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India Needs to Strengthen its Maritime Securing to Prevent Internal Threats and End Organized Crimes

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ABSTRACT : India signed a pact with Sri Lanka and Maldives in relative to Maritime which has made it possible to keep a check on China and this is important, as Sri Lanka is allowing China build a port city in Colombo worth 1.4 billion USD this can potentially affect the maritime security of India, with Sri Lanka, India can also update its on Naval army with artificial intelligence. India's National Maritime Policy rests upon two elements, first is to transfer the brown economy into blue economy and a holistic maritime security. India's growing interest in the Southern Indian Ocean and Western Pacific calls for new maritime strategies, the using of Andaman and Nicobar island to enhance economic development. The Indian Navy is the primary target in achieving trade and energy security. India has developed a proactive policy with the aim to transform the Andaman and Nicobar Islands into a tri-service command and as an economic hub and making it one of the key centres of India's defence and security strategy, to facilitate a holistic maritime security, protection against threat from inside and outside, facilitate to support comfort and liberation options to the Indian Diaspora and securing a regionally favourable geostrategic maritime place.

KEYWORDS : Maritime security, Andaman and Nicobar Island, Blue economy, Indian Navy, trade and energy security

I. INTRODUCTION

India has been trying to protect and stimulate highly and unduly over certain principal maritime profits which incorporates protection of sea lines of communication (SLOCs), Protection of Territorial integrity from sea-based threats and development of blue economy, maritime resources in and beyond the maritime area of India. The magnetic and hesitant maritime strategy of India has been acknowledged and response to myriad geo-political command with the aim to suit itself in the wider global world. India has a 7,516 Km coastline border, with 2,094 Km on the island which belongs to 9 states and 4 union territories, the coastline of India provides 90% of the trade and it extends 3,331 coastal villages and 1,382 islands. India has 12 major, 2,000 minor ports and 95 landing centres and we see an increase in security challenges from neighbours and non-state actors, this has called for the adoption of a more systemic and holistic approach with a long-term strategy to strengthen naval security and update it with new technology and clear the loopholes in the coastal security. India's coastal have been victims of criminal and anti-national activities, there have been cases of smuggling of goods, narcotics, arms, ammunition, gold and explosives along with infiltration entering the country through these coast. There have been many factors which has resulted in maritime security challenge which incorporates attacking, hijacking and sinking ships along with taking hostages, vandalize pipelines and attacking cities and strategic installation like petrochemical storages and naval bases, attacks on commercial centres, the 26/11 terror attack in Mumbai which aimed at the two famous hotels the Taj Palace and Towers and the



Oberoi Trident and the Jewish Centre . ports taking large volume of traffic especially commodities and oil along with having a large population centre in its sectors are target for terrorism , attacks on ships are easy for terrorist except for their huge size there is no protection available , The Sunderbans have been witnessing armed robbery and violence because of poor maritime security , There are cases of smuggling and trafficking happening across the Indian coasts along with items like electronic goods , arms. We also have infiltration , refugee influx and entry of illegal migrates through coastal line which has resulted in political turbulence in the border states , the area of Gujarat has opened grounds for infiltration for Pakistan , Political turmoil , excess poverty and lack of opportunity in Sri Lanka and Bangladesh has resulted in the growth of illegal migration into India . The periodic drift of fishermen into neighbourhood country waters has not only threaten the safety of the fishermen but also have cause serious national security trouble . India is having water conflict issues with its neighbouring countries like Indo-Bangladesh, India and Bangladesh share 54 common rivers , there had even signed the Ganga water Treaty , water conflict with Pakistan has remained ever since Independence and with China it is at a rise

II. RESEARCH METHODOLOGY

For the purpose of this exploration , I have used a amalgamation of two of the archetypical social sciences research tools application –as they are authentic and brilliant method to assemble statistics from multiple appellant in an methodical and convenient way . Question were asked to the parents and their children , survey , interviews –consisting of several interrogation which were dispersed among representative of each contender group .

