



Great Nicobar Project: Maritime Power Projection & Regional Influences in the Indo-Pacific region

Ashutosh Pandey¹, Prof. Shilpa Tripathi²

¹Research Scholar, DAV PG College, Azamgarh

²Head of Department, Political Science, DAV PG College, Azamgarh

ABSTRACT

The Great Nicobar Project represents a transformative strategic initiative that fundamentally enhances India's maritime power projection and regional influence across the Indo-Pacific. This comprehensive analysis examines how the development of dual-use infrastructure—a deep-water transshipment port, an international airport, power facilities, and a supporting township—positions the southernmost Andaman & Nicobar Island as an unsinkable forward-operating hub, dramatically extending naval and air reach toward critical chokepoints like the Malacca Strait and Six-Degree Channel. At its core, the project shifts India from continental defense to oceanic dominance, enabling rapid deployment of surface warships, submarines, maritime patrol aircraft, and unmanned systems. This addresses longstanding gaps in response times and logistics, transforming the tri-service Andaman & Nicobar Command into a pivotal node for surveillance, deterrence, and humanitarian operations. Regionally, the initiative recalibrates power dynamics by countering adversarial encirclement strategies, amplifying interoperability within minilateral frameworks like the Quad. Economic dimensions further solidify influence, capturing substantial transshipment volumes and reducing dependency on foreign hubs, while opening access to strategic resources. Alliance ripple effects extend to Southeast Asian partners, offering assured logistics support amid maritime disputes. However, realization faces ecological sensitivities, seismic risks, indigenous concerns, and external diplomatic pressures, demanding balanced implementation. Ultimately, Great Nicobar cements India's transition to a maritime great power, reshaping Indo-Pacific balances from episodic presence to persistent projection. By 2030, it promises enduring leverage in an era defined by oceanic contestation, ensuring strategic depth from Himalayan frontiers to distant horizons.

Key Words: Chokepoint Dominance, SAGAR Doctrine, QUAD Integration, Maritime Deterrence, Regional Balancing

INTRODUCTION

The Great Nicobar Project is one of the most ambitious and significant infrastructure projects undertaken by India, set to transform the country's maritime presence in the Indo-Pacific, a region that is increasingly being identified as the 'crucible of 21st-century geopolitics'. Located only 90 nautical miles away from the Malacca Strait, one of the most critical maritime chokepoints in the world, through which more than 60% of international trade and a disproportionately large share of China's oil imports pass, Great Nicobar is located at a strategic

crossroads that connects the Indian Ocean and the Western Pacific. This ₹72,000 crore (\$8.6 billion) project includes the construction of a deep-water international transshipment port at Galathea Bay with a handling capacity of 14.2 million TEUs, an international dual-use airport, a 450 MVA hybrid power plant, and a greenfield township that will transform the southern sentinel of the Andaman & Nicobar archipelago, a distant Indian Union Territory in the Bay of Bengal, into a tri-service operational base for the Andaman & Nicobar Command (ANC). Going beyond the usual development paradigm, the project represents India's strategic pivot from a 'continental fixation' to 'maritime pre-eminence'.

In essence, the Great Nicobar Project remedies deep-seated disparities in the Indian maritime projection of force. Traditionally, with Port Blair more than 500 km north and mainland ports 1,200+ km away, the Indian Navy has found it difficult to sustain a steady presence at the eastern Indian Ocean straits, such as the Six-Degree Channel. The new infrastructure cuts response times from days to mere hours, facilitating the forward basing of Kolkata-class destroyers, Kalvari-class submarines, P-8I Poseidon maritime patrol aircraft, and MQ-9B Sea Guardian drones. "This unsinkable aircraft carrier" not only improves domain awareness with its radar and missile defense systems but also makes India the "net security provider" for humanitarian aid, disaster relief (HADR), anti-piracy missions, and non-combatant evacuations in the Bay of Bengal Initiative for Multi Sectoral Technical and Economic Cooperation (BIMSTEC) region.

