



सत्यमेव जयते

**PARLIAMENT OF INDIA  
RAJYA SABHA**

**DEPARTMENT-RELATED PARLIAMENTARY STANDING COMMITTEE  
ON HOME AFFAIRS**

**ONE HUNDRED SEVENTY SEVENTH REPORT**

**Coastal Security Scheme**

*(Presented to the Rajya Sabha on 19th February, 2014)  
(Laid on the Table of Lok Sabha on 19th February, 2014)*



**Rajya Sabha Secretariat, New Delhi  
February, 2014/Phalguna, 1935 (Saka)**

Hindi version of this publication is also available

C.S.(H.A.)-346

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## CONTENTS

	PAGES
1. COMPOSITION OF THE COMMITTEE.....	(i)-(iv)
2. PREFACE.....	(v)
3. ACRONYMS.....	(vi)-(vii)
4. REPORT.....	1—35
Chapter-I    Background.....	1—5
Chapter-II    Issues/concerns of Coastal States/UTs regarding Coastal Security.....	6—27
Chapter-III   Other issues.....	28—35
5. OBSERVATIONS/CONCLUSIONS/RECOMMENDATIONS OF THE COMMITTEE — AT A GLANCE.....	36—44
6. RELEVANT MINUTES OF MEETINGS OF COMMITTEE.....	45—64
7. ANNEXURES.....	65—76
(i) State-wise Components of Coastal Security Scheme (Phase-I).....	67
(ii) State-wise Physical Component (Phase-II).....	68
(iii) Coastal Security Scheme (Phase-II) Statement on Release of finds to Coastal States/UTs.....	69
(iv) List of Reports of Committee on Home Affairs.....	70—76



COMPOSITION OF THE COMMITTEE  
(re-constituted *w.e.f.* 31<sup>st</sup> August, 2011)

**RAJYA SABHA**

1. Shri M. Venkaiah Naidu — *Chairman*
2. Shri Rishang Keishing
3. Dr. N. Janardhana Reddy
- †4. Shri Rajiv Pratap Rudy
- \*5. Shri Satish Chandra Misra
6. Shri Prasanta Chatterjee
7. Shri Tariq Anwar
8. Dr. V. Maitreyan
9. Shri D. Raja
10. Shri Javed Akhtar

**LOK SABHA**

11. Shri L.K. Advani
12. Shri Sansuma Khunggur Bwiswmuthiary
13. Shri Khagen Das
14. Dr. Kakoli Ghosh Dastidar
15. Shri Ramen Deka
16. Shri Lagadapati Raja Gopal
17. Shri Mohammad Asrarul Haque
18. Shri Naveen Jindal
19. Shri Jitender Singh Malik
20. Shri Babulal Marandi
21. Shri Baijayant Panda
22. Shri Lalubhai B. Patel
23. Shri Natubhai Gomanbhai Patel
24. Dr. Nilesh N. Rane
- #25. Shri Navjot Singh Siddhu
26. Shri Adhi Sankar
27. Shri Hamdullah Sayeed
28. Shri Neeraj Shekhar
29. Shri Ravneet Singh
30. Shri Harsh Vardhan
31. Shri Dinesh Chandra Yadav

**SECRETARIAT**

Shri P.P.K. Ramacharyulu, *Joint Secretary*  
Shri D.K. Mishra, *Joint Director*  
Shri Bhupendra Bhaskar, *Assistant Director*  
Shri Sanjeev Khokhar, *Committee Officer*  
Shri Anurag Ranjan, *Committee Officer*

---

† Shri Rajiv Pratap Rudy nominated *w.e.f.* 4<sup>th</sup> July, 2012 *vice* Shri S.S. Ahluwalia ceased to be Member consequent upon expiration of term of membership from Rajya Sabha on 2<sup>nd</sup> April, 2012.

\* Shri Satish Chandra Misra nominated *w.e.f.* 4<sup>th</sup> May, 2012 *vice* Shri Naresh Chandra Agrawal who resigned from the membership of Rajya Sabha *w.e.f.* 13<sup>th</sup> March, 2012.

# Shri Navjot Singh Siddhu nominated *w.e.f.* 3<sup>rd</sup> January, 2012 *vice* Shri Bishnu Pada Ray who was nominated to the Committee on Rural Development *w.e.f.* 3<sup>rd</sup> January, 2012.

COMPOSITION OF THE COMMITTEE  
(re-constituted *w.e.f.* 31<sup>st</sup> August, 2012)

**RAJYA SABHA**

1. Shri M. Venkaiah Naidu — *Chairman*
- <sup>^</sup>2. Vacant
- <sup>†</sup>3. Shri Santiuse Kujur
4. Shri Janardan Dwivedi
5. Shri Rajiv Pratap Rudy
6. Shri Satish Chandra Misra
7. Shri Prasanta Chatterjee
- <sup>#</sup>8. Vacant
- <sup>\*</sup>9. Vacant
- <sup>%</sup>10. Dr. V. Maitreyan

**LOK SABHA**

11. Shri Anandrao Adsul
12. Shri L.K. Advani
13. Dr. Shafiqur Rahman Barq
14. Shri E. T. Mohammed Basheer
15. Shri Avtar Singh Bhadana
- <sup>\*</sup>16. Shri Pawan Kumar Bansal
17. Dr. Kakoli Ghosh Dastidar
18. Shri Ramen Deka
19. Shri Sandeep Dikshit
20. Shri Naveen Jindal
21. Shri Aaron Rashid J.M.
22. Shri Datta Meghe
23. Shri Lalubhai Babubhai Patel
24. Shri Sanjay Dina Patil
25. Shri Lalu Prasad
26. Shri Rathod Ramesh
27. Shri Hamdulla Sayeed
28. Shri Neeraj Shekhar
29. Shri Navjot Singh Siddhu
30. Shri Ravneet Singh
31. Shri Dinesh Chandra Yadav

**SECRETARIAT**

Shri P.P.K. Ramacharyulu, *Joint Secretary*  
Shri Vimal Kumar, *Director*  
Shri D.K. Mishra, *Joint Director*  
Shri Bhupendra Bhaskar, *Assistant Director*  
Shri Sanjeev Khokhar, *Assistant Director*  
Shri Anurag Ranjan, *Committee Officer*

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<sup>^</sup> Shri D. Raja, Member, Rajya Sabha nominated *w.e.f.* 28<sup>th</sup> December, 2012 to the Committee on Home Affairs due to the appointment of Shri K. Rahman Khan as Minister of Minority Affairs in Union Cabinet on 28<sup>th</sup> October, 2012 and Shri D. Raja, Member, RS ceased to be Member of the Committee due to expiration of term in Rajya Sabha *w.e.f.* 25<sup>th</sup> July, 2013

<sup>†</sup> Shri Santiuse Kujur, Member, Rajya Sabha nominated *w.e.f.* 7<sup>th</sup> August, 2013 to the Committee on Home Affairs due to the resignation of Shri Rishang Keishing, Member, Rajya Sabha from the Membership of the Committee on Home Affairs *w.e.f.* 22.02.2013.

