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COASTAL SECURITY

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COASTAL SECURITY

INTRODUCTION

India's coasts have always been vulnerable to anti-national activities. Numerous cases of the smuggling of goods, gold, narcotics, explosives, arms and ammunition as well as the infiltration of terrorists into the country through these coasts have been reported over the years. The Government had been aware of the activities that are carried out through the country's coasts and had been implementing corrective measures from time to time¹.

INDIA'S COASTLINE

India has a coastline of 7,516.6 km. bordering the mainland and the islands with Bay of Bengal in the East, the Indian Ocean on the South and the Arabian Sea on the West. There are nine States viz. Gujarat, Maharashtra, Goa, Karnataka, Kerala, Tamil Nadu, Andhra Pradesh, Odisha and West Bengal and four Union Territories viz. Daman & Diu, Lakshadweep, Puducherry and Andaman & Nicobar Islands situated on the coast. The length of coastline, including islands, in these States and UTs is given in the following table²:

Length of Coastline

Sl. No.	State/UT	Length (in km.)
1.	Gujarat	1214.70
2.	Maharashtra	652.60
3.	Goa	101.00
4.	Karnataka	208.00
5.	Kerala	569.70
6.	Tamil Nadu	906.90
7.	Andhra Pradesh	973.70
8.	Odisha	476.70
9.	West Bengal	157.50
10.	Daman & Diu	42.50
11.	Puducherry	47.60
12.	Lakshadweep	132.00
13.	Andaman & Nicobar Islands	1962.00
	TOTAL	7516.60
Source: India, Ministry of Home Affairs, Annual Report, 2012-13, p.39		

¹ IDSA Monograph no.22, September 2013, Coastal Security; The Indian Experience by Pushpita Das, p.7

² India, Ministry of Home Affairs, Annual Report, 2012-13, p.39

SECURITY CONCERNS OF THE COAST

The physical proximity of India's coasts to Sri Lanka, Bangladesh, Pakistan and Gulf countries adds to its vulnerability. India has been facing cross-border terrorism for decades. However, over the years, with the increased deployment of security forces and surveillance equipment as well as the construction of fences, security along the land borders has been sufficiently tightened. On the other hand, security over the ocean domain with the sea routes remaining poorly guarded.

India's western coast also lies close to the Gulf countries. The distance between Gujarat and the United Arab Emirates is less than 2,000 kilometres. This nearness had facilitated seaborne trade between India's western coast and the Gulf as well as the East African countries for centuries. Large wooden boats (also known as dhows) carrying cotton textiles, rice, and leather items used to sail out from the ports of Kutch,

Porbandar, Veraval, Jamnagar and Surat in Gujarat to ports in Dubai, Muscat, Somalia and Ethiopia. These trade connections remain operational till today, and presently around 350 dhows operate between Gujarat and the Gulf and African countries.

However, with places such as Dubai becoming a source and destination for smuggled and trafficked items, dhows plying from Dubai to Mumbai and Gujarat got involved in smuggling gold and luxury items, especially during the 1960s and 1970s. In subsequent years, they even started smuggling heroin, hashish, and precursor chemicals out of India to Dubai. This illegal practice continues even today. Although these dhows are registered under the Mercantile Marine Department (MMD), no security agency maintains a database about the owner, crew and their movement.

The eastern Indian seaboard has been increasingly witnessing a steady increase in illegal migration from Bangladesh. Various 'push and pull' factors such as poverty, demographic pressure, religious persecution in Bangladesh, and the promise of better opportunities in India have contributed to this migration. Earlier, almost all of the illegal migration from Bangladesh used to take place into the Northeastern states of India

through the poorly guarded land border. But now, with the construction of fences along the land border, sea routes are exploited to enter India³.

Indian coasts are prosperous, and support a dense population residing in numerous big and small towns and cities that dot the coastline. Access to the sea through the major and non-major ports has facilitated the setting up of Special Economic Zones (SEZs) which have resulted in the growth of a number of industrial cities such as: Kandla SEZ in Gujarat; Santacruz Electronics Export Processing Zone SEZ in Maharashtra; Madras Export Processing Zone SEZ in Tamil Nadu; Cochin SEZ in Kerala; Falta SEZ in West Bengal; and Vishakhapatnam SEZ in Andhra Pradesh.

