

# Maritime Security of India

The Coastal Security Challenges  
and Policy Options

*Editor*

**Dr Suresh R**



**MARITIME SECURITY OF INDIA: THE COASTAL  
SECURITY CHALLENGES AND POLICY  
OPTIONS**

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## **Preface**

The oceans have become crucial to any nations security and engagement with the outside world. The growing significance of maritime resources and of sea-lane protection, as well as the concentration of economic boom zones along the coasts, has made maritime security more critical than ever before. The maritime challenges include non-traditional threats such as climate change, transnational terrorism, illicit fishing, human trafficking, and environmental degradation. The over exploitation of marine resources has underlined the need for conservation and cautious management of the biological diversity of the seabed. The creation of a global ocean governance mechanism is sine quo non for the peaceful exploitation of ocean resources. The assertive pursuit of national interest for relative gain in an increasingly interdependent world is neither a formula for harmonious maritime relations or for peaceful utilisation of ocean resources to the benefit of mankind.

In the emerging global order maritime security assumes great significance. Soon after India's independence, the decision makers were under the impression that security threats could come only from across land borders. Therefore coastal security was not taken seriously for a long time. Though much of the weaponry for the 1993-terrorist attack on Mumbai entered the country through the sea, the seriousness of coastal security continued to be largely ignored till the terrorist attack on Mumbai in 26 November 2008.

Coastal security is one of the subset of maritime security. The coastal security has become an urgent necessity especially in the context of Mumbai terrorist attack and the threat it poses to the national security. In the post cold war period the threat to the security of nation states emanates mainly from non state actors. Unlike the attack from state actors the non state actors mode of attack is different. It demands a constant vigil throughout the land and maritime borders. The recent Italian marine issue adds a new dimension to the security of the coastal people engaged in fishing.

When we look into the coastal security a convergence of the national security concerns and human security concerns is visible. The overall development of the coastal area would lead to better human security and better human security would result in enlisting the support of the coastal community to ensure national security programme, especially the coastal security. However the task of guarding the vast coastline, unlike our land borders, is a complex issue involving multiple stake holders such as shipping, fisheries, offshore exploration and production, tourism, and scientific community. In short, it is not only about protecting the coastal terrain and territorial waters from direct attacks by state actors or non state actors, but also safeguarding the interests of all stake holders.

This edited book is a collection of selected papers presented at the two days ICSSR National Seminar on Maritime Security of India: The Coastal Security Challenges and Policy Options organised by the Postgraduate and Research Department of Political Science, Sree Narayana College, Kollam, Kerala on 13 & 14 August 2013. Almost all aspects of the coastal security dimension of maritime security of India are well explored in this collection. The

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SURESH R.

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# Introduction

The concept of security has various dimensions. In the cold war period threat to security to nation was mainly from the other nation states. However, in the post cold war period the threat to national security emanates mainly from non state actors. There are some non-traditional threats to national security including international terrorism. This new threats can be addressed only with the active support of other nation states as well as people. Similarly in the post cold war period the human security issues assume great significance. Thus it is the responsibility of nation to address both national security and human security simultaneously. Interestingly the coastal security is an area where the national security interests and human security interests converge.

The coastal security of India has become an urgent necessity especially in the context of Mumbai terrorist attack and the threat it poses to the national security. Unlike the attack from state actors the non state actors mode of attack is different. It not only demands a constant vigil throughout the land and maritime borders but also multilateral approach. The Italian Marines issue adds a new dimension to the security of the coastal people engaged in fishing.

India has to step up surveillance and protection of India's vast coastline of 7,516 kms. India's maritime zones, over which it has certain rights and obligations, include a territorial sea up to 12 nm (22 kms) from the baseline, a contiguous zone from 12 to 24 nm (22-44 kms), an

Exclusive Economic Zone (EEZ) from 12 to 200 nm (22-370 kms) and a continental shelf up to 200 nm. These zones currently comprise 2.013 million sq km area of sea. India has thousand-plus island territories and offshore installations. Nearly 70 per cent of India's energy requirements of crude oil are currently shipped from abroad, increased focus would be required on the ability to maintain the safety and security of energy shipments and the prevention of any disruption of supply through multilateral cooperation. Another important maritime security interest is the prevention of maritime terrorism through multilateral efforts.