<sup>#</sup> Shrimati Kanimozhi ceased to be Member of the Committee due to expiration of term in Rajya Sabha *w.e.f.* 25<sup>th</sup> July, 2013

<sup>\*</sup> Due to the Appointment of Shri Tariq Anwar as Minister of State for Agriculture and Food Processing Industries on 28<sup>th</sup> October, 2012.

<sup>%</sup> Dr. V. Maitreyan ceased to be Member of the Committee due to expiration of term in Rajya Sabha *w.e.f.* 25<sup>th</sup> July, 2013 and Dr. V. Maitreyan, MP, Rajya Sabha was re-nominated to the Committee *w.e.f.* 27<sup>th</sup> July, 2013.

<sup>\*</sup> Shri Pawan Kumar Bansal, MP, Lok Sabha nominated *w.e.f.* 7<sup>th</sup> August, 2013 to the Committee on Home Affairs due to the Appointment of Shrimati Santosh Chowdhary as Minister of State for Health and Family Welfare *w.e.f.* 17<sup>th</sup> June, 2013.

COMPOSITION OF THE COMMITTEE  
(re-constituted *w.e.f.* 31<sup>st</sup> August, 2013)

**RAJYA SABHA**

1. Shri M. Venkaiah Naidu — *Chairman*
2. Shri Prasanta Chatterjee
3. Shrimati Vandana Chavan
4. Shri Janardan Dwivedi
5. Shrimati Kanimozhi
6. Shri Santiuse Kujur
7. Dr. V. Maitreyan
8. Shri Satish Chandra Misra
9. Shri D. Raja
10. Shri Rajiv Pratap Rudy

**LOK SABHA**

11. Shri Anandrao Adsul
12. Shri L.K. Advani
13. Shri Pawan Kumar Bansal
14. Dr. Shafiqur Rahman Barq
15. Shri E. T. Mohammed Basheer
16. Shri Avtar Singh Bhadana
17. Dr. Kakoli Ghosh Dastidar
18. Shri Ramen Deka
19. Shri Sandeep Dikshit
20. Shri Naveen Jindal
21. Shri Aaron Rashid J.M.
22. Shri Datta Meghe
23. Shri Lalubhai Babubhai Patel
24. Shri Sanjay Dina Patil
- \*25. Vacant
26. Shri Rathod Ramesh
27. Shri Hamdulla Sayeed
28. Shri Neeraj Shekhar
29. Shri Navjot Singh Sidhu
30. Shri Ravneet Singh
31. Shri Dinesh Chandra Yadav

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\* Consequent upon disqualification of Shri Lalu Prasad Yadav from the Membership of Lok Sabha *w.e.f.* 30<sup>th</sup> September, 2013 in terms of the provisions of Article 102(1)(e) of the Constitution of India read with Section 8 of the Representation of the People Act, 1951, he ceases to be a Member of the Committee.



**SECRETARIAT**

Shri P.P.K. Ramacharyulu, *Joint Secretary*

Shri Vimal Kumar, *Director*

Shri D.K. Mishra, *Joint Director*

Shri Bhupendra Bhaskar, *Assistant Director*

Shri Sanjeev Khokhar, *Assistant Director*

Shri Anurag Ranjan, *Committee Officer*

## PREFACE

I, the Chairman of the Department-related Parliamentary Standing Committee on Home Affairs, having been authorized by the Committee to submit the Report on its behalf, do hereby present this One Hundred Seventy-seventh Report on Coastal Security Scheme.

2. The erstwhile Committee, in its sitting held on 11<sup>th</sup> May, 2011, identified the subject for detailed study. The Committee sought written comments of all the concerned coastal State Governments and UTs in this regard and all the coastal States/UTs except the State of Maharashtra furnished the same. The comments of the States were forwarded to the Ministry of Home Affairs for response, which were also considered by the Committee.

2.1 The erstwhile Committee also visited Tamil Nadu and Andhra Pradesh to study Coastal Security set-up in the States. The Committee held meetings and visited certain marine police stations which were set up and had discussions with the Coast Guard, the State Police and also with the District Administration in that regard.

3. The Committee, in its sitting held on 9<sup>th</sup> and 29<sup>th</sup> October, 2013 heard the Home Secretary and other representatives of the Ministry along with concerned officials of other Ministries/Departments. The Home Secretary made a presentation on the main features of Phase-I and Phase-II of the Coastal Security Scheme and the experience gained in the implementation of the Scheme indicating the budgetary provisions and the future requirements.

4. The Committee has made use of the following documents in preparing the Report:—

- (i) Annual Reports 2012-13 of the Ministry of Home Affairs;
- (ii) Background Note furnished by the Ministry;
- (iii) Presentations made by Home Secretary and other officials;
- (v) Proceedings of the meetings of the Committee;
- (vi) Replies to the queries raised by the Members during the Committee's meetings;
- (vii) Replies to the comments/suggestions made by Governments of Coastal States/UTs as furnished by the Ministry of Home Affairs.

6. The Committee in its sitting held on 7<sup>th</sup> January, 2014 considered and adopted the Report.

7. The observations and conclusions of the Committee have been given at respective narrative part of the Report in bold letters. However, for the sake of convenience, the observations and recommendations of the Committee have been arranged at a glance in chapter-IV.

NEW DELHI;  
7<sup>th</sup> January, 2014

M. VENKAIAH NAIDU  
*Chairman,*  
*Department-related Parliamentary*  
*Standing Committee on Home Affairs*

## ACRONYMS

ACSOCs	Area Coastal Security Operation Centers
AIS	Automatic Identification System
CPS	Coastal Police Stations
CSS	Coastal Security Scheme
DGLL	Directorate General of Light Houses and Light Ships
ECIL	Electronics Corporation of India Limited
EEZ	Exclusive Economic Zone
ETA	Expected Time of Arrival
FIC	Fast Interceptor Crafts
GRSE	Garden Reach Shipbuilders Engineers Limited
GRSE	Garden Reach Shipping and Engineering Ltd.
GSL	Goa Shipyard Ltd.
IMBL	International Maritime Border Line
JCP	Joint Coastal Patrol
LRIT	Long Range Identification and Tracking
MPTI	Marine Police Training Institutes
MPOC	Marine Police Operational Centers
MSS	Mobile Satellite Services
MPS	Marine Police Stations
MMD	Mercantile Marine Department
MoPN&G	Ministry of Petroleum and Natural Gas
NAIS	National Automatic Identification System
NMDA	National Maritime Domain Awareness
NCSMCS	National Committee for Strengthening Maritime and Coastal Security
OJT	On Job Training
ODAG	Offshore Defence Advisory Group

RIB	Rigid Inflatable Boats
RGI	Registrar General of India
RFID	Radio Frequency Identification Device
SOP	Standard Operating Procedures
SMB	State Maritime Boards
RCSOC	Regional Coastal Security Operation Centers
RFID	Radio Frequency Identification Device
SCSOC	State Coastal Security Operation Centers
SPM	Single Point Moorings
SPB	Sagar Prahari Bal
VATMS	Vessel and Air-Traffic Management System
VTMS	Vessel Traffic Management System