This process of industrialisation along the coast has been further boosted by the import of crude oil and Liquefied Natural Gas (LNG). In the case of Gujarat, the Gulfs of Kutch and Khambhat have emerged as major corridors for importing crude oil for the country. This, in turn, has opened up avenues for the establishment of oil refineries and storage tanks by major oil companies, especially along the Saurashtra coast in Vadinar, Salaya, Sikka and Jamnagar as well as LNG terminals in Hazira and Dahej. Similarly, the import of LNG through various ports in the west coast has led to the planning and construction of a number of terminals at Dabhol, Kochi, Mundra, Ennore, Mangalore and Mundra. In addition, single mooring points (SPM) or single buoy points (SBMs) have been constructed in the seabed from where these oil refineries, storage tanks and LNG terminals receive oil and gas.

The discovery of oil and gas in the sea has also led to the development of offshore oil and gas platforms in the coastal waters of the country. Along the west coast, the Mumbai offshore basin has the largest oil and gas producing field which includes the fields of Mumbai High, Heera, Neelam and Bassein. The basin produced an average 348,740 barrels of crude oil per day, and 48.19 million standard cubic metres of gas per day in the fiscal year ending March 2011. In the eastern seaboard, huge offshore oil and gas reserves have been discovered in the Cauvery and Krishna-Godavari

³ *op.cit.*, Coastal Security; The Indian Experience, pp.9-11

(K-G) basins. In the Cauvery basin, three offshore oil and gas fields have been discovered, and extraction of oil and gas has started.

The Indian coasts also have a number of strategic installations such as naval bases, nuclear power plants, satellite and missile launching ranges, and ports. The eastern, western, southern, and far eastern naval commands are located in Vishakhapatnam, Mumbai, Kochi, and Port Blair respectively. In addition, India's largest naval base, with a capability of housing 30 warships, is being built at Karwar along the Karnataka coast. Several nuclear power plants, such as at Tarapur, Kudankulam, Kalpakkam and the proposed plant at Jaitapur have been established close to the sea. Satellite launching and missile testing facilities such as the Satish Dhawan Space Centre and the Wheeler Islands missile facility are also located along the coast. Furthermore, India has 13 major ports such as Kandla, Jawaharlal Nehru, Mangalore, Haldia, etc., which handle 90 per cent of the country's maritime trade.

These strategic installations are vital for the security, development and prosperity of the country, but they are also high value targets for the terrorists⁴.

COASTAL SECURITY SYSTEM

There is a multi-tier arrangement for protection and maritime security of the country involving the Indian Navy, Coast Guard and Marine Police of the coastal States and Union Territories. The surveillance on the high seas is carried out along the limits of exclusive economic zone (EEZ) by the Navy and the Coast Guard. In the territorial waters, the Coast Guards protect the Indian interests with vessels and through aerial surveillance. Coastal patrolling close to shallow waters is done by State Marine Police. The State's jurisdiction extends upto 12 nautical miles in the shallow territorial waters.

Coastal Security Scheme Phase-I

Keeping in view the vulnerability of the coasts to the activities of criminals and anti-national elements, a Coastal Security Scheme Phase-I was formulated. The Scheme was approved in January, 2005 for implementation in 5 years from the year 2005-06.

⁴ *Ibid*, pp.15-17

The Scheme was extended for one year till March, 2011. Coastal Security Scheme Phase-I stands completed on March, 2011⁵.

During implementation of Coastal Security Scheme Phase-I, various Coastal Security measures including supply of interceptor boats were undertaken. The scheme had an outlay of `646 cores with `495 crores for meeting non-recurring expenditure and `151 crore for meeting recurring expenditure for 6 years. The scheme has been implemented upto March, 2011.

Coastal States/ UTs were provided with 73 Coastal Police Stations, 97 Check posts, 58 Out posts and 30 Barracks equipped with 204 boats, 153 Four Wheelers, 312 Motorcycles and 10 Rubber Inflatable Boats. 204 boats have been procured centrally by Ministry of Home Affairs (MHA). Construction work of Coastal Police Stations, barracks, check posts, out posts and procurement of vehicles has been done by Coastal States/UTs⁶. Further, a lump sum assistance of `10 lakhs per Coastal Police Station was also given for computers and equipments etc⁷.

Joint Coastal Patrolling of Gujarat and Maharashtra Coast

A scheme was formulated for implementation in 6 years with effect from 2005-06 for creating additional infrastructure for Coast Guard to ensure intensive patrolling and surveillance of the close coastal areas of Gujarat and Maharashtra. Under the scheme, Coast Guard is to procure 15 Interceptor Boats and set up Coast Guard Stations in Dhanu and Murud Janjira in Maharashtra and Veraval in Gujarat. These assets are in addition to the infrastructure available with the Coast Guard in this area of operations.