This book focuses on various aspects of maritime security of India. Starting with the changing dimensions of national security, it addresses the issues such as non-traditional threats to security, the threat posed by non state actors, the causes of insecurity and also the imperatives of tackling the human security challenges. The need for a change in the security policy of India is well exposed and certain policy prescriptions are also given. The oceans are generally meant for better inaction among nations, especially in the era of accelerated pace of globalisation. The setting up of an effective global ocean governance mechanism is also sine qua non for smooth international trade and resource management. The multilateral cooperation at the regional and global level is also inevitable for ensuring national security as well as human security. With regard to the coastal security of India the role of coastal community is significant. The needs for inculcating awareness among the coastal community on coastal security matters as well as infrastructure development along the coastal area are also emphasised. It is very important to look into the basic problems of coastal people as they face many human security challenges.

This book is divided into four sections. The first part deals with the National Security: The Changing Dimensions. In this section four articles are incorporated. Professor Nalini Kant Jha in his article entitled NonTraditional Concept of National Security: A Traditional View address the changing dimensions of national security. He stated that the concept of national security has increasingly come under scrutiny in recent decades from scholars and practitioners alike. It is argued that since the traditional notion of national security put a premium on the security of State and its boundaries, it ignored security of human beings residing within the boundaries of a State. Hence, traditional view of security is regarded as too narrow and militarist view of security. Accordingly, contemporary debate about national security often focuses on transformation of the concept of national security from a narrow prism of territorial security to a wider canvas of human security. It is now argued that while scholars during the Cold War perceived the State as an actor in international politics with a distinct territorial base and sovereign authority without giving much attention to the peoples residing within a State; the end of the Cold War over a decade ago heralded a seminal change about the concept of national security. He had identified the causes of insecurity among the developing countries as the adverse impact global milieu, the regional strategic situation and the internal conflicts within the states.

Dr. Navniit Gandhi, in her paper titled The Changing Dimensions of National Security: The Human Perspective strongly argues that regimes must remember though that the earlier played games of power politics do not guarantee survival any more—neither for the players of the game and nor for the masses. A divided society living in despair will make it impossible even for the rulers to survive in peace. A poor and starved nation cannot boast of an assured sense of security merely on the basis of the deadly weaponry it

possesses. A few developing countries have become insecure places to live in, not because of a lack of a huge defence force but because of overt conflict and violence emanating from chronic poverty, crime, population expansion and an overall deteriorating quality of life.

Professor Mohanan B Pillai argues in his article on India's National Security: Concerns and Strategies that there is a paradigmatic shift in the security discourses, especially a shift from the state centric notion of security to the human security problematic. It also stimulates us to re-visit the security dimensions of India's traditional foreign policy to locate the specificities of strategic autonomy embedded in the precepts of nonalignment. The nonalignment has its own limitations to be rejuvenated as a policy framework of strategic autonomy as native capital is inclined to have more collaboration with foreign capital. Secondly, in the context of the new social structure of accumulation, translating the concept of human security to implementable policy prescriptions would remain to be elusive. Finally, at a time when integration with the core is further tightened which automatically subordinates the periphery, attempts at multilateralism cannot cross the Rubicon of rhetoric.

Anu Unny in her paper on The Indian Ocean Region and Changing Security Dynamics stated that the issues which threaten the nations' security can no longer be combated within the paradigm of nation states, but they have to be tackled trans-nationally. Security threats such as terrorism, climate change, nuclear proliferation, trafficking of narcotics and human beings are common threats to almost all regional players. In order to combat these long term challenges which affect their national security, more attention needs to be placed on developing co-operative security architecture. In this globalized era, only a collective security framework can achieve the goal of regional and

national stability. However for that, what we need to re-conceptualize is the idea of security itself. Any analysis on security should be progressed from understanding the concept of human security. Only people centred view of security can ensure sustainable regional, national and global stability. A shift in thinking from national security to human security, more respect for human rights law and principles at national and international level, can actually bolster the efforts directed to enhance Indian Ocean security and stability.

