmental protocols to ensure seamless cross-border operations. The coordination mechanism would also serve as a vital tool for monitoring project progress, resolving emerging challenges, and adapting policies to reflect changing geopolitical and economic realities. By fostering an environment of continuous communication and mutual support, this initiative could significantly streamline the project's implementation process. Finally, integrating comprehensive security and risk mitigation strategies is essential to safeguard the corridor against a range of potential threats. The operational landscape of the corridor encompasses challenges such as maritime piracy, cyber vulnerabilities, and geopolitical instability. To address these issues, both nations must invest in advanced security infrastructure, including enhanced naval and coast guard cooperation and state-of-the-

Chennai–Vladivostok Maritime Corridor: An Analytical Assessment of Economic Viability and Strategic Implications in Indo-Russian Connectivity

art cybersecurity measures. Developing and regularly updating contingency plans to address disruptions from natural disasters, political crises, or technological failures will further bolster the corridor's resilience. Such proactive risk management not only secures the physical and digital assets associated with the project but also reinforces the corridor's reliability and attractiveness as a strategic trade route. Through these integrated policy measures—comprising a rigorous feasibility study, targeted infrastructure modernization, innovative financing through public–private partnerships, robust bilateral coordination, and comprehensive security and risk mitigation—the Chennai–Vladivostok maritime corridor can be transformed from a conceptual framework into a dynamic engine for regional economic growth and strategic realignment.

9. FUTURE PROSPECTS AND RESEARCH AGENDA

Potential for Regional Integration: Looking ahead, the Chennai–Vladivostok corridor has the potential to become a cornerstone of regional integration in Eurasia. Beyond its immediate economic benefits, the corridor could facilitate greater cooperation among countries spanning Asia, the Middle East, and Eastern Europe. By providing an alternative trade route that bypasses conventional chokepoints, the corridor may stimulate a broader reconfiguration of global supply chains and foster new regional alliances.

Areas for Further Research: Several areas warrant further research to build on the insights presented in this paper:

- **Longitudinal Impact Studies:** Examine the long-term economic impact of the corridor on bilateral trade flows, regional employment, and technological diffusion.
- **Comparative Analyses:** Juxtapose the Chennai–Vladivostok corridor with other connectivity initiatives (such as the INSTC and NSR) to identify best practices and potential pitfalls.
- **Environmental and Social Impact:** Conduct in-depth assessments of the corridor's environmental and social impacts to ensure infrastructural development aligns with sustainable development goals.
- **Technological Innovations:** Explore the integration of emerging technologies such as artificial intelligence, the Internet of Things, and block chain in digital logistics to enhance corridor efficiency.

Implications for Indo–Russian Strategic Partnership: The successful operationalization of the corridor would mark a significant milestone in the evolution of Indo–Russian relations. It would provide a tangible framework for economic cooperation and serve as a symbol of a deeper, multidimensional partnership spanning defence, energy, and technology. In a rapidly changing geopolitical landscape, such a partnership is essential for maintaining strategic balance and ensuring long-term national security for both nations.

10. CONCLUSION

The Chennai–Vladivostok maritime corridor stands at the confluence of historical legacy, economic necessity, and strategic ambition. Its proposed revival offers an alternative pathway to enhance bilateral trade by reducing transit times, lowering logistical costs, and diversifying supply chains. However, its success hinges on addressing a complex array of challenges including infrastructural inadequacies, regulatory disparities, and the inherent risks of operating in a volatile geopolitical environment. This paper has examined the corridor from multiple dimensions, tracing its historical antecedents, synthesizing relevant theoretical and empirical literature, and analysing the economic and strategic rationales that underpin its promise. By comparing it with similar initiatives such as the INSTC and NSR, the analysis has highlighted both the opportunities and the formidable challenges that lie ahead. The policy recommendations provided, ranging from the commissioning of a comprehensive feasibility study to the establishment of robust bilateral coordination mechanisms, offer a roadmap for overcoming these challenges. If effectively implemented, these measures could transform the corridor into a critical linchpin for Indo–Russian connectivity and foster broader regional integration in Eurasia. Ultimately, the Chennai–Vladivostok corridor is more than an infrastructure project; it is a strategic initiative that embodies the aspirations of two nations seeking to redefine their economic destinies in an increasingly multipolar world. Through coordinated efforts, innovative financing, and a commitment to sustainable development, the corridor could serve as a model for future connectivity projects that not only enhance trade but also promote enduring peace and prosperity across the region.