Economically, the island challenges the transshipment monopoly of Singapore, potentially capturing 20-30% of the market share, thereby providing annual cost savings of \$200-300 million, while also unlocking mineral resources such as cobalt and nickel in the offshore areas, thus enhancing self-reliance in the Atmanirbhar Bharat initiative in strategic technologies. Regionally, the island's spillover impact readjusts the balance of influence in the Indo-Pacific, as the rivalry between Sino-Indian great powers intensifies. China's "String of Pearls" strategy, which includes intelligence hubs on Great Coco Island (only 55 km away), Gwadar, Hambantota, and Kyaukphyu, aims to encircle India and dominate the Malacca Strait, thereby presenting Beijing's "Malacca Dilemma" to the world. The Great Nicobar Island directly challenges this by establishing mutual surveillance and denial, thus turning India's strategic weakness into strength. Within the framework of the Quadrilateral Security Dialogue (QUAD) alliance of India, the United States, Japan, and Australia, the island becomes an "operational anchor" hosting Indo-Pacific Maritime Domain Awareness (IPMDA) fusion nodes, Malabar naval exercises, Maritime Initiative for Training in the Indo-Pacific (MAITRI) workshops, and logistics hubs through the Quad Ports of the Future initiative.

This infrastructure-supported interoperability synchronizes partner resources against Gray-zone threats, moves ASEAN coastal nations (Indonesia, Vietnam) to cooperative models, and institutionalizes networked deterrence without the need for basing rights. Nevertheless, this strategic reasoning is pursued in the face of challenging headwinds. Detractors point to irrevocable environmental damage: deforestation of 130 sq km of UNESCO Biosphere Reserve rainforests, destruction of coral reefs at Galathea Bay (a critical leatherback turtle nesting

ground), and seismic instability in Zone V, exacerbated by 3–4-meter subsidence during the 2004 Sumatra-Andaman tsunami. Social sustainability is undermined by threats to Particularly Vulnerable Tribal Groups (PVTGs) such as the Shompen and Nicobarese, whose territories are under pressure from encroachment without adequate Forest Rights Act implementation, jeopardizing cultural degradation and the spread of disease from 500,000 mainland settlers. Legal hurdles through the National Green Tribunal (NGT) and political tensions from China's opposition through proxy NGOs in ASEAN meetings add to the challenges of implementation, which may stretch timelines beyond the planned 2030 start-up.

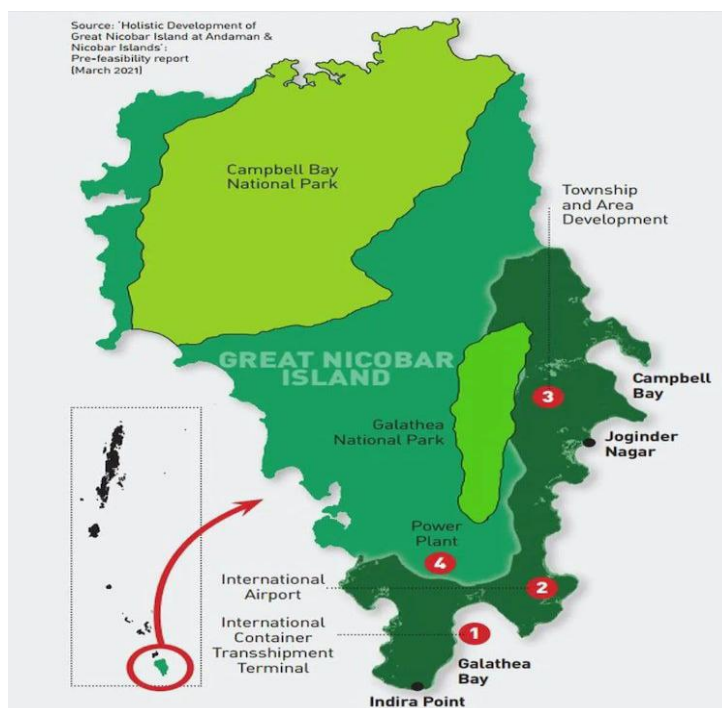


Image1: Great Nicobar Island Development Project

This research examines these tensions in a systematic manner, assessing the role of Great Nicobar in the maritime revival of India, amidst the imperatives of ecological protection, indigenous guarantees, and great power politics. By connecting Geo-economics with hard power projection, this research not only secures SLOCs but also consolidates India's role as a stabilizer in the Indo-Pacific, countering the narrative of declinism on the continent and ushering in a maritime century where infrastructure becomes a decisive warfighting domain.