Objective of the Research Paper

The main areas of exploration in this paper incorporates

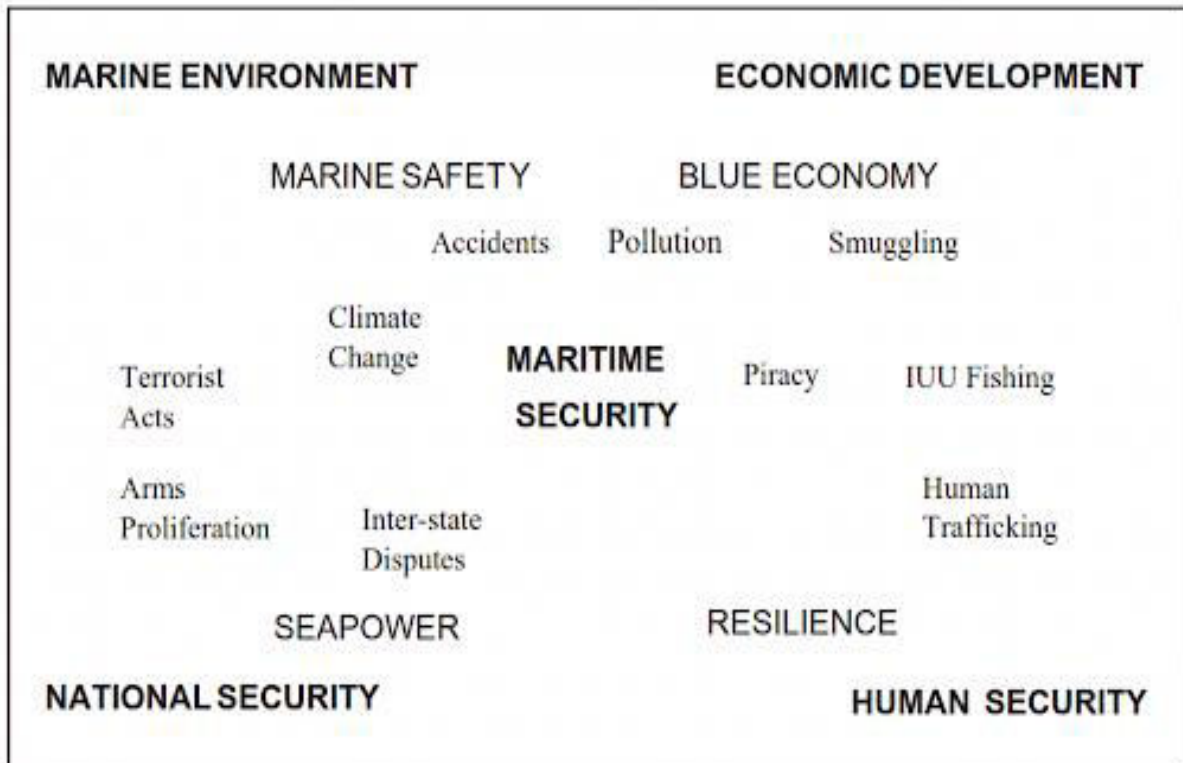
1. India's Maritime Policy .
2. Threat to the maritime security .
3. India's Andaman and Nicobar Islands as a pathway to trade growth .
4. What new policies and treaties have been signed by the government of India in relation to Maritime Security .
5. Future of Maritime security in India