REFERENCES

- 1) Bhagwat, J. (2020). Cooperation between Russia and India in the Arctic: A pipedream or a strategic necessity. *Vestnik of Saint Petersburg University International Relations*, 13(4), 488–506. <https://doi.org/10.21638/spbu06.2020.405>
- 2) GatewayHouse. (2024, February 22). *Reviving the Chennai-Vladivostok Corridor* - Gateway House. Gateway House. <https://www.gatewayhouse.in/reviving-chennai-vladivostok-corridor/>

Chennai–Vladivostok Maritime Corridor: An Analytical Assessment of Economic Viability and Strategic Implications in Indo-Russian Connectivity

- 3) India, Russia, and the Northern Sea Route: navigating a shifting strategic environment. (n.d.). @RSIS_NTU. <https://rsis.edu.sg/rsis-publication/rsis/india-russia-and-the-northern-sea-route-navigating-a-shifting-strategic-environment/>
- 4) India, Russia explore maritime routes to unlock trade potential. (2023, September 14). Moneycontrol. <https://www.moneycontrol.com/news/business/india-russia-maritime-routes-to-unlock-trade-potential-11367471.html>
- 5) India Today. (2023, September 14). India, Russia discuss maritime opportunities, new transport corridors. *India Today*. <https://www.indiatoday.in/india/story/india-russia-discuss-chennai-vladivostok-maritime-route-possibilities-new-transport-corridors-2435415-2023-09-14>
- 6) Kapoor, N., Iyer, G., & Observer Research Foundation. (2020). East meets East: An assessment of the proposed Chennai–Vladivostok Maritime Corridor. In *ORF Occasional Paper* (Report No. 286). Observer Research Foundation.
- 7) Mathew, L., & Sasi, A. (2024, December 16). New eastern route cuts down shipping time & costs, promises to boost India–Russia trade. *The Indian Express*. <https://indianexpress.com/article/business/india-russia-trade-boost-new-eastern-route-9726640/>
- 8) MP-IDSA. (2025, March 5). *Prospects for India–Russia Cooperation in the Arctic - MP-IDSA*. <https://www.idsa.in/publisher/issuebrief/prospects-for-india-russia-cooperation-in-the-arctic/>
- 9) Online, I. (2019, September 6). Explained: The sea route from Chennai to Vladivostok. *The Indian Express*. <https://indianexpress.com/article/explained/explained-the-sea-route-from-chennai-to-vladivostok-5969578/>
- 10) Peri, D. (2023, September 13). *India, Russia exploring use of Northern Sea Route, Eastern Maritime Corridor*. The Hindu. <https://www.thehindu.com/news/international/india-russia-exploring-use-of-northern-sea-route-eastern-maritime-corridor/article67304566.ece>
- 11) Peri, D. (2024, November 19). *Chennai–Vladivostok eastern maritime corridor operational: Sonowal*. The Hindu. <https://www.thehindu.com/news/national/chennai-vladivostok-eastern-maritime-corridor-operational-sonowal/article68882958.ece>
- 12) Pimpalkhare, M. (2024, November 18). Vizag, Paradip ports to be connected to Chennai–Vladivostok trade route for oil and gas supply, union minister says. *Mint*. <https://www.livemint.com/news/india/vizag-paradip-ports-chennai-vladivostok-oil-gas-supply-sarabananda-sonowal-11731944124928.html>
- 13) RT. (2024). Russia and India set to revitalize alternative shipping line. In *RT India*. <https://cdn-ceo-ca.s3.amazonaws.com/1ir3oevRussia%20and%20India%20set%20to%20revitalize%20alternative%20shipping%20line%20%E2%80%94%20RT%20India.pdf>
- 14) Sharma, N. (2025, January 27). *The Chennai–Vladivostok Maritime Corridor: A Game-Changer for Indo-Russian Relations —The Indo-Pacific Studies Center*. The Indo-Pacific Studies Center. <https://www.indo-pacificstudiescenter.org/commentaries/the-chennai-vladivostok-maritime-corridor-a-game-changer-for-indo-russian-relations>
- 15) Singh, S. (2023). India, Russia, and the Northern Sea Route: navigating a shifting strategic environment. In *RSIS Commentary*.
- 16) Union Minister MoPSW Shri Sarbananda Sonowal. (n.d.). *Maritime briefing*.
- 17) Vasudevan, H. & Observer Research Foundation. (2020). India’s ‘Look Far East’: The Vladivostok moment in Indo-Russian relations. *Observer Research Foundation*, 249. <https://www.orfonline.org/research/indias-look-far-east-the-vladivostok-moment-in-indo-russian-relations-64989/> (Original work published 2020)
- 18) Volodin, A. G., & Volodina, M. A. (2019). North–South International Transport Corridor Project as a factor for possible strengthening of Russia’s foreign economic relations. *Outlines of Global Transformations Politics Economics Law*, 12(6), 29–42. <https://doi.org/10.23932/2542-0240-2019-12-6-2>



There is an Open Access article, distributed under the term of the Creative Commons Attribution – Non Commercial 4.0 International (CC BY-NC 4.0) (<https://creativecommons.org/licenses/by-nc/4.0/>), which permits remixing, adapting and building upon the work for non-commercial use, provided the original work is properly cited.