RESEARCH METHODOLOGY

The research methodology for this particular topic is a qualitative research approach using an exploratory case study with a descriptive-analytical research design. The research study may also focus on the implications for India's maritime power projection and regional influences in the development of the Great Nicobar Project.



RESEARCH DESIGN

The research design that may be used for this particular research study is a case study research design because the research study focuses on a particular strategic initiative with unique geographical and geopolitical considerations. The research study may also focus on the Andaman and Nicobar Islands as the eastern maritime anchor for India with the Great Nicobar Island as the main focus for development.

DATA SOURCES

The data that may be used for this research study are secondary data obtained from government publications, official documents, parliamentary responses, environmental impact assessments, academic publications, and newspaper/editorial research. The research study also benefits from strategic and security studies publications related to the Malacca Strait issue, the Indo-Pacific strategic competition, and Indian maritime strategy. The research topic also focuses on a contemporary issue with implications for national security; therefore, using published data may be more practical for a research study rather than conducting a survey.

GEO-STRETEGIC LOCATION OF THE STUDY AREA

Historically, Great Nicobar Island's geographical position has been of immense significance because of its proximity to the Malacca Strait and Six-Degree Channel, which are some of the most important maritime chokepoints. The Chola Empire (9th-13th century CE) utilized its maritime capabilities to gain a strategic advantage over the most important sea routes in the Bay of Bengal and Indian Ocean, similar to the present-day importance of Great Nicobar Island to the Malacca Strait. In 1025 CE, *Rajendra Chola I's* naval expedition attacked the ports of Srivijaya in Sumatra and the Malay Peninsula, securing the spice trade routes via the Malacca Strait, similar to the present-day 60% volume of global trade.

The Chola Navy facilitated the spread of Shaivism from India to Southeast Asia, establishing soft power relations that survived the end of the military campaign, similar to India's Act East Policy through Andaman bases. By acting as Indian Ocean "gatekeepers," it forged alliances and protected itself against threats, providing a model for present-day power projection from the southern periphery. Strategically important maritime chokepoints such as the Malacca Strait and Six Degree Channel, which have been impacted by colonial rivalries and post-independence security politics. During the colonial period, the Andaman and Nicobar Islands, including Great Nicobar Island, were used as a naval bases to safeguard the maritime routes between India and Southeast Asia against the challenge of colonial powers. The Japanese occupation of the Andaman Islands during World War II (1942-1945) reinforced the strategic significance of the islands, as they posed a threat to the Allied Sea route to China through the strait; they were later liberated by Allied forces to safeguard the Indo-Pacific Sea routes. India made the Andaman and Nicobar Islands a part of the country in 1956, realizing the chokepoint on the sea route where 60% of the world's oil passes through; initial development work such as

the construction of airfield INS Baaz in the 2000s began to monitor the area due to increased Chinese naval presence.