## REPORT

### CHAPTER-I

#### 1.0 Background

1.0.1 India has a coastline of 7516.60 km. bordering the mainland and islands with Bay of Bengal in the East, Indian Ocean on the South and 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 and Diu, Lakshadweep, Puducherry and Andaman and Nicobar Islands situated on the coast. The length of coastline including islands in these States and UTs is given in the following table:–

Sl. No.	State/UT	Length (in kms.)
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 and Diu	42.50
11.	Lakshadweep	132.00
12.	Puducherry	47.60
13.	Andaman and Nicobar Islands	1992.00
TOTAL		7516.60

#### 1.1 Maritime and Coastal Security set-up

1.1.1 The Ministry in its background note informed the Committee that the jurisdiction of Coastal Police extends upto 12 nautical miles in the sea (territorial waters) and that of Coast Guard extends from the baseline to the limits of the Exclusive Economic Zone (EEZ), i.e., from 0 to 200 nautical miles in the sea. The area beyond 200 nautical miles (High Seas) falls within the jurisdiction of Indian Navy. A three tier Coastal security ring all along the coast is provided by Marine Police, Indian Coast Guard and Indian Navy as per the following scheme of arrangement.

- The Indian Navy has been designated as the authority responsible for overall maritime security, which includes coastal security and offshore security.

- The Coast Guard has been mandated to secure India's interests in all its maritime zones under the Coast Guard Act, 1978. The Indian Coast Guard has also been additionally designated as the authority responsible for coastal security in territorial waters including areas to be patrolled by the Coastal Police.
- The Director General Coast Guard has been designated as Commander Coastal Command and will be responsible for overall coordination between Central and State agencies in all matters relating to coastal security.
- The Coast Guard has been nominated to function as Lead Intelligence Agency for the coast to provide institutional arrangements for coordination and sharing of intelligence among various agencies operating on the Coast.

## 1.2 Mechanisms for addressing coastal security issues.

### 1.2.1 National Committee for Strengthening Maritime and Coastal Security (NCSMCS) against threats from the sea:

1.2.1.1 With a view to ensure timely implementation of various decisions taken by the Government in respect of coastal security of the country and to ensure effective coordination among various Central Ministries and agencies and the coastal State Government/UTs, a 'National Committee for Strengthening Maritime and Coastal Security (NCSMCS) against threats from the sea' has been constituted by the Cabinet Secretariat in the month of August, 2009, under the Chairmanship of Cabinet Secretary. Eight (8) meetings of the Committee have so far been convened, the last meeting was held on 6th September, 2013.

### 1.2.2 Steering Committee Meeting

1.2.2.1 An Inter-Ministerial Steering Committee with members from the coastal States/UTs has been constituted for review of coastal security in MHA under the Chairmanship of Secretary (BM), which held its first meeting on 26.09.2013.

## 1.3 Overall coordination between Central and State Agencies for coastal security

1.3.1 The Ministry has further informed that the Coast Guard has been specifically tasked to evoke Standard Operating Procedures (SOPs) in close consultation with all the stakeholders, so as to develop coordination and assist in unhindered flow of information amongst the agencies.

1.3.2 The coastal security exercises are conducted by the Coast Guard with the coastal States/UTs biannually and SOPs are validated during the conduct of these exercises. Post-exercises, debrief chaired by the Chief Secretaries/Administrators of coastal States/UTs are organized which are attended by all the stake-holders. Lessons learnt are deliberated and communicated to all stake-holders. Since 2009, a total of 85 coastal security exercises have been conducted by the Coast Guard till date.

1.3.3 Joint Coastal Patrol (JCP) with marine police and Customs have been institutionalized and are being undertaken especially in Gujarat area. Further, based on intelligence inputs, Coastal Security operations are also being conducted and participated by the Coast Guard. Since 2009, a total of 87 coastal security operations have been conducted.

1.3.4 In addition, Indian Coast Guard has been undertaking community interactions programmes for the fishermen to bring in awareness about safety issue at sea. The community interaction programmes are also conducted to sensitize the fishing community on the prevailing security situation and develop them to be the 'Eyes and Ears' for intelligence gathering. Since 2009, a total of 2288, community interaction programmes have been conducted till date.

1.3.5 The *ab-initio* training of marine police personnel by Coast Guard was started in July, 2006. The training is conducted at 10 Coast Guard DHQs for marine police ranks of ASI Head Constable and below. This training consists of 3 weeks orientation modules and 1 week of On Job Training (OJT) module. So far, 2985 police personnel have been trained by the Indian Coast Guard.

1.3.6 In the background note the Ministry has informed that the responsibilities and communication mode of coastal security has been defined as follows:-

- (a) Regional Coastal Security Operation Centers (RCSOCs) are control centers under respective Coast Guard Regional Commander. All inputs related to coastal security operations/exercises are analyzed at this centre for coordination amongst all agencies involved in coastal security within territorial waters.
- (b) State Coastal Security Operation Centers (SCSOCs) are control centers under respective Coast Guard District Commander. All inputs related to coastal security operations/exercises received from the Area Coastal Security Operation Centers (ACSOCs) for the entire District under the Coast Guard District Commander are analyzed at this centre for coordination amongst the agencies at district level. The information is shared with Regional Coastal Security Operation Centers (RCSOCs).
- (c) Area Coastal Security Operation Centers (ACSOCs) are the control centers under respective Coast Guard Station Commander for acting as linkage at local level for hub and spoke concept of coordination. All inputs related to coastal security operations/exercises are analyzed at this Centre for coordination amongst the agencies at local level. The information is shared with State Coastal Security Operation Centres (SCSOCs).
- (d) District Control Room: These are the Control Rooms established at each of the coastal district of the coastal State under respective District Magistrate/Collector for acting as linkage at local level with State agencies and the Indian Coast Guard. The information from the District Control Room is shared with State Control Room and the nearest Area Coastal Security Operation Centers (ACSOCs).
- (e) State Control Room: These are the operation centers established by coastal State Government and Administration of Island territories. The information available with the State Control Room are to be shared with District Control and Regional Coastal Security Operation Centres (RCSOCs).

#### 1.4 Coastal Security Scheme

1.4.1 The Coastal Security Scheme has the objective of strengthening infrastructure of Marine Police Force for patrolling and surveillance of coastal areas, particularly shallow areas close to the coast.