The part two of the book deals with Maritime Security Concerns of India especially in the context of 26/11 Mumbai terrorist attack. Vice Admiral M P Muralidharan AVSM, Former Director General, Indian Coast Guard, is one of the architects of ambitious coastal security scheme. In his well articulated paper entitled Maritime Coastal Security Concerns stated that in the Indian context maritime and coastal stakes are significant. We have a long coastline measuring over 7500 km, studded with vital industrial hubs and a huge EEZ measuring over 2 million square km. Almost 95 per cent of our energy requirements are directly linked with the sea and 90 per cent of our trade by volume is by sea. Threats to India's coastline can therefore have disastrous consequences for our economy. Coastal Security, as we discuss now, emerged only after 26/11. Unfortunately, prior to 26/11, coastal security and any related debate on the subject had remained the exclusive preserve of Indian Navy and the Coast Guard. The task of guarding the vast coastline, unlike our land borders, is a complex phenomenon involving multiple stake holders such as shipping, fisheries, offshore Exploration and Production, tourism, and scientific community. In other words, it's not only about protecting our coastal terrain and territorial waters from direct military or militant attacks, but also safeguarding the interests of all stake holders. Thus, the

Coastal Security efforts of today are primarily against: - Infiltration and attack from non-state actors. Illegal economic exploitation of our marine resources both living and non-living, Smuggling of arms, explosives, drugs and other contraband. Piracy, hijacking and other criminal acts including:-Commandeering of fishing boats; and, Presence of unseaworthy ships. The very nature of the maritime environment, it is difficult to achieve foolproof security. Preventing nefarious activities of pirates at sea or ingress of terrorists from the sea is a challenge. The area required to be monitored is vast and the assets available with security agencies are never enough for surveillance. The problem is compounded by the large numbers of fishing and other boats, which proceed to sea each day, but are not yet fully bound by legal mechanisms that enable effective monitoring and control. While we have made considerable progress since 26/11, there is still some way to go. Synergetic, well coordinated efforts by all the stake holders are the key to ensuring a safe and secure maritime environment.

Dr. Rajesh Kunayil in his paper entitled Coastal Security in India: Challenges and policy concerns after 26/11 Mumbai Terror attacks points out that in the 21st century one of the typical weaknesses of a vibrant and flourishing democracy like India is its vulnerability to attacks on its sovereignty and way of life, by terrorism. The vulnerability increases if the democracy is a multiethnic, secular, and pluralistic one like India with an expanding federal structure that is based on an increasing number of states. There are also greater probabilities of internal fissures and schisms that open up as a result of expressions of dissent and dissatisfaction by ethnic groups, religious extremist forces, and archaic ideological forces. Every terror attack rooted in religious extremism is a calculated attempt to subvert India's secular and vibrant heritage. If you look at the expenditure during

the last 60 years, we notice that huge expenditure is incurred on the security of the land borders. Only a fraction of that would have been spent on the security of the coastal waters. The enemy across the land border is visible; the enemy across the land is tangible; the danger is no doubt, real. When the armies stand facing each other across borders, the security concerns are more vitally pressing than anything else. But we must also remember that though unseen, the enemy across the sea is also very real and the unseen enemy ultimately landed on India's coastline on 26/11/2008. That was when many among us woke up and decided that, indeed, coastal security is vital to national security.

Shyna V V and Khursheed Ahmad Wani paper on Five Years Since 26/11: Is India's Coastal Border Really Secure? argued that though coastal and maritime security has been accorded top priority following the Mumbai attacks, the pace of implementation has been extremely slow. Lackadaisical attitude of the state governments, bureaucratic hurdles, stringent laws, turf wars among various agencies, lack of personnel and technical means for implementing projects have all contributed towards the delay. Therefore, the time has, therefore, come for the Government of India to take effective measures to ensure the safety and security of the coastal region. It should be highlighted that India's major ports are located either in or very near cosmopolitan cities like Mumbai, Kolkata and Chennai but India's approach to security still remains heavily land centric and the water front continues to remain open and vulnerable. On the whole, while India has put in place a comprehensive mechanism for securing the country's coasts, great deal to be done in terms of addressing issues relating to perceptions, resources as well as organisational management to ensure effective coastal security. However, coastal Security in India is a very

complex issue and the Government will have to put in place measures that address all these threats. Whatever the measures are decided upon, it would need to be implemented as early as possible.