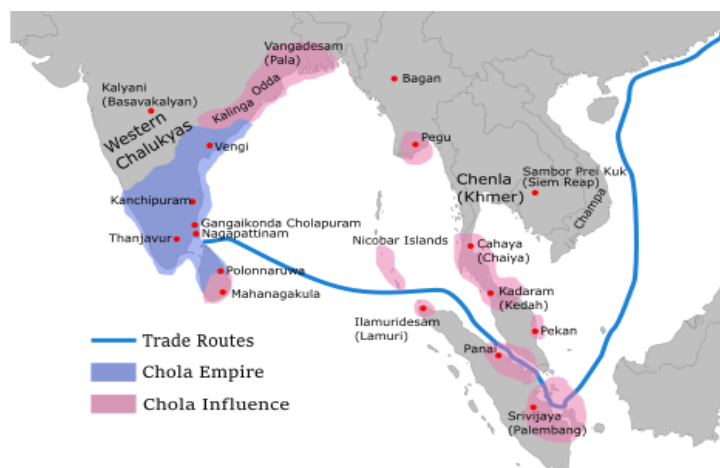


Image2: Chola Empire and their trade routes

“India's maritime power derives from its historical legacy, international partnerships, and its 11,500 km long coastline in 13 states, which contributes 60% of GDP. The Great Nicobar project increases trade and cements India's position as one of the world's premier maritime hubs,” Amit Shah. India views China's military development in the Indo-Pacific straits of Malacca, Sunda, and Lombok “cautiously,” including a facility on Myanmar's Coco Islands just 55 km from the Andaman & Nicobar Islands. China's String of Pearls and Belt and Road Initiative (BRI) strategy enhances China's strategic footprint in the Indian Ocean Region through large port investments such as Pakistan's Gwadar, Sri Lanka's Hambantota, and Myanmar's Kyaukpyu.

MARITIME POWER PROJECTION

Maritime power projection improves a country's diplomatic position by facilitating effective deterrence, safeguarding economic routes, and building alliances in a disputed area such as the Indo-Pacific. A strong naval presence is a demonstration of determination, shapes negotiations, and provides an opportunity for bilateral/multilateral interactions. Great Nicobar Island presents a great opportunity for India to enhance its presence in the region through the establishment of a secure naval base for swift IOR operations and air surveillance. It is strategically located to monitor important sea routes such as the Malacca Strait, which carries all global trade, thus providing a strong monitoring position for critical Sea Lines of Communication (SLOCs) to protect energy and trade flows from any disruption.

The development projects of Great Nicobar Island, such as the port, airport, and power station, greatly enhance India's maritime power projection capabilities through improved naval and air power in the Andaman Sea. Establishing naval and Coast Guard logistics bases on Great

Nicobar will extend India's operational capabilities to provide assistance to Southeast Asian partners while resisting China's expansion in the region.

This protects the maritime interests of India and improves overall security. The key assets will include aircraft carriers for air superiority and strike roles, submarines for stealth deterrence, and surface ships such as destroyers for multi-role missions. The Andaman & Nicobar Islands are undergoing extensive military modernization, including improved airfields, jetties, logistics/storage facilities, military bases, and surveillance systems. Such developments will help increase the deployment of forces, larger warships, aircraft, missile batteries, and troops in the face of tensions in the region. India is modernizing the military infrastructure of Andaman & Nicobar Islands, including enhanced surveillance and habitats for troops in northern islands, progressive expansion of airstrips/jetties to handle P-8Is, fighters, and larger ships, improved north-south roads to Port Blair, IAF station runway extension to 3,000 m for continuous fighter operations. A new container transshipment facility increases handling capacity.

It enables India to position its advanced naval assets, making the island a forward-operational base under the Andaman & Nicobar Command. A multiple-berth naval enclave at Galathea Bay port can handle surface warships such as large destroyers (such as Kolkata-class), frigates (such as INS Udaygiri and INS Himgiri), and aircraft carriers such as INS Vikrant for long-term deployments in the vicinity of Malacca Strait. These capabilities counter the limitations of Port Blair, allowing rapid strikes at bottlenecks. Facilities for submarines and underwater assets would also be developed. Docking capabilities for Kalvari-class attack submarines and future nuclear-powered submarines (such as INS Arighaat) would be enabled, along with bunkering and repair facilities for long-term surveillance of Chinese activities. Logistics and support-vessel facilities include: Facilities for Landing Platform Docks (such as INS Jalashwa), replenishment ships, and patrol vessels for joint military use, humanitarian missions, and QUAD exercises. This strategic positioning of the Indian Navy alters the balance of power by allowing power projection 1,500 km farther forward than China's Sanya base.

