

WRAP Exams · wrapexams.com

Prelims PYQ, Mains model answers, and copy evaluation. Write to the desk for this paper, a doubt, or the AI waitlist.

ask@wrapexams.com · +91 85951 84903 · wrapexams.com

Q7(a)

What are the main drivers of India-Japan Strategic and Global Partnership?

UPSC Civil Services Mains 2022 · PSIR GS 2 · 20 marks · India and the Global Centres of Power

India and the Global Centres of Power: USA, EU, Japan, China and Russia.

Core demand of the question

- What are the main drivers of India-Japan Strategic and Global Partnership?
- Write at 20-mark length

Revision summary

China's rise is the structural driver of India-Japan closeness.

Abe's FOIP and India's Act East locked the Indo-Pacific frame.

Japanese ODA, corridors, and the 2016 nuclear deal are economic drivers.

The Quad and 2+2 are the security method, not NATO.

Trade still lags the political headline, which is the partnership's unfinished piece.

Introduction

India and Japan named a Strategic and Global Partnership in the 2000s and thickened it under Shinzo Abe. The drivers are China, the Indo-Pacific, economics, and compatible democracies. It is a partnership, not a NATO alliance.

Body

Strategic drivers

- China's rise, the East China Sea, the Himalaya, and the South China Sea created a shared balancing interest that Mearsheimer would treat as structural.
- Abe's Free and Open Indo-Pacific and India's Act East met in the Quad with Australia and the United States.
- A 2+2 foreign-and-defence format, Malabar exercises, and a civil nuclear cooperation agreement (2016) moved the pair beyond aid rhetoric.
- Japan's constitutional constraints still matter. The driver is capacity-building and interoperability, not a joint expeditionary command.

Economic and developmental drivers

- Japanese ODA, the Delhi-Mumbai Industrial Corridor, and the Mumbai-Ahmedabad high-speed rail are visible stakes in Indian growth.
- Supply-chain resilience after COVID and after China risk pushed both toward trusted manufacturing.
- Africa and BIMSTEC connectivity talk extends the economic map beyond bilateral trade, which is still below potential.

Political and social drivers

- Two Asian democracies with no historical bilateral war and a positive occupation-era memory in India of Japanese opposition to colonialism, however selective that memory is.
- Diaspora, students, and public diplomacy lower the distrust that still marks India-China ties.

Limits that clarify the drivers

- Trade gaps, delayed projects, and India's Russia oil and defence channel after 2022 annoy Tokyo.
- Neither wants a China-containment label that would trap ASEAN. The driver is hedging plus public goods, not a war plan.

Net

- The partnership is driven by a China-shaped Indo-Pacific, Japanese capital, Indian markets and navy, and **Quad** minilateralism.

Flow diagram

China rise -> India-Japan partnership
Abe FOIP Act East -> India-Japan partnership
ODA corridors nuclear deal -> India-Japan partnership
Quad 2 plus 2 -> India-Japan partnership

Conclusion

India-Japan strategic partnership is driven by China's power, Abe-era Indo-Pacific thinking, Japanese investment, and democratic affinity, organised through the **Quad** and 2+2 without a mutual defence treaty. Economics and security now travel together.

Facts & figures

Shinzo Abe

Japanese leader who pushed a Free and Open Indo-Pacific and a special strategic partnership with India.

Quad

Australia, India, Japan, United States consultative set revived in the late 2010s.

India-Japan nuclear deal 2016

Civil nuclear cooperation that Japan long withheld from non-NPT India, a political marker of trust.

Mumbai-Ahmedabad HSR

Flagship Japanese-supported high-speed rail project as a visible economic stake.