III. LITERATURE REVIEW

The government has taken measures to preserve , promote and protect the maritime interest of India by six components . Protection of sea based threats to India from territorial integrity , Securing stability in India's maritime neighbour , Promotion and development of Blue economy which would include safeguarding , stimulating ,tracking and protection of offshore infrastructure , to safeguard and protect India's overseas and coastal seaborne trade , sea lines of communication and the ports that constitute the nodes of trade , assisting marine scientific research incorporating Antarctica and The Arctic. To facilitate a holistic maritime security , protection against threat from inside and outside , facilitate to support comfort and liberation options to the Indian Diaspora and securing a regionally favourable geostrategic maritime place . India's National Maritime Policy rest upon two elements , first is to transfer the brown economy into blue economy and a holistic maritime security . India's growing interest in the Southern Indian Ocean and Western Pacific calls for new maritime strategies , the using of Andaman and Nicobar island to enhance economic development . The Indian Navy is the primary target in achieving trade and energy security ,The India has been most powerful among the South Asian countries in the maritime strategy and a key security provider in the central Indian Ocean , However the situations have changed with the growing Interest of China in the region . For India liberal challenges encompass an important part of the Indo-Pacific policy articulation , the rise in armed robberies in the South China Sea region has experienced instances of drug trafficking and illegal fishing . The Indian ocean is a important energy source and simultaneously the Persian of Gulf remains politically volatile and conflict zone , 60% of the oil comes to India from the gulf region so India has to protect the region for its imports . The ongoing operation Sankalp which is to place the Indian ships in the straits of Hormuz to protect and facilitate reassurance to the merchant shipping . The present crisis in the straits of Hormuz , confrontation in the South China Sea and use of naval platform for political issues are resulting in maritime security concern . India told has moved beyond the IOR and has strengthened its link with ASEAN apart from India ocean , its interest in Indo-Pacific region is increasing . India's initiative in the maritime security has been increasing since 2013 where India signed a trilateral maritime security accord with Sri Lanka and Maldives which would later include two more power grouping that is Mauritius and Seychelles ,Even though China has taken initiatives like the Belt and Road Initiatives which includes 80 countries from Asia , Africa and Europe which India has not agreed to join . India had joined hands with Japan for a sea corridor linking Africa with India and many other countries in the South Asia and Ocean , Asia Africa Growth Corridor (AAGC) . India growing maritime strategic with its status as a global maritime power .

Findings

The main area of discussion for the maritime development and security would include India emerging as a global maritime power , Global maritime order and the changing strategic environment , India's maritime governance architecture and the future needs , assessing resources-strategic , economic and scientific challenges , Health of the ocean , Ocean governance , non-traditional security and maritime order , blue economy and its significance in India , Global maritime order –opportunities and challenges for India.



India has developed a proactive policy with the aim to transform the Andaman and Nicobar Islands into a tri-service command and as a economic hub and making it one of the principle Midpoint of India's defence and security plan of action . The island was isolated in order to preserve the environment and look after the tribal welfare , national security and economic growth . The Andaman and Nicobar Island has remained unfastened , the island provides geostrategic presence in the Bay of Bengal and an access to South and South Asia ,



The island can play an important role in promoting the country's geopolitical leverage in the Indian Ocean Region. On 1st June, 2017 the government formed the Island Development Agency for the development of Islands for sustainable development of the island, in the first phase four islands of Andaman and Nicobar Islands has been covered, the island plays a significant role in enhancing regional involvement of India with the Bay of Bengal littorals. The policy has recommended to all navies of United States, Japan, Australia and France to promote naval cooperation. An amalgamation of economic and strategic factors has promoted the strategic salience of the Bay of Bengal. There are 572 islands and only 38 are inhabited which forms 30% of India's exclusive Economic Zone. The six degree and ten degree channel in the Andaman sea which leads to the Malacca are important for the Sea Lanes of Communication where energy trade between Asia, Africa and Pacific is ongoing. The Andaman and Nicobar Islands are at the convergence of the Indian Ocean and South China Sea and to the Pacific Ocean which forms an important center for Indo-Pacific. Regional navies of South Asian countries have been making regular visit to Port Blair, and other navies like US, Japan and Australia has shown keen interest. There has been a coordinated surveillance of Malacca, Lombok, Sunda and Omnnbai water straits through collaborative use of Andaman and Nicobar Islands and Australia Keeling islands. If naval vessels and military aircrafts of other major navies visit the island on a regular basis, it can foreground China's Malacca Dilemma. the growing complexity between Indo-China Bilateral relations, these strategic convergence at the Andaman and Nicobar island may vex china and led to hostility between the two countries. China's growing interest in the Indian Ocean has expanded its maritime presences in the Indian Ocean Littoral through a continues arrangement of its naval forces, creating bases and access, ramping military diplomacy, increasing special political relations with littorals, it is suing the anti-piracy operation in the Gulf of Adens to boost its presences which has increased threat for India. China has even entered India's EEZ without any notification. China engagement with Myanmar, Malaysia, Thailand and Bangladesh has increased in the Bay of Bengal region. India's 55% of trade passes through Strait of Malacca which opens into South China Sea. If china controls the region, it will hamper the global trade practices and counties like India will directly get affected. Any belligerent action by china can hamper India's foreign trade passing through that region.