Maritime power projection improves a country's diplomatic position by allowing it to credibly deter, secure economic routes, and build alliances in a disputed area such as the Indo-Pacific. The presence of a strong navy at sea is a demonstration of resolve, shapes negotiations, and provides an entry point for bilateral/multilateral interactions. For India, the upgrade of Andaman bases will secure the country against Chinese entry into the Bay of Bengal, thus improving its position in ASEAN meetings.

NAVAL INFRASTRUCTURE AND CHOKEPOINTS DOMINANCE

The Maritime Amrit Kaal Vision 2047 has identified Great Nicobar Island as a location to develop a large naval infrastructure hub by 2030 (MoPSW, 2023). Great Nicobar Island is currently the 13th "major" port in India. Great Nicobar Island has several advantages over other locations for this project, including its geographical position, transshipment opportunities, and support from the national government for its development. The Great Nicobar Island project of India is more than an infrastructure project and has emerged as a strategic move by the country

to control the most important maritime chokepoints like the Malacca Strait and Six Degree Channel, through which 60% of international trade and China's energy routes pass. Through the creation of a transshipment deep-water port in Galathea Bay, an international dual-use airport, and power connectivity, New Delhi achieves real-time monitoring through ships, planes, and drones, allowing for rapid naval and air strike responses as the preeminent security guarantor in the Indo-Pacific.

This strategic forward presence directly challenges Beijing's maritime build-up, including its String of Pearls bases and intelligence stations on the Coco Islands, a short distance away, turning Great Nicobar Island into India's unsinkable aircraft carrier. In contrast to the sound US-Indian partnership, unblemished by direct conflict, Sino-Indian relations are marred by ongoing border conflicts (1962 war, Galwan 2020) and competing visions for Asia's order. The Indian trade deficit of \$100 billion+ far exceeds its trade surplus with America, which is already vulnerable to China's military modernization, further widening the gap in power asymmetry. Tactical conversations, such as border disengagement, conceal underlying structural rivalry: mutual containment characterizes interactions from Himalayan highlands to Indian Ocean blue waters, with Great Nicobar Island magnifying India's strategic deterrence against China's Malacca Strait challenge. This struggle rewrites 21st-century geopolitics, moving from the Atlantic-Pacific rivalries of the 20th century to an Indo-Pacific maelstrom.

Great Nicobar is part of *Act East Policy* and *QUAD*, placing India in a position to secure sea lanes, help allies such as Vietnam and Indonesia, and acquire 20-30% of the region's transshipment, cutting dependence on Singapore and Colombo. However, there are still difficulties in terms of ecological costs and tribal displacement, testing the implementation under the watchful eyes of Beijing. In the end, the project secures India's resurgence in the maritime domain, ensuring that no rival can strangle its oceanic lifelines.

REGIONAL ALLIANCES AND MARITIME DIPLOMACY

As we are aware, this project involves a deep-water transshipment facility at Galathea Bay, international airport, township, and power plants, which significantly influence the region's alliances, especially with ASEAN countries, by utilizing the region's strategic location near the Malacca Strait. The port's proposed 14.2 million TEU handling capacity secures 20-30% of the region's transshipment, cutting ASEAN's dependence on Singapore and Colombo, while realizing forex savings and FDI spillovers to Indian ports. This is in line with India's Act East Policy, promoting economic interdependence; for example, collaborative efforts between India and Indonesia, such as the Sabang port project (190 km from Nicobar), complement Great Nicobar, allowing the two to manage maritime traffic and connect Andaman-Sabang port in Aceh. Dual-use infrastructure supports Andaman & Nicobar Command, facilitating MILAN maritime exercise hosting with ASEAN partners (such as Vietnam, Indonesia, Philippines), anti-piracy operations, and HADR operations crucial to ASEAN's Indo-Pacific strategic vision. Malacca, Sunda, and Lombok Strait surveillance addresses non-traditional threats, allaying smaller ASEAN nations concerned about China's nine-dash line claims in South China Sea.

India provides logistics support without basing demands, in contrast to Beijing, enhancing Quad-ASEAN partnerships.