Dr. Sudhir Singh in his article on Chinese Presence in Gwadar & Its Impact on India's Maritime Security maintain that Gwadar will provide leverage to Pakistani navy because it is around 500 KM west from Karachi and it will not be an easy task for Indian Navy to block it in case of war. In peacetime too, due to its geo-strategic location, if properly developed will make it conduit of trade hub not for China but also for resource rich Central Asian republics. Chinese presence at Gwadar will be an addition to its open policy since decades of Encircle India within South Asia. In response to China's access to the supposed pearls of Chittagong, HambantotaMarao Atoll and Gwadar, India has no lack of options.

Tracing the ancient Indian wisdom he maintains that Kautilaya has already said that enemy's enemy is friend. We need to extend our mutual cooperation in maritime affairs with likeminded countries. South China Sea is an issue where we could make inroads in the hearts of ASEAN countries. New Delhi has already expressed interest in Iran's Chabahar port, and moving forward, can explore its connections with other countries like Maldives, Mauritius and Seychelles. Still, India should divorce itself from the innate sense of vulnerability that is at times misleading, because of America's and India's firm grasp over China's energy jugular. The reports of conflicting statements by India's External Affairs Minister and Defence Minister as to whether Gwadar is "a serious matter of concern" indicate general confusion in New Delhi. This is not only advantageous to Beijing, which can leverage on this lack of a clear direction to further its national interests rapidly, but

also tends to exaggerate fears and therefore encourage unnecessary action. Instead, there is need to assess the true extent to which China's actions are a threat to India. To this end, it is important to keep in mind that, regardless of Beijing's growing ambitions, India will, in conflict situations, have the trump card of force concentration in the IOR. Beside these measures India must register its presence in South China Sea in a comprehensive manner. In December 2012, Indian Naval Chief, Admiral D.K. Joshi has stated that India will intervene in South China Sea if necessary for the protection of national interests. India must adhere with the Kautilyan realism and deepen its ties with ASEAN, East Asia and

West Asia and through this process it could ensure its national interests. Gwadar has emerged as a challenge for the promotion and protection of our national interests therefore we must reformulate our strategy to cope with the emerging challenges.

Dr. C. Vinodan, a specialist on energy security studies in his paper entitled Maritime Rivalry and Energy Security: Indian and the South China Sea Dispute maintain that the South China Sea is a strategic waterway providing the key maritime link between the Indian Ocean and East Asia. Sea lines of communication (SLOCs) of the South China Sea are a matter of life and death for the Asia Pacific countries, and SLOC security has been a fundamental factor contributing to regional economic development. The rise of China, as a reckonable power in the global order, is one of the defining features of the 21st century world order. China's unprecedented economic growth and modernization have accelerated China's demand for energy resources, especially oil. Recently, China emerged as the world's largest consumer of oil surpassing the United States and now imports over 50 percent of its oil requirement. Concern

about energy insecurity has resulted in the establishment of new priorities and objectives for China's international economic interactions, focusing on the search for secure and reliable sources for the long-term. As the global demand for energy rises, China's geo-strategy includes more assertive policies in the vital strategic regions of the world. China's "Go Out" economic policy and its mercantilist approach to controlling energy resources combined with aggressive trade agreements that include weapons, advanced technology, and/or loan deals for oil reflect China's growing energy security dilemma. The South China Sea's vast energy resources in the heavily disputed Spratly and Paracel Island regions stand to raise the stakes of interested parties including the US and India. Given China's rise and its territorial claims to not only the islands, but the vast majority of the South China Sea and its resources, it remains unclear whether such claims will become a platform for cooperation or conflict. China had showed its assertiveness in the South China Sea through a tough posture instead a conciliatory approach of diplomacy and economic integration with its Southeast Asian neighbours. Other South China Sea states are also asserting their own claims and developing their own naval capacity, albeit to a lesser degree than China. As the eastern gateway to the Indian Ocean, South China Sea is India's strategic left flank. And, more than half of India's interests pass through or are located in the South China Sea. Like all other law abiding nations, India is particular about the freedom of navigation in the maritime commons. In her view, it is of paramount importance that status quo be maintained in respect of freedom of access and passage within the South China Sea. How China overcomes its miscalculations in its South China Sea policy will significantly influence China's rising profile in the emerging world order. Its handling of sovereignty disputes with some of its neighbors, and differences with

the US have already weakened its standing in the Far East and beyond.