Initiatives AFTER 26/11 Mumbai Incident

Subsequent to the Mumbai incident on 26/11, the coastal security arrangement have been thoroughly reviewed by the Government of India. Several important decisions were taken, some of which are given below:-

⁵ *op.cit.*, Annual Report, 2012-13, p.40

⁶ Lok Sabha Starred Question no.344, dated 18.12.2012

⁷ Updated by Ministry of Home Affairs on 16.12.2013

The coastal States/UTs were asked to carry out a vulnerability/gap analysis in consultation with Coast Guard to firm up their additional requirements for formulation of Phase-II Scheme of the Coastal Security. After getting detailed proposals from the coastal States/UTs, the Coastal Security Scheme (Phase-II) has been approved.

The scheme is being implemented over a period of 5 (five) years starting from April, 2011 with a total financial outlay of `1579.91 crore, (`1154.91 crore for nonrecurring expenditure and `425 crore for recurring expenditure) through 9 coastal States and 4 UTs.

The details of approved components under the Scheme are given below:

Component under Coastal Security Scheme – II

Sl. No.	Name of State/UT	Coastal Police Stations	Boats/Vessels		Number of Jetties	Four-wheelers	Motor Cycles
			12 Ton	Others			
1.	Gujarat	12	21	10(5Ton)	5	12	24
2.	Maharashtra	7	14	-	3	7	14
3.	Goa	4	4	-	2	4	8
4.	Karnataka	4	12	-	2	4	8
5.	Kerala	10	20	-	4	10	20
6.	Tamil Nadu	30	-	20(19Mtr)	12	30	60
7.	Andhra Pradesh	15	30	-	7	15	30
8.	Odisha	13	26	-	5	13	26
9.	West Bengal	8	7	-	4	8	16
10.	Daman & Diu	2	4	-	2	2	4
11.	Lakshadweep	3	6	12**	2	3	6
12.	Puducherry	3	6	-	2	3	6
13.	Andaman & Nicobar Islands	20# ***10 MPOCS	-	10* 23**	10	20	20
	TOTAL	131	150	75	60	131	242

* *LV-Large Vessels* ** *RIB – Rigid Inflatable Boats*
*** *Marine Police Operational Centers* # *Existing 20 Coastal Police Stations will be upgraded*

Source: India, Ministry of Home Affairs, Annual Report, 2012-13, p.43 (updated by Ministry of Home Affairs on 16.12.2013)

A lump sum assistance of `15 lakh per coastal Police Station is also being given for surveillance equipment, computer systems and furniture.

Implementation Status of Phase-II of Coastal Security Scheme

All the coastal States/UTs have initiated the process of land identification and land acquisition, for operationalization and construction of coastal police stations & jetties. State/UT-wise details are given below:

Coastal Police Stations

Sl. No.	Name of State/UT	Nos. of Sanctioned Coastal Police Stations	Operationa- lization of Nos of coastal PSs	Identification of land/Site	Land acquisition process started	Land acquired/ under possession
1.	Gujarat	12	12	12	4	8
2.	Maharashtra	7	6	7	2	5
3.	Goa	4	3	4	3	1
4.	Karnataka	4	4	4	1	3
5.	Kerala	10	-	10	10	-
6.	Tamil Nadu	30	-	30	4	26
7.	Andhra Pradesh	15	15	15	2	13
8.	Odisha	13	-	13	2	11
9.	West Bengal	8	8	8	-	8
10.	Daman & Diu	2	-	2	-	2
11.	Puducherry	3	3	3	-	3
12.	Lakshadweep	3	3	3	1	2
13.	Andaman & Nicobar Islands	20*	20	20	N.A.	20
	TOTAL	131	74	131	29	102
* Existing Police Stations to be upgraded to Coastal Police Stations						
Source: India, Ministry of Home Affairs, Annual Report, 2012-13, p.43-44 (updated by Ministry of Home Affairs on 16.12.2013)						

Jetties

Sl. No.	Name of State/UT	Nos. of Sanctioned Jetties	Identification of land/Site	Land acquisition process started	Land acquired/ in possession
1.	Gujarat	5	5	-	-
2.	Maharashtra	3	3	02	1
3.	Goa	2	2	-	2
4.	Karnataka	2	2	1	1
5.	Kerala	4	4	4	-
6.	Tamil Nadu	12	12	-	6
7.	Andhra Pradesh	7	7	-	-

8.	Odisha	5	2	-	-
9.	West Bengal	4	4	2	-
10.	Daman & Diu	2	2	-	2
11.	Puducherry	2	2	2	-
12.	Lakshadweep	2	2	-	-
13.	Andaman & Nicobar Islands	10	10	-	-
	TOTAL	60	57	11	12
Source : India, Ministry of Home Affairs, Annual Report, 2012-13, p.43-44 (updated by Ministry of Home Affairs on 16.12.2013)					

Comprehensive Security Plan for Andaman & Nicobar Islands

Andaman & Nicobar Islands Administration has submitted a comprehensive security plan of Andaman & Nicobar Islands after consulting Coast Guard, Navy and other stakeholders, for implementation over a period of 8 years, in three phases 2012-2015, 2015-2017 and 2017-2020. The comprehensive security plan for Andaman & Nicobar Islands has been approved⁸.