1.4.2 The Ministry has informed that the Coastal Security Scheme (Phase-I), based on the Perspective Plans prepared by the coastal States/UTs, was implemented from 2005-06 with an initial outlay of ₹ 551 crores (₹ 400 crore non-recurring and ₹ 151 crore recurring) over a period of 5 years. Subsequently, the Scheme was extended by 1 year upto March, 2011 with an additional non-recurring outlay of ₹ 95 crores, thereby taking the final outlay to ₹ 646 crores. Under the Scheme, coastal States/UTs were provided with 73 coastal police stations, 97 check posts, 58 outposts, 30 barracks, 204 interceptor boats, 153 jeeps and 312 motor cycles. The Coast Guard stations function as hubs and the coastal police stations as spokes. The implementation of the Scheme has been completed. Garden Reach Shipping and Engineering Ltd. (GRSE), Kolkata provides AMC/repair services to 88 interceptor boats provided to the States/UTs on the Eastern Coast and Goa Shipyard Ltd. provides AMC/repair service to 116 interceptor boats supplied to Western Coastal States/UTs. **(States/UT- wise components are at Annexure-I)**



1.4.3 The Coastal Security Scheme (Phase-II) has been formulated in the context of the fast changing coastal security scenario subsequent to the Mumbai incidents on 26/11 and followed by a vulnerability/gap analysis carried out by concerned States/UTs for strengthening coastal security infrastructure. Currently, Phase-II of the Coastal Security Scheme is under implementation *w.e.f.* 1st April, 2011 for a period of 5 years with an outlay of ₹1580 crores. Under the 2nd Phase, the coastal States/UTs will be provided with 131 Marines Police Stations, 60 jetties, 10 Marine Operation Centers, 150 boats (12 Tons), 10 boats (5 Tons), 20 (19 Mts. ) boats, 35 RIBs (Rigid Inflatable Boats), 10 large vessels (Andaman and Nicobar Islands), 131 four wheelers and 242 motorcycles. **(Coastal States/UT-wise components are at Annexure-II).**

1.4.4 Under the Coastal Security Scheme (Phase-I and Phase-II), manpower is to be provided by the concerned coastal States/UTs. Government of India provides assistance for training.

## 1.5 Budgetary Allocation

1.5.1 In 2013-14, ₹150 crores have been earmarked and for 2014-15, ₹150 crores have been proposed for the Coastal Security Scheme. Further provision would be made depending on the requirements.

1.5.2 Ministry of Home Affairs has informed that it is in the process of procuring 150 (12 Ton) boats for all coastal States/UTs, except Tamil Nadu. In addition, 10 large vessels for A&N Islands, 20 (19 mtr) boats for Tamil Nadu, 10 (5 Ton) boats for Gujarat, and 35 Rigid Inflatable Boats (RIBs) for A&N Islands and Lakshadweep are also being procured. Funds may be required at the time of delivery of these boats/vessels, for which sufficient budgetary provision has been made with the approval of the Ministry of Finance and the Planning Commission.

1.5.3 It has further informed that Under Coastal Security Scheme (Phase-II), a total amount of ₹101.29 crores has been released to the coastal States/UTs for construction of Coastal Police Stations, Jetties, procurement of four wheelers, two wheelers and equipments for CPS. A statement showing the State/UT-wise release of funds is enclosed **(Annexure-III).**

## 1.6 Steering Committee to oversee the implementation of the coastal security scheme

1.6.1 Ministry of Home Affairs has constituted a Steering Committee at the level of Secretary (Border Management), to oversee the implementation of the coastal security scheme and also to ensure better coordination among the various stakeholders. In the Steering Committee meeting held on 26.09.2013, the progress of each State/UT was reviewed and these States/UTs have advised to expedite completion of the coastal police stations as well as jetties and also purchase of vehicles and equipments in time-bound manner.

1.6.2 The Ministry of Home Affairs has informed that in the Ministry of Home Affairs, there is a mechanism of Annual Action Plan by which Annual Targets are fixed at the beginning of financial year for achievement and the same is monitored on quarterly basis by the Home Secretary. In the case of Coastal Security Scheme (Phase-II) also, an Annual Action Plan is in place where the progress is closely monitored and necessary follow up actions are taken for achieving the set target.

## 1.7 Various provisions/facilities envisaged for enhancing coastal security

### 1.7.1 Construction of Jetties

1.7.1.1 The Ministry of Home Affairs has informed the Committee that the following provisions/facilities have been envisaged for enhancing coastal security.

1.7.1.2 The Coastal Security Scheme (Phase-II), provides for construction of 60 jetties in the coastal States/UTs each at a cost of ₹50 lakhs. Though the States/UTs have identified the land/site for construction of Jetties, the desired progress could not be made due to land acquisition issues. Further, the coastal States/UTs have requested for enhancement of this grant, as the amount provided is insufficient for construction of jetties. The States/UTs have been advised to strategically relocate the jetties in proximity of the exiting fishing harbors which would, *inter alia*, (a) avoid delay in land acquisition (b) cut down the costs and (c) address dredging problems.

### 1.8 Setting up of Marine Police Training Institutes (MPTIs)

1.8.1 It has been proposed to establish two Marine Police Training Institute (MPTIs) one each on the East Coast and the West Coast. For establishing MPTI, land admeasuring 250 acres with water-front along with connectivity to big town/city is to be provided free of cost by Coastal States/UTs. A Committee has been constituted under the chairmanship of JS(BM) which includes Members from BPR&D, Navy and Coast Guard for inspecting the sites offered by the coastal States/UTs. In the case of West Coast, Gujarat and Maharashtra have offered the requisite land. In the case of East Coast, the Government of Andhra Pradesh has offered the necessary land.

### 1.9 NPR/Fisherman ID Cards

1.9.1 There are two types of cards, viz. NPR ID Cards issued by the Registrar General of India (RGI) for Coastal village population and Fisherman Cards issued to the Fishermen by the Union D/o Animal Husbandry Dairying and Fisheries. RGI has captured biometric details of 67,50,519 persons of age 18 years and above, and distributed 65,72,523 NPR ID cards. D/o Animal Husbandry Dairying and Fisheries has produced and delivered 11,18,817 fishermen ID cards till date.

### 1.10 Registration of Vessels/Boats

1.10.1 It was decided in June, 2009 to have a uniform registration of fishing vessels of less than 20 meter overall lengths. The uniform registration is done under Merchant Shipping Act, 1958 by the States/UTs. A total of 1,86,104 fishing vessels have been registered under the new on-line registration system.

### 1.11 Tracking System (transponders) for Boats

- (a) For boats less than 20 meters, RFID (Radio Frequency Identification Device) and MSS (Mobile Satellite Services) is being planned, after pilot study by Navy.
- (b) M/o Shipping is also conducting a pilot study on fitting Automatic Identification System (Proprietary Transponder) [AIS(O)] on the fishing vessels of less than 20 meters.
- (c) DG, Shipping has issued two circulars to ensure installation of Automatic Identification System (AIS) Type B transponders in all types of vessels including fishing vessels of above 20 metres in length.

### 1.12 Constitution of State Maritime Boards (SMBs)

1.12.1 Tamil Nadu, Gujarat and Maharashtra have constituted SMBs. Puducherry has constituted Maritime Security Committee and Daman and Diu has constituted Maritime Advisory Committee. Governments of Karnataka, Kerala, AP, Goa and UTs of A&N Islands and Lakshadweep have been advised to constitute SMBs, at the earliest. As there is no minor or private port in the State of West Bengal, Government of West Bengal is of the view that there is no need for setting up of SMB.