The section three focus on Maritime Security of India and the Policy Options. In this section Professor B. Vivekanandan in the article entitled India's Maritime Security: The Policy Options has powerfully argued that the way geography has positioned India in the Indian Ocean, India is destined to be a strong maritime power in the world. Undoubtedly, India should pay more attention to build a strong and well-equipped navy. That apart, the Government of India will have to invest more to strengthen its maritime forces than what it does today, to meet the potential challenge posed by a determined potential enemy, like the expansionist People's Republic of China. Other policy options, before India, are basically political. Instead of making a narrowly defined diplomatic move for "Improving" relations with South Asian - including Pakistan, Nepal, Myanmar, Bangladesh, and Sri Lanka - should strive to pool their destinies approach, and free them from a suspicion based bilateral relationships. Of course, it requires a more generous, humanist, approach, anchored in Solidarity, on the part of India; while dealing with people's problems in the Indian sub-continent. The dynamism embedded in such a policy, would release a lot of new resources for people's welfare, and, at the same time, deny space for outside powers to meddle with, and vitiate, the bilateral relationships between countries of South Asia. It would result in a new cohesive resurgent Indian subcontinent, which can match any power centre in the world, and, at the same time, achieve a high rank in the human development index. He further stressed that the scheme I have in mind in this context is the example of Willy Brandt's Ostpolitik, pursued in West Germany, with a higher level of humanitarian content, which had erased the barriers between the two Germanys, and also changed the

perception of international relationship in the whole Europe. India's policy makers often talk about "going an extra-mile" in India's dealings with our neighbouring countries. He stated that such approach is an inadequate framework. The right framework is: "Pooling the destinies" of countries of South Asia. Pakistan should be an integral part of this framework. His optimism in this approach is further strengthened by Nawas Sheriff's return to power in Pakistan. He argues that it would augur well for the promotion of this kind of a relationship in the Indian sub-continent. Another policy option he suggested is that India should support the freedom movement in Tibet, to enable the Tibetan refugees in India to go back to their homes, with dignity. The other policy option is that, India should stop supporting the "One China" policy of the People's Republic of China.

Professor K.R. Singh, in his paper on Maritime Security: An Indian Perspective stated that Article 279 of the Indian Constitution was amended on April 27, 1976 and it defined various maritime zones including the exclusive economic zone (EEZ). Thus, the concept of EEZ was added. That amendment enabled the Parliament to enact the Maritime Zones of India Act, 1976. It fixed the outer limits of territorial waters (12 n.miles from the base line), contiguous zone (24 n. miles), EEZ and continental-shelf (200 n. miles). It also defined India's jurisdiction (not sovereignty) over these zones. However, India has not passed a law that can empower maritime enforcement authorities to neutralize the threat of maritime terrorism beyond the territorial waters of India, despite the events of 26/11 in Mumbai and steps taken in the context of coastal security since 2005-6.

He argues that one can explain the lack of interest in maritime affairs primarily due to two things. The one is the so-called continental mindset of Indian decision makers. It is reflected even in the Indian Constitution when it defines the

territory of India. Article 1(3) of Part I of Indian Constitution mentions that the territory of India comprises of the territories of the States, the Union Territories and such other territories as may be acquired. It even ignored mentioning territorial waters that is recognized world over as an extension of state sovereignty. The Indian Penal Code also followed that definition in Chapter II, section 18. After the passing of the MZI Act 1976, Government of India, by a notification extended the provisions of IPC and Cr.P.C. over the entire EEZ of India.

With regard to coastal security he stated that the coastal states can make their contribution to strengthen coastal security in another way. That is in the realm of intelligence. Undoubtedly, maritime security agencies depend upon several modes of intelligence gathering. They are mostly based upon data generated by the satellites, radar network along the coast and various other communication networks. Their input of human intelligence is rather limited. It is here that coastal states and more particularly the fishing community can play a very useful role. To the best of my knowledge there is no organized structure for obtaining intelligence/ information from our fisher folk who operate in India's EEZ further away from the coast. In that context, he made a valuable suggestion for the creation of Marine Guards, maritime version of Home Guards, in coastal states. Regarding its creation he suggested that the cooperation from the Central Government, Marine Police, in coordination with Marine Guards, can provide intelligence that can supplement what is collected from various other sources. In this context, he argues that the fisher folk who own/ operate sea going fishing boats/trawlers can play a meaningful role.