NITI Aayog's master plan encourages ASEAN/Quad engagement: Singapore's port know-how for sustainable design, Japan's infrastructure technology, Australia's renewable energy solutions, addressing ecological concerns (such as effects on the Shompen tribe). This approach promotes cooperation, shared costs, and enhanced Indian leadership, as seen in PM Modi's ANI focus, while lessening China's String of Pearls supremacy. The projects change the balance of power, empowering ASEAN centrality by providing multiple chokepoint choices in the face of US-China competition. Indonesia derives benefits from decongested Malacca Strait traffic; Vietnam derives Indian defense presence in the region. Ecological blowback could delay project timelines, but success will solidify India-ASEAN ties, promoting a multipolar Indo-Pacific.

The Maritime Initiative in the Indo-Pacific (*MAITRI*) workshops are organized by India. These centers offered Real-Time domain awareness Fusion such as Indo-Pacific Maritime Domain Awareness (*IPMDA*). Integration enhances IPMDA from satellite data sharing to sensor fusion at Great Nicobar, where QUAD nations co-locate analysts to receive real-time feeds from MQ-9 drones and electro-optical sensors tracking Malacca Strait traffic. Joint command centers facilitate coordinated monitoring of People's Liberation Army Navy (PLAN) gray-zone operations, raising early warning systems beyond Six-Degree Channel. It enhances interoperability among QUAD nations. New rules include standardized docking for QUAD ships, mutual radar information sharing, and a Maritime Legal Dialogue annex on chokepoint enforcement. This strengthens deterrence, with Great Nicobar cutting response times to emergencies by half, tying partners together in a "*spoke-and-hub*" framework. The Quad Ports of the Future Partnership capitalizes on the initiative for infrastructure standards, including ASEAN partners through hosted patrols.

CONCERNS AND CHALLENGES

The Great Nicobar Project encounters multidimensional challenges across environmental, social, economic and security domains that threaten its strategic Importance.

ENVIRONMENTAL CHALLENGES

According to critics, the Great Nicobar project will ruin the environment of the island. The island has a special rainforest, mangrove forests, coral reefs, and rare species of animals such as leatherback turtles. The construction of the port will involve dredging Galathea Bay, which will damage turtle nesting sites. They must also remove massive areas of rainforest for airport, harbor, and residential construction. The project will remove 130 sq km of primary tropical rainforests. This will damage the habitat of rare species such as Nicobar megapode birds. Leatherback turtles will lose their nesting sites at Galathea Bay, a Ramsar site.

The construction of the port damages marine environments. Coral reefs will be destroyed by sedimentation and pollution. Seagrass habitats will disappear, affecting dugongs and fish.

Mangrove forests will be cleared, raising the risk of erosion. The region is prone to earthquakes, and the 2004 tsunami has already caused extensive damage in this region. Sites protected as wildlife habitats, such as the Galathea Bay Sanctuary, have been cleared for construction. There is concern that the short-term economic gains will not be worth the long-term environmental costs. Conservation organizations have moved to court to halt the project. Many estimates of actual tree cutting have turned out to be true. Tree cutting has started in earnest. Initial estimates were 9 lakh trees. The truth is that over 10 million trees will be cut down. This leads to a huge loss of biodiversity and ecological imbalance. Compensatory afforestation is taking place in Haryana. This will not substitute for the unique island ecosystem. Monsoon regulation is affected by the destruction of the rainforests. Development takes up 18% of Great Nicobar Island's area. Forest area reduces despite assurances. Irreversible damage is likely to affect UNESCO Biosphere Reserve Status.

GEOLOGICAL RISKS

Great Nicobar Island lies on one of the most hazardous tectonic fault lines, close to the Sumatra-Andaman subduction zone. Unlike Singapore and Hong Kong, which are stable, this island has regular cycles of slow topographic elevation and sudden catastrophic subsidence during massive earthquakes. The island is located in Seismic Zone V. Earthquakes and tsunamis pose a threat to the port and airport infrastructure. The 2004 tsunami of magnitude 9.2 caused land subsidence of 3-4 meters in this area. The record of mega-earthquakes (1861, 1881, 2007) proves that this trend continues. The proposed port, airport, and city will come up in this very area, which is at high risk. A rise in sea levels adds to the problem. This cyclical nature of geology makes mega-infrastructure inherently unstable, as ports sink, runways break, and buildings fall when the tectonic pressure is suddenly released.