## CHAPTER-II

### ISSUES/CONCERNS OF COASTAL STATES/UTs REGARDING COASTAL SECURITY

2.0 The Committee in order to get a feel of ground realities requested the coastal States and UTs to send their comments on coastal security situation and implementation of coastal security scheme in their respective States/UTs. All the coastal States/UTs except the State of Maharashtra have sent their comments. The same were forwarded to the Ministry of Home Affairs for replies. The Comments from the State Government of Maharashtra were not received inspite of the request made by the Committee and reminders sent in this regard. The present chapter deals with the issues/problems/handicaps specific to the concerned States/UTs and replies of the Ministry of Home Affairs and other concerned Union Ministries. Issues common to the coastal States and UTs are discussed in chapter III. The recommendations of the Committee are also made in succeeding paragraphs.

#### 2.1 Gujarat

2.1.1 Gujarat coast is highly sensitive due to its close proximity to a very vulnerable part of International Maritime Border Line (IMBL). The Existing patrolling scheme consists of patrolling through 5 Ton and 12 Ton boats supplied to the marine police stations. The strategy is that the 'brown waters' are looked after by the police and coast guard and the "blue waters" are the responsibility of the Navy. This is supplemented by vehicular patrolling along sensitive land routes in the hinterland. Coastal Outposts and check posts have been established in the hinterland and watch is maintained on the vulnerable points of the coastline.

#### 2.1.2 Concern of the State on multifarious coastal security problems

2.1.2.1 Gujarat coast due to its multifarious problems requires many more assets to be put up in place. According to the Gujarat Government, considering the diverse nature of the coast, the coastal strategy needs to be customized and a 'one size fits all' may not achieve desired ends. The number of boats needs to be augmented.

2.1.2.2 The Coastal Security Scheme (Phase-I) was formulated based on the Perspective Plan prepared by the coastal States/UTs. Under Phase-I, Gujarat was sanctioned 10 coastal police stations, 25 Check-posts, 46 Outposts, 30 interceptor boats - 20 (12 Tons) and 10 (5 Tons), 20 Jeeps and 101 Motor Cycles. A lump sum financial assistance of Rs.10 lakh per coastal police stations was also provided for purchase of computer and other equipments.

2.1.2.3 The Coastal Security Scheme (Phase-II) which is currently under implementation has been formulated on the basis of vulnerability/gap analysis carried out by coastal States/UTs in the context of fast changing coastal security scenario post 26/11. Under Phase-II, additional infrastructural requirements are provided for strengthening the coastal security structure of the States/UTs. Under this, Gujarat has been sanctioned 12 coastal police stations, 5 jetties, 31 boats - 21 (12 Ton) and 10 (5 Ton), 12 four-wheelers and 24 motor cycles. ₹15 lakh per coastal police station has also been provided for purchase of surveillance equipments, computer systems etc. The specifications of the 10 (5 Ton) boats have been modified as per the request of the State Government and also to suit the marine operational requirements.

2.1.2.4 Further, the Ministry has released the eligible amount of ₹11.04 crores for implementation of the above components of the Scheme (except boats). The boats/vessels are centrally procured by MHA.

**2.1.3 The Committee agrees that Gujarat coast is highly sensitive due to its close proximity to a very vulnerable part of International Maritime Border Line (IMBL).The Committee is in agreement with the State Government that it needs more funds and infrastructure to improve and strengthen coastal security preparedness. The Committee recommends that under the Coastal Security Scheme (Phase-II), all the infrastructural and logistical gaps in the coastal security apparatus of the State should be filled in view of its vulnerability due to hostile atmosphere in the coastal area of Gujarat. Necessity of additional funds may be considered after discussing with State Government.**

#### **2.1.4 Role of Mercantile Marine Department**

2.1.4.1 The State Government has informed that the Mercantile Marine Department (MMD) under the Ministry of Shipping does not provide inputs on national security matters. The State Government feels that this regulatory body should be pro-active on issues related to benami investment in ship-building, under-valuation of investment etc. It also needs to be more responsive to requests from agencies dealing with national issues.

2.1.4.2 Responding to the issue, Ministry of Shipping has informed that the mandate of MMD is to check the technical aspects and seaworthiness of the vessels registered under Merchant Shipping Act and MMD will not be in a position to bring out investment details.

**2.1.5 The Committee is of the opinion that the issues raised by the State Government regarding non-availability of inputs on national security matters and regulation of benami investment are worth noting and deserve attention. The Committee feels that if the Ministry of Shipping is not the relevant agency then the concerned agency be it Ministry of Home Affairs or any other agency should provide necessary inputs to the State Government. Ministry of Home Affairs may look into this matter.**

#### **2.1.6 Involvement of Directorate General of Light Houses and Light Ships (DGLL)**

2.1.6.1 The State Government has suggested that the Directorate General of Light Houses and Light Ships (DGLL) functioning under the Ministry of Shipping should be involved in a more creative and purposeful manner in the maritime security affairs.

2.1.6.2 Ministry of Shipping has informed that DGLL, under the Ministry of Shipping, is responsible for provisions and maintenance of Aids to Marine Navigation. The facilities provided along the Coast of Gujarat includes 42 Lighthouses, 19 Radar Beacons (Racons), 4 DGPS, 2 Deep Sea water channels, 1 Vessel Traffic Service for the Gulf of Kutch which sufficiently meet the navigation safety needs of Gujarat waters.

2.1.6.3 It has also informed that DGLL is fully involved in setting up of Coastal Surveillance System in a purposeful and creative way since early 2000. DGLL has established National Automatic Identification System (AIS) Network which is capable of tracking suitably equipped vessel of 300 GRT and above and also those vessels which are equipped with class B AIS Transponder as per DG (Shipping) Notice. NAIS is an efficient tool for Coastal Surveillance which is presently used by security agencies.

2.1.6.4 It has further informed that DGLL has also taken up the Pilot Project for sub 20 m vessels. When successfully and efficiently implemented, all the vessels plying in territorial waters

and up to a distance of 50 kms. shall be tracked. DGLL can also take up any further technology driven work need for the coastal security.

**2.1.7 The Committee, notwithstanding the reply of the Ministry, desires that the concern of the State Government may appropriately be addressed. Secretary, Shipping may hold a meeting in the matter.**

#### **2.1.8 Security issue of Ship-breaking industry**

2.1.8.1 The State Government has informed that several issues relating to the security issues of Alang ship-breaking yard have been raised by several security agencies from time to time. Several of these issues are in the policy domain. Still, there is no response from Steel Ministry.

2.1.8.2 The Ministry of Steel has replied that in pursuance of the order dated 6th September, 2007 of the Supreme Court of India in CWP No.657 of 1995, Ministry of Steel has notified a Ship-breaking Code on 23.3.2013 for regulating ship-breaking ship-recycling. As per the provisions of the ship-breaking code, the following measures are prescribed for ensuring security: (i) The ships coming for breaking are inspected by personnel of Navy, Customs, Port Authority and other agencies before granting permission for anchoring of ships, (ii) with regard to security related aspects, the State Maritime Board (SMB)/Port Authority issues orders in consultation with Navy and Coast Guard; (iii) a record of ships reporting for breaking along with the nature and details of ship is maintained by the State Maritime Board/Port Authority, shall be provided to the Navy and Coast Guard, as soon as their expected time of arrival (ETA) is received; (iv) photographic record of all ships reporting for recycling shall be maintained by the SMB and provided to the Navy and Coast; (v) the details of arrival and departure of the crew, in particular, the foreign crew members are to be reported to the concerned naval authority prior to the arrival and departure; and (vi) a monthly security and intelligence meeting shall be conducted by each Port Authority/SMB by calling representatives from local police, IB, Coast Guard and Navy.