Other Remedial Measures taken are:-

- (i) The Indian Navy has been designated as the authority responsible for overall maritime security which includes coastal security and offshore security. The Indian Coast Guard has been additionally designated as the authority responsible for coastal security in territorial waters including areas to be patrolled by Coastal Police⁹.
- (ii) Training to Policemen deployed in coastal police stations is imparted by Indian Coast Guard.
- (iii) The Government of India has decided to set up Marine Police Training Institute (MPTI) one each on the East Coast and the West Coast in order to impart training to Marine Police Personnel¹⁰.
- (iv) Monitoring and assessment of the coastal security system is an ongoing process. National Committee on Strengthening Maritime and Coastal Security (NCSMCS), under the Chairmanship of Cabinet Secretary monitors the progress in respect of coastal security initiatives. In addition coastal security exercises are followed by conduct of debriefing and sharing of lessons learnt between all the stakeholders alongwith interactions with fishermen & State

⁸ *op.cit.*, Annual Report, 2012-13, p.42-44

⁹ *op.cit.*, Question no.344, dated 18.12.2012

¹⁰ Lok Sabha Unstarred Question no.2870 dated 11.12.2012 (updated by Ministry of Home Affairs on 16.12.2013)

agencies through coastal security awareness programs. The coastal security exercises and review are an ongoing process which ensure interoperability and seamless coastal security¹¹.

- (v) Ministry of Shipping has been mandated to streamline the process of compulsory registration and identification of all types of vessels.
- (vi) Department of Animal Husbandry and Fisheries has been mandated to issue biometric ID cards to all the fishermen.
- (vii) The Coast Guard has been mandated to create a chain of radar sensors along the Indian coastline.
- (viii) Navy has set up 4 joint operation centres at Mumbai, Viskhapatanam, Kochi and Portblair under the charge of existing naval C-in-Cs as the C-in Cs Coastal Defence.
- (ix) A Sagar Prahari Bal with a special force comprising of 1000 specialized personnel and 80 Fast Interceptor Crafts for force security protecting of naval bases has been raised¹².

STRENGTHENING OF COASTAL SECURITY

Since Nov 2008, several initiatives have been taken by the Government to strengthen security of the coastal areas against threat of non-state actors from the sea. One of the most significant achievements has been the integration of all maritime stakeholders, including several State and Central agencies into the new coastal security mechanism. Indian Navy has established four Joint Operations Centres (JOC) at Mumbai, Visakhapatnam, Kochi and Port Blair. As a result of this, there is good coordination, synergy and understanding between all agencies. All coastal security operations are now coordinated from the Joint Operations Centre, which are manned round the clock by Naval and Coast Guard teams. In addition, the State Marine Police and other agencies such as Customs, Intelligence Bureau and Ports etc. are also networked with these centres¹³.

¹¹ Lok Sabha Unstarred Question no.3849 dated 17.12.2012

¹² *op.cit.*, Question no.344, dated 18.12.2012

¹³ <http://indiannavy.nic.in./print/1417>

CONCLUSION

Review of the coastal security apparatus in the country is a continuous process. A three tier coastal security ring all along our coast is provided by Marine Police, Indian Coast Guard and Indian Navy. Government has initiated several measures to strengthen Coastal Security, which include improving surveillance mechanism and enhanced patrolling by following an integrated approach. Joint operational exercises are conducted on regular basis among Navy, Coast Guard, Coastal Police, Customs and others for security of coastal areas including island territories. The intelligence mechanism has also been streamlined through the creation of Joint Operation Centers and multi-agency coordination mechanism. Installation of radars covering the country's entire coastline and islands is also an essential part of this process. 34 radars stations on the mainland have been activated. Coast Guard Stations along the coastline are set up considering the threat perception, vulnerability analysis and presence of other stations in the vicinity. At present 40 Coast Guard Stations along the coastline including 8 stations in Gujarat are functional¹⁴.

¹⁴ Lok Sabha Unstarred Question no.2285 dated 11.03.2013