India's Act East and Act West policy for the strategic development of Indo-Pacific

Maritime security has emerged as a necessary dimension of India's bilateral relations with larger Indian Ocean association. It is important to secure the safety of the vital trade routes, chokepoints regional cooperation within the Indian Ocean through Indian Ocean Rim Association (IORA), Indian Ocean Tuna Commission (IOTC) and Indian Ocean Commission (IOC) have become most important. 40% of the trade of India is conducted with the littoral nations along the Indian Ocean rim, safe passage of Indian ships and freedom of navigation. The IORA has developed as an important forum for recognising and highlighting common challenges traditional and non-traditional, traditional like China challenges, water disputes, non-traditional would incorporate human, arms, drug trafficking, climate change, fishing and natural disasters coordinating such incidences.

India's decision to include Africa and Gulf countries in its Indo-Pacific is working in the right decision, economic and demographic routes in Africa is giving the continent greater in world's affairs through diplomacy. India has signed maritime transport agreement with Africa and the Gulf Countries (UAE and Oman) and have access to the Oman's strategically location Duqm Port. India has also formed the Information Fusion Centre –IOR (IFC-IOR) in Gurugram in 2018 collaborative with information sharing Analysis and management centre which links all coastal radar chains to produce a seamless real time picture along India's coastline. The focus is also on Blue economy, with sustainable use of marine resources, management and disaster prevention, and curtail the marine plastic debris in the Indian and Pacific region. Political and economic delicacy of states situated in non-strategic regions encounter problems like Maritime crimes, degradation of ecology and migration which results in destabilising and increase threat. There is a high need for coordination, technology advancement keeping in pace with climate change, research in economy, technology and oceanic science for the development of blue economy, and introduce new technologies and develop instrument to compact climate and environment issues all with cooperation with neighbour countries and increase the coordination at all level for the maritime security.



IV. FUTURE PERSPECTIVE

The 2021 Maritime Summit of India which was held in a virtual mode which was organized by the Ministry of Ports, shipping and waterways in collaboration with Ernst and young (EY) as the knowledge partner and FICCI as the Industrial partner and 24 countries partner in which PM . Modi held that India will invest 82 billion dollar or over Rs 6 crore by 2035 in ports as part of the Sagarmala Project, aiming to operationalise 23 waterways by 2030. The Ministry has listed 400 investable projects with an investment potential of \$ 31 billion, ship repair clusters will be developed along the coasts by 2022. India aims to make it's maritime industry competitive with the top global standards in the next 10 years, the launch of the Sagar-Manthan : Mercantile Marine Domain Awareness Centre it is an informative system for enhancing : Maritime Safety, Search and rescue capabilities and security and marine environmental protection. The Sagarmala Project aims at a holistic port infrastructure development along the 7516 km long coastline, along with the establishment of rail and road linkage with port terminals, enhanced multi-modal connectivity including rail, inland water, coastal and road services. Under the port led framework, the government hopes to increase its cargo traffic three-fold.

V. CONCLUSION

Protecting of maritime is an integral part of India's economic, with tension in the Indo-Pacific region and South China Sea, around 55% of the trade of India flows through South China Sea. After the 26/11 attacks India has strengthened its maritime security and have signed treaties with many countries to enlarge its trade and also to protect its security. India has signed a treaty with Japan for a sea corridor linking Africa with India and many other countries in the South Asia and Ocean, Asia Africa Growth Corridor (AAGC). India growing maritime strategic with its status as a global maritime power. The government is trying to promote its blue economy and have initiated the Andaman and Nicobar region a tri-service which will promote economic in the country. The Andaman and Nicobar Islands are at the convergence of the Indian Ocean and South China Sea and to the Pacific Ocean which forms an important center for Indo-Pacific. The Sagarmala Project will help to increase its cargo traffic threefold. There have been any new project under taken to protect its maritime security and also prevent illegal fishing and drug trafficking in the country and entry of infiltration through sea.

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