2.1.8.3 The Ministry has further stated that steel is a de-regulated sector. Ship-breaking Yards fall in the category of “Factories” covered under the Factories Act, 1948, which is administered by the Ministry of Labour and Employment, Government of India/State Governments. Hence, the Ministry of Steel has no legal authority to supervise or control any private steel factory. However, the Ministry of Steel plays a facilitative role to ensure growth and development of steel industry.

#### **2.1.9 Security of off-shore oil installations**

2.1.9.1 The State Government has further observed that similar disconnect with national security issues is seen in the case of M/o PN&G. It has, therefore, suggested that greater engagement with law enforcement agencies is required.

2.1.9.2 The Ministry of Petroleum and Natural Gas (M/o P&NG) has replied that it is primarily responsible for ensuring security of Off-shore Oil installations, including security of Single Point Moorings (SPMs) falling in the coastal areas. The Ministry works in close coordination with all the operators as well as the Indian Navy/Coast Guard. Meetings of Offshore Defence Advisory Group (ODAG) and On-shore Security Coordination Committee are held at regular intervals in which various stake-holders, including the State DGP participate.

2.1.9.3 The Ministry of Petroleum and Natural Gas has installed VATMS (Vessel and Air-Traffic Management System) in Western Coast and also procured 23 ISVs which are in the process of being commissioned.

**2.1.10 It appears that the Ministry of Home Affairs is not aware of the issue. The Committee recommends that the Ministry of Home Affairs may look into the security concerns expressed by the State Government. The Committee recommends that the**

**Ministries of Home, Shipping, Steel and Petroleum and Natural Gas should hold a meeting with the State Government of Gujarat to understand the missing link and find suitable ways to address its concerns.**

**2.1.11 Integration of visual imagery from aerial surveillance and satellite imagery**

2.1.11.1 The State Government has suggested that there is a need to integrate visual imagery from aerial surveillance platform and satellite imagery.

2.1.11.2 The Ministry of Defence has replied that the National Maritime Domain Awareness (NMDA) project which is presently under consideration, envisages development of common operational picture of all maritime activities in the seas around India, based upon sources such as radars, Automatic Identification System (AIS), Long Range Identification and Tracking (LRIT), Vessel Traffic Management System (VTMS), Vessel and Air Traffic Management System (VATMS), Coastal Surveillance Network, Fishing Vessel Registration data base, Fisherman Biometric ID data base, Pre-arrival Notices, Port Community System and MAC/SMAC data bases.

**2.1.12 The Committee recommends that the National Maritime Domain Awareness (NMDA) project, which envisages development of common operational picture of all maritime activities in the seas around India based upon various sources, should be finalized at the earliest. The Committee hopes once the NMDA is established it will provide one stop solution for providing satellite imagery for Surveillance purposes. This will be useful for all coastal States and not just Gujarat.**

**2.1.13 Calibration of VTMS to the security needs**

2.1.13.1 The State Government has further suggested that there is a need to mesh commercial navigation system like VTMS (Vessel Traffic Management System) with the coastal security control rooms and calibrate the VTMS to the security needs.

2.1.13.2 The Ministry of Shipping has explained that VTMS System, Gulf of Kutch maintained by Director General of Light House and Light Ships (DGLL), is already linked to Coast Guard authorities at Jakhau and Okha and Naval authorities at Okha. Similarly, VTMS system established by Gujarat Maritime Board is under PPP mode for Gulf of Kutch and is linked to Naval/Coast Guard authorities at Gandhidham. Further VTMS information can be shared by the concerned State agencies from the Coast Guard/Navy.

**2.1.14 The Committee recommends that the request of the State Government may be considered.**

**2.1.15 Deliberate Oil spills by insurgents**

2.1.15.1 The State Government has also expressed its fear regarding deliberate oil spills by insurgents for creating fire hazards for destruction of ships and port properties. It is of the opinion that funds from MHA should be earmarked for creating oil-spill combating centers with equipment as required by coast guard.

2.1.15.2 Ministry of Shipping has informed that Oil pollution cess @ 50 paise per MT is being collected and the Ministry is preparing a scheme for assisting Major and non-Major Ports from this fund to procure equipment and dispersants to combat oil spill.

**2.1.16 The Committee recommends that the scheme may be prepared at the earliest. It also feels that the Ministry should address the fears expressed by the State Government of deliberate oil spills by insurgents, for creating fire hazards for destruction of ships and port properties, by procuring equipment and dispersants to combat oil spill. This issue concerns all the coastal States.**

### **2.1.17 Requirement of equipments for meeting ISPS Audit**

2.1.17.1 The State Government has stated that ISPS requires enhancement of various equipment like radio-active screening etc. which drain out major funds. This should be taken up under financial assistance through MHA.

2.1.17.2 Ministry of Shipping has informed that DG (Shipping) is conducting regular audit of ISPS in the major ports. Radioactive material scanners are being installed in all major ports by M/s ECIL at port entry and exit gates. The equipment have been received and installation is in progress.

**2.1.18 The Committee recommends that Radio-active material scanners should be installed at all entry/exit points of all major ports in all the coastal States.**

2.1.19 The State Government has also suggested that there is a need to chalk out programme to impart basic skills to the fishermen in intelligence gathering, so that they can be cultivated as effective informers. Government of Gujarat has conducted fishermen awareness programme benefitting 15,000 fishermen. With 1.4 lakh fishermen in the State, it is necessary that the Government of India must provide financial assistance in order to enable 100% coverage of fishermen by the training and to make this programme continuous.

**2.1.20 The Committee agrees with the State Government and is of the opinion that fishermen can be a rich source of intelligence and can definitely be cultivated as effective informers. The Central government should device a programme for imparting basic skills in intelligence gathering to the fishermen through out the country in all coastal States.**

2.1.21 The State Government has informed that Government of India provides ₹50 lakhs for construction of a jetty which is insufficient and needs to be revised suitably if the jetties are to be constructed on a permanent and sustainable basis. The five jetties sanctioned in Phase-II are insufficient to anchor the 61 boats (including 30 Phase-II boats). As per expert opinion, the cost of jetties will be approximately ₹5 crore and the GOI must consider increasing the amount to ₹ 5 crore as well as the number of jetties.

2.1.22 The Ministry of Home Affairs has informed that recently, the States/UTs raised the issue of inadequate financial support (₹ 50 lakhs per jetty) being provided under Coastal Security Scheme during the meeting of the Steering Committee for Review of Coastal Security held on 26.9.2013. Construction cost of jetties would be dependent on various factors, including length of jetty which is determined by the types of boats to be berthed and its location. It was decided that the States/UTs will review the physical dimension of the jetties based on local conditions and requirements and will examine to relocate the Jetties adjacent to the fishing harbours to avoid land acquisition requirements, and to save costs on requirement of dredging. The coastal States/UTs have promised to send a report to MHA on the above issues by November, 2013, so that the issue of inadequate financial support is examined by MHA with the help of experts.