CULTURAL AND SOCIAL CONCERNS

The focus will be on the indigenous *Shompen* and *Nicobarese* tribes of Great Nicobar Island, as well as the Onge of Little Andaman Island. These are some of the last isolated tribes in India. The project will affect their native habitat. The government plans to de-notify 57% of the *Onge* Reserve for "Aerocity" tourism projects. This will strip away most of their protected habitat. The Shompen hunter-gatherers will lose habitat due to rainforest destruction. The Nicobarese face cultural destruction. Mainland migration will bring 500,000 workers. The tribes have no immunity to diseases such as the flu and measles. Previous contact has already decimated the tribes. Outbreaks of disease could wipe out entire tribes, supporters warn. Tribal rights activists claim that consent processes disregard the Forest Rights Act. The Shompen are still uncontacted, so "free prior informed consent" is not possible. It is cultural colonization in disguise.

CONCLUSION AND WAY FORWARD

The Great Nicobar Project requires a measured approach that weighs the transformative strategic advantages against the valid environmental, social, and geological requirements. The

project should focus on a reduced ecological footprint by restricting deforestation to necessary infrastructure corridors, incorporating dredge-free port concepts, and incorporating genuine Shompen/Nicobarese veto power through Forest Rights Act compliance. Seismic challenges should be addressed through staged development: begin with elevated runway construction, postpone low-lying port expansion until S-400/BrahMos defense systems are operational, and incorporate climate-resilient materials tested in Zone V environments. Third-party environmental audits, jointly managed with IUCN and UNESCO, along with real-time seismic monitoring networks, enhance stakeholder confidence while pre-empting NGT challenges. Indigenously, benefit-sharing with the community, emphasizing tribal employment quotas, financial royalties, and cultural heritage trusts, turns putative enemies into stakeholders. Globally, QUAD diplomacy anticipates a collective SLOC security infrastructure project, encouraging Japanese/Australian green port technology collaborations that blunt Chinese narrative assaults. Great Nicobar is India's clear-cut maritime turn, where geography is transformed into the hard power projection that secures Malacca Strait, QUAD operational unity, and resists China's String of Pearls encirclement. The key to success is not only the ₹72,000 crore implementation but also the strategic patience to accept 5-7-year delays to protect ecological redlines and tribal sovereignty. Failure could become a contested, half-finished white elephant; strategic success forges an indigenous Diego Garcia, institutionalizing India as the Indo-Pacific balancer. By 2032, functional Great Nicobar will reduce naval response times from 48 to 2 hours, seize 25% of the region's transshipment business, and coordinate partner forces against gray-zone threats that will rebalance the region from Beijing's dominance to a networked pluralism. This infrastructure bet determines whether India shifts from a continental power to a maritime pivot, securing SLOCs that are vital to national survival in a world where sea control will determine the great power's fate.

REFERENCES

- Chowdhury, D. R. (2020, August 11). Cable linking Andaman's strengthens India's strategic outreach to Indo-Pacific. The Economic Times. <https://economictimes.indiatimes.com/news/defence/et-analysis-cable-linking-andamans-strengthens-indias-strategic-outreach-to-indo-pacific/articleshow/77475309.cms>
- Chintan. (2026, May 18). The Great Nicobar Island Project: Strengthening India's maritime defence and strategic reach. India Foundation. <https://chintan.indiafoundation.in/articles/the-great-nicobar-island-project-strengthening-indias-maritime-defence-and-strategic>
- Dixit, R. (2019, June 6). Modi's 2.0 foreign policy to lay stress on 'SAGAR Doctrine' and 'Act East'. The Week. <https://www.theweek.in/news/india/2019/06/06/modiforeignpolicy-lay-stress-sagar-doctrine-and-act-east.html>
- India Defence News. (2025, September). Great Nicobar Project: India's strategic. <https://www.indiandefensenews.in/2025/09/great-nicobar-project-indias-strategic.html>