Commodore R.S. Vasan IN (Retd) in his article on Oceanic and Coastal Security Imperatives for India stated that the recalibration of the American maritime strategy with a pivot

to the Asia- Pacific reinforces the importance of the Indian Ocean to security safety and well-being of the global maritime activities. This rebalancing has brought in enhanced interest in the Indian Ocean Region. The last decade and the beginning of this decade witnessed both acts of terrorism and increased acts of piracy in the areas of interest to the world and India. Both the acts has the potential to disrupt global trade commerce and development. The terror attacks on the commercial capital of Mumbai in November 2008 brought about key changes in the concept of maritime security in India. Despite many initiatives at both the Centre and the State levels post Mumbai terror attacks, there are still questions about the tools and techniques and their efficacy to prevent another terrorist attack from the seas. While this incident challenged both internal and external security architecture, India as a Regional Power has to also manage its external maritime environment At another level, the acts of piracy in the west Arabian Sea has impacted the maritime Industry in a big way and threatened to disrupt the movement of ships in the arteries of the world. The maritime environment in the Indian Ocean Region is beset with many challenges. India has to take a lead role in managing the maritime domain by combination of cooperative arrangements, technology, procedures, legal support force levels and above all innovative leadership. The list of such initiatives would include: Both long term and short term measures. Drawing up of appropriate contingency plans. Initiation of Collaborative Efforts and Cooperation. Planned induction of newer platforms and shoring up of force levels. Regular drills, exercises, audits and reviews to assess the efficacy of implemented measures. Efforts to have a robust Maritime Security Architecture that caters for the present century challenges. Greater emphasis on Information and system security due to sophisticated cyber threats. Regional initiatives being the most eminent and equipped maritime

nation in the region. Working and promoting the concept of “Maritime Clusters” which brings in all the stake holders on the common page and gets them to work together to implement pro-active measures. Bringing about greater awareness through campaigns, media and education at all levels.

Professor P.V. Rao, in his paper entitled Coast Guard and Indian Naval Diplomacy maintains that the maritime security is the protection of a nation’s territorial and maritime jurisdiction from foreign invasion by sea. It is necessary against military threats from sea. However, today maritime security denotes more than the armed protection provided by a country’s navy. Maritime security has acquired a broader holistic meaning. Twentieth and twenty-first centuries, have added new and non-military dimensions to maritime security, viz; threats from non-state actors (pirates, drug-traffickers, terrorists), maritime pollution and safety of oil and cargo ships. Relief from natural disasters, exploring sea-bed resources, construction of ports and harbours are also covered by contemporary concept of maritime security. The Indian Coast Guard cooperative ventures in varying ways with neighbouring and foreign maritime forces one can conclude that it has gone far beyond the originally mandated responsibilities safeguarding Indian coastal assets and ensuring the overall maritime security in India’s EEZ. The Indian Coast Guard services to other coastal security agencies is in a way amounts to offering the Indian maritime soft power endowments to the countries concerned. Rather in a broader sense, ICG is co-opting the Indian Navy’s diplomatic roles in advancing the Indian strategic objectives and power projection in Indian Ocean and beyond.

Dr. Anil Kumar P in the paper entitled India’s Maritime Security Policy: Issues and Challenges in the 21st Century

emphasised that the importance of infrastructure in the maritime domain is underscored by history. During the early twentieth century, Germany was an advanced industrial nation but not a great power since its maritime footprint was small because of low infrastructural capacity. Similarly, today considerable progress has been made by many nations in Asia but, unfortunately, this has not always been matched by a proportional investment in their maritime infrastructure. Hence, it is imperative for Asian littorals that are dependent on the seas for their economic existence to develop their maritime capability. In case of India, he argued that the government should begin by stipulating a change of status of various entities that are part of the maritime domain. To begin with, ports, shipbuilding, ship repair, deep sea shipping, coastal shipping and offshore economic activities need to be grouped together and given the status of an Infrastructure Sector or Strategic Sector, highlighting their importance and placing emphasis on their rapid development.