**2.1.23 The Committee recommends that all coastal States/UTs should send their reports on construction of jetties to the Ministry of Home Affairs so that their requirements of funds for construction of jetties may be looked into as per local conditions. It is also of the opinion that if the funds are found inadequate they may be suitably enhanced according to the requirements of concerned States/UTs.**

## **2.2 Goa**

2.2.1 Goa is a small State with a coastline of 105 kms. The State Government has informed that the infrastructure provided by the MHA in two Phases of Coastal Security is felt adequate to meet with the objectives of formation of Coastal Security Scheme *i.e.* to the strengthening

infrastructure for patrolling and surveillance for coastal areas, particularly shallow areas close to the coast, which hereto, have remained largely un-policed.

2.2.2 The Ministry of Home Affairs has explained that as regards implementation of Coastal Security Scheme (Phase-I) is concerned, the procurement of 10 Rigid Inflatable Boats (RIBs) is yet to be completed by the Government of Goa despite release of ₹20 lakhs for the same. The Government of Goa has informed that despite floating of tenders 4 times viz. on 10.8.2007, 7.9.2010, 30.10.2012 and 2.4.2013, the tendering process could not be completed because of reasons like bids were not as per specifications as laid down in tender documents or single tender situations. The Government of Goa is now going for a fresh tender.

**2.2.3 The Committee is not happy to note that procurement under phase I was not completed. The Ministry may impress upon the State Government to complete the process at the earliest. This brooks no further delay.**

#### 2.2.4 Coastal Security-multi agency responsibility and surveillance

2.2.4.1 The State Government has observed that Coastal Security is a multi agency responsibility. Indian Coast Guard is the principal agency for maintaining security in the maritime zones whose responsibility is to coordinate amongst the various stakeholders and to check the preparedness and validation of the procedure towards Coastal Security. It has further underlined that some of the issues already on the India's Coastal Security plan particularly installation of Coastal Radar surveillance network, a chain of automatic identification system, setting up of Maritime Board by the States needed to be taken off, at earliest.

2.2.4.2 The Ministry has commented that Navy is taking up RFID (Radio Frequency Identification Device) and MSS (Mobile Satellite Services) as pilot projects for boats less than 20 mtrs. As regards MSS, the study will start in the monsoon of 2014 in Porbhandar. For RFID, the pilot study will be conducted in Bombay.

2.2.4.3 As regards Automatic Identification System (Proprietary Transponder) AIS(P) in fishing vessels of less than 20 meters, Director General of Light House and Light Ships under the Ministry of Shipping, proposes to conduct pilot study initially using 1000 transponders in the fishing vessels along the Gujarat coast.

**2.2.5 The Committee recommends that pilot projects for RFID, MSS and AIS(P) may be undertaken so as to ascertain their feasibility for implementation and the same should be completed at the earliest so that a final view may be taken in this regard. The Committee of the opinion that such technological interventions are extremely important to improve the logistics of coastal security apparatus and, therefore, should be put into service as soon as the feasibility studies prove positive. The issue was also raised during the Study Visit of the Committee to the Coastal Police Stations in Andhra Pradesh. The Committee is of the opinion that a separate group is needed by including people who work on this subject in the aviation sector in a collaborative effort with the Coast Guard and agencies dealing with satellites and transponders for early implementation.**

#### 2.2.6 Seaworthiness of Boats

2.2.6.1 The State Government has also highlighted that Interceptor Boats allotted under Coastal Security Scheme Phase – I, i.e. 12 Tonnes and 5 Tonnes are not High seaworthy.

2.2.6.2 The Ministry has informed that Goa will be getting 4 (12 Ton) boats under Phase-II of the Scheme. The specifications for above boats have been finalized in consultation with the coastal States/UTs. These boats have endurance range of 200 nautical miles and able to withstand conditions of sea-state 4.



**2.2.7 The Committee however desires that the concern of the State Government may be examined again.**

### **2.3 Karnataka**

2.3.1 The Karnataka Coastal Security police covers three districts *i.e.* Dakshina Kannada, Udupi and Uttara Kannada Districts. The coastline of Karnataka runs in to nearly 320 kms in length stretching from Talapadi in Dakshina Kannada Distt. towards Kerala State, Majali in Uttara Kannada Distt towards Goa State covering territorial water up to 5 NM in sea and 500 meters on shore. Coastal Security police have 5 police stations in three districts. Mangalore CSP Station in DK Distt., Malpe CSP Station in Udupi Distt, Bhatkala CSP Station in Uttara Kannada Dist., Kumta CSP Station in Uttara Kannada Distt, Karwar CSP Station in Uttara Kannada Distt. All the 5 Coastal Police Stations of Phase I have been completed and are functioning.

#### **2.3.2 Preference for professional fishermen in appointments and other issues**

2.3.2.1 The State Government is of the view that present patrolling scheme has to be further strengthened by providing full manpower and equipments like Fibre Reinforced Plastic boat etc. Strength of experienced technical staff for boat patrolling and maintenance is an essential thing. The government also feels that preference for appointment of technical staff may be given to professional fishermen community as they have got knowledge about sea and have got skill in marine activities.

2.3.2.2 The State Government has also informed that in the second phase proposal of another 4 police station ie (1) Hejamadi – Dakshina Kannada District (2) Gangolli – Udupi District (3) Honnavara – Uttara Kannada District (4) Belekeri Ankola Taluk – Uttara Kannada District may be taken up considering the above suggestions.

2.3.2.3 The Ministry of Home Affairs has informed that Under Phase-II, four Coastal Police Stations have been sanctioned for Karnataka. While land is in possession for 3 CPSs, land is being acquired for the 4th CPS. Further, construction work has started in respect of 1 CPS.

2.3.2.4 The State Government has made following suggestions: i) total sanctioned staff to be filled; ii) technical staff strength be provided fully; and iii) the Police Officers and men working in CPS may be given benefit of special life insurance scheme.

2.3.2.5 The State Government has also informed that now Coastal Security Police are using jetties of Fisheries and Port Department to anchor the boats. But some fishermen have raised objections to it. It is difficult for Coastal Security Police to keep vessels safely.

**2.3.4 The Committee feels that it is a ticklish issue. The Ministry of Home Affairs may discuss with State Government and fishermen and solve the problem.**

2.3.5 The State Government has further informed that land for building of police stations and jetties are required for proposed 4 police stations, and jetties for all the 9 police stations. For this purpose other departments have been requested and proposals are under consideration. The Coastal Security Police SP's office is housed in a rented building at Udupi. 2.80 Acres of land has been already proposed in Shivalli village Sy. No.433/1 (i) of Udupi in which Coastal Security Police headquarters and residential buildings for SP, DySP and other officers can be taken up. The State Government has also informed that it has planned to recruit separate staff for the Coastal Security Police and train them adequately in sea-faring. It has also assured that issue of Identity Cards to all fishermen and crews by Fisheries Directorate will be expedited.