- IndiaToday. (2025, September 10). Greater Nicobar port project: India Pearl Harbour benefits Indian Navy. <https://www.indiatoday.in/india/story/greater-nicobar-port-project-india-pearl-harbour-benefits-indian-navy-2784999-2025-09-10>
- Maritime Gateway. (n.d.). Great Nicobar project to strengthen India's maritime trade and global connectivity. <https://www.maritimegateway.com/great-nicobar-project-to-strengthen-indias-maritime-trade-and-global-connectivity/>
- Muraliprasath, P. (2021). Role of Andaman and Nicobar Islands in the Indo-Pacific: India's Eastern Anchor. *Electronic Journal of Social and Strategic Studies*, 2(Special Issue II).
- ORCA Asia. (n.d.). Ideating the future of Indian power projection via Andaman-Nicobar Islands. <https://orcasia.org/article/166/ideating-the-future-of-indian-power-projection-via-andaman-nicobar-islands>
- Roy, D. (2020, August 11). Cable linking Andaman's strengthens India's strategic outreach to Indo-Pacific. *The Economic Times*. <https://economictimes.indiatimes.com/news/defence/et-analysis-cable-linking-andamans-strengthens-indias-strategic-outreach-to-indo-pacific/articleshow/77475309.cms>
- Samvada World. (n.d.). Great Nicobar Project: Keystone of India's Indo-Pacific strategy and its maritime future. <https://samvadaworld.com/featured/great-nicobar-project-keystone-of-indias-indo-pacific-strategy-and-its-maritime-future/>
- Singh, A. (2016, June 15). India's "undersea wall" in the Eastern Indian Ocean. CSIS Asia Maritime Transparency Initiative. <https://amti.csis.org/indias-undersea-wall-eastern-indian-ocean/>
- Singh, A. (2016, June 15). India's "undersea wall" in the Eastern Indian Ocean. CSIS Asia Maritime Transparency Initiative. <https://amti.csis.org/indias-undersea-wall-eastern-indian-ocean/>
- South Asian Voices. (2025, October 20). India's Great Nicobar Project faces uphill climb. <https://southasianvoices.org/ec-m-in-r-great-nicobar-challenges-10-20-2025/>
- Strategic Front Forum. (n.d.). China and India's maritime rivalry has a new flashpoint: The Andaman Sea. <https://www.strategicfront.org/forums/threads/china-and-indias-maritime-rivalry-has-a-new-flashpoint-the-andaman-sea.3705/>
- The Hindu. (2020, August 10). PM Modi launches submarine optical fiber cable to Andaman & Nicobar Islands. <https://www.thehindu.com/news/national/pmlaunches-submarine-optical-fibre-cable-to-andaman-nicobar-islands/article32314430.ece>
- The Hindu. (n.d.). A project of strategic and national importance. <https://www.thehindu.com/opinion/lead/a-project-of-a-strategic-and-national-importance/article70038531.ece>
-



The Print. (n.d.). Great Nicobar project trade India. <https://theprint.in/opinion/great-nicobar-project-trade-india/2741816/>

The Print. (n.d.). Great Nicobar Island: India's Pearl Harbor counter China. <https://theprint.in/opinion/great-nicobar-island-indias-pearl-harbor-counter-china/2757789/>

BlackRidge Research. (n.d.). Great Nicobar Island Project: Developer, cost, completion date, status, latest news. <https://www.blackridgeresearch.com/project-profiles/great-nicobar-island-project>

Vajira Institute. (2026, February 21). The ₹92,000 crore Great Nicobar Project marks a major step in India's Indo-Pacific strategy. <https://www.facebook.com/vajiraoinstitute/posts/the-92000-crore-great-nicobar-project-marks-a-major-step-in-indias-indo-pacific>