The part four of the book looks into the Coastal Security of India from a Community as well as Legal Perspective. In this section Professor V Suryanarayan paper entitled Travails of Fishermen in the Palk Bay: A Possible Solution argue that India must project a vision that the Palk Bay constitutes the common heritage of both India and Sri Lanka. Instead of viewing it as a contested territory, joint efforts should be made to enrich the sea. A Palk Bay Authority should be constituted, consisting of the representatives of both countries, fishermen's representatives, marine ecologists and fisheries specialists. The Palk Bay Authority could determine the ideal sustainable catch per year, the type of fishing equipments to be used, the number of days Indian and Sri Lankan fishermen could fish etc. Trawlers must be immediately decommissioned. Joint efforts should be made to enrich the marine resources. What is more, fishermen of

both countries should be encouraged to embark upon joint ventures for deep sea fishing. Such endeavour would give a fillip to bilateral and regional co-operation.

Dr. S.Utham Kumar Jamadhagni in has made an empirical study on the topic Coastal Security of Tamil Nadu: An Empirical Study to Elicit a Community Perspective to understand the perception of coastal security according to the people who live across the coast of Tamil Nadu and who primarily depend on the sea, to understand the vulnerabilities in coastal security as understood by these people, the counter measures available and to suggest mechanisms where they are absent and to suggest measures of improvement in coastal security have been completed. He strongly argues that the views of coastal people also have to taken into consideration during the processes of planning and implementation, as the voices from below are as important to effective policy planning as those voices of planning and guidance from above.

Dr Suresh R. & Smt. Rakhee Viswambharan, in their article on Coastal Security of India: The Role of Coastal Community explore into the various aspects of coastal security and role of coastal community. They maintain that the coastal security has become an urgent necessity especially in the context of Mumbai terrorist attack and the threat it poses to the national security. In the post cold war period the threat to the security of nation states emanates mainly from non state actors. Unlike the attack from state actors the non state actors mode of attack is different. It demands a constant vigil throughout the land and maritime borders. The Italian marine issue adds a new dimension to the security of the coastal people engaged in fishing. They also maintain that when we look into the coastal security a convergence of the national security concerns and human security concerns is visible. The overall development of the

coastal area would lead to better human security and better human security would result in enlisting the support of the coastal community to ensure national security programme.

Sandeep Menon Nandakumar, in his article on Piracy, Use of Force and Criminal Jurisdiction: An Analysis of Erica Lexie Case in the Light of International Conventions, Guidelines and National Legislations discussed the legal dimension of piracy and related issues. He had stated that the debate ensued as a result of the incident where two Italian marines shot and killed the Indian fishermen on the ground of alleged piracy attack was primarily focused on the jurisdiction that could be exercised by the Indian courts. His paper examines the relevant Kerala High Court Judgment as well as the Supreme Court judgment and analyses the criminal jurisdiction that could be exercised by Indian Courts beyond the territorial waters. His paper also considers whether it is empowered to do so under the national legislations in accordance with International principles. The International Conventions such as UNCLOS of 1982, Territorial Waters, Continental Shelf, Exclusive Economic Zone and other Maritime Zones Act of 1976 (in short Territorial Waters Act, 1976) as well as SUA Convention are carefully analysed and discussed together with the provisions of IPC, CrPC and SUA Act to understand and appreciate the definitions of territorial waters, contiguous zones and Exclusive Economic Zones, to understand as to what constitutes piracy and to examine which state can exercise jurisdiction over this matter. This paper proceeds to prove that Indian Courts do have the jurisdiction and examines whether it is the State or the Union that can exercise jurisdiction over this matter. Most importantly, various guidelines by the IMO, submissions made by different countries before the Maritime Safety Committee and Best Management Practices in case of piracy attack are examined in detail to check whether the use of force by the

Italian mariners was proportionate or whether it exceeded than what was necessary. This paper also focuses on various factors that should be taken into consideration during deployment of armed guards on board a ship as per IMO Guidelines. The Italian Regulation on the same is also discussed in detail in this paper.

The above eighteen articles cover a wide spectrum of issues related to maritime security of India. In the maritime security of India, the coastal security concerns assume significance not only from the national security perspective but also from human security.