2.3.6 **The Committee notes the assurance of the State Government given to the Ministry and desires that the recruitment may be completed at the earliest. Issuing of ID cards may also be completed at the earliest.**

2.3.7 Funds for construction of 4 Coastal Police Stations under phase-II and 2 jetties have been released to State of Karnataka. Manpower for manning boats and Coastal Police Stations are being provided by States/UTs. The salary and perks and other benefits to the coastal police personnel is also being provided by the concerned States/UTs.

2.3.8 The Ministry is of the view that the States have to take necessary steps to sensitize the marine police personnel of their role and responsibility through appropriate training programmes. The expenditure towards training of marine police is being reimbursed by the Government of India. It also advised the State Government that the State marine police force must be raised as a dedicated force without interchangeability with the civil police.

2.3.9 The Committee will discuss common issues relating to training, raising of marine police in the next chapter.

## 2.4 Kerala

### 2.4.1 Provision of Jetties and floating wharfs

2.4.1.1 The State Government has suggested that Jetties may be provided for each of the Coastal Police Stations sanctioned failing which the life of the boats will be affected and the loss due to the premature condemnation would be much more than the expenditure for providing jetties and slipways.

2.4.1.2 It has further suggested that since the identification of space and construction of the jetties may be a problem in some places providing floating wharfs near the respective Coastal Police Stations may be considered.

2.4.2 The Ministry has informed that 4 jetties and 20 boats of 12 Ton have been sanctioned for Kerala under Coastal Security Scheme Phase-II. Decision regarding size, type and design of jetties has been left to the States/UTs with a ceiling of maximum ₹ 50 lakhs for each approved jetty.

2.4.3 **The Committee desires that the suggestion of the State Government for providing wharfs where constructing Jetties is a problem, may be looked into. Even though the decision has been left to the State Government, the Ministry may discuss the issue with the State.**

## 2.5 West Bengal

2.5.1 The State Government has informed that the coastal area in West Bengal extend to 259.50 km and include the Sunderban area bordering Bangladesh. The Coastal area falls within the district of South 24-Parganas and East Medinipur. At present, the six Police Stations approved under Phase-I of the Coastal Security Scheme are functioning and maintain regular surveillance and patrolling along the coast line. These police stations are Fraserganj, Maipith and Sunderban Coastal Police Stations under South 24-Parganas district, Digha Mohana and Talpatighat Coastal Police Stations under Purba Medinipur district and Hemnagar Coastal Police Station under North-24 Parganas district. Apart from this, the Government of India has approved for creation of eight new Coastal Police Stations at Junput, Mandarmoni and Nayachar under East Medinipur district and Diamond Harbour, Harwood Point, Gangasagar, Gobardhanpur and Jharkhali under South 24-Parganas district under Phase-II of the Coastal Security Scheme which is underway.

## 2.5.2 Problems being faced in maintaining Coastal Security

2.5.2.1 The following problems are being faced by the State Government in implementation of the scheme:—

- (a) High cost of POL to run the Interceptor Boats;
- (b) There are no petrol pump dealers in the remote area to supply fuel to the extent of ₹14 lakhs per month on credit basis for each coastal police station;
- (c) Shortage of Technical Manpower to run the boats as response to working in remote areas has not been upto expectation; and
- (d) Paucity of vested land the coastal areas have in initial stages led to problems of allotment of land and delayed construction.

2.5.3 The Ministry of Home Affairs has informed that in phase-II of the Coastal Security Scheme, West Bengal has been sanctioned 7 interceptor boats (12 Ton capacity) and 4 jetties, 8 four wheelers and 16 motor-cycles to augment the resources for coastal security. The Ministry has responded that Fuel charges @ ₹ 5 lakhs per boat per month for 12 tonne boat and ₹ 4 lakhs per boat per month for 5 tonne boats are reimbursed by MHA. It has further stated that manpower for manning boats and coastal Police Stations is being provided by States/UTs. MHA has advised to recruit retired Navy and Coast Guard personnel for this purpose. The Central Government has proposed to establish Marine Police Training Institute, one each on the East and West coast for training marine police personnel.

**2.5.4 The Committee is dissatisfied by the replies given by the Ministry of Home affairs regarding the issues of inadequate technical manpower, maintenance of equipments and high cost of running the interceptor boats. Several States/UTs have similar complaints which need to be seriously looked into by the Central government. The Ministry may examine the concern of the State Government on the high cost of POL. The Committee will deal with technical manpower and maintenance issues in the next chapter.**

## 2.6 Odisha

2.6.1 The State Government has informed that Odisha State has a coastline of 485 kms. Various strategic installations are located on the coast such as Gopalpur Port, IRE, Matikhal and INS, Chilka under Ganjam district, Paradip Port, proposed POSCO project and Oil Refinery Project under Jagatsinghpur district, Dhamara Port, Wheeler Island (DRDO installation) in bhadrak District, ITR and P&EE, Chandipur in Balasore district. In view of lack of water depth in river Hugli, Kolkata Port and its subsidiary port at Haldia are not able to handle large ships. Already there are three major ports in Odisha and eight ports are going to be set up. After completion of these ports, there would be traffic in excess of 200 million tones. In order to have a better watch on the onshore and offshore economic activities, a dedicated Marine Policing System is required in Odisha. In the first phase of Coastal Security Scheme, as many as 5 Marine Police Stations (MPS) have been operationalised and in the 2nd phase additional 13 Marine Police Stations are in process of being set up.

2.6.2 The State Government has further stated that the five Marine Police Stations in Odisha are patrolling the sea line. Each Marine Police Station has been provided with 22 Ex-Navy personnel to operate the boats. Patrolling is being taken up in a continuous manner in conjunction with Coast Guard. Recently Government has made a provision for a separate head of account for provision of funds from State Police Budget for Marine Police Unit. As far as patrolling in the shallow water is concerned, it would be more economical and strategically productive to use hired local boats.

The State Government felt that one 12 Ton boat is adequate to meet the requirements of interception and follow up of suspect boats. The 5 Ton boats which are available with Marine Police Stations are not suitable for regular use in the adverse sea condition. In view of the above it would be a better strategy to hire locally available boats (2 per Marine Police Station) which will facilitate in carrying out continuous preventive watch in shallow waters for checking fishing boats and other small crafts.

2.6.3 According to the State Government, at present, the Coastal Security System is monitored in the intelligence Department with District SP being in charge of the Marine Police Stations. Marine Police is keeping watch on infiltration of foreign boats, human trafficking, trade between Bangladesh and India through sea route and Bangladeshi refugees. Information from the coastal villages through Marine Police System will help in assessing the specific threat that may be emanating and take corrective measures. The State Government has further informed that maintenance of coastal security from the infrastructural point has two major drawbacks: one is the maintenance of sophisticated boats and second is non-availability of adequate jetty facility for security and berthing of the boats. Apart from the above, certain additional infrastructural facilities are required to put in place for overall improvement of the coastal security plan for Odisha.

2.6.4 The State Government has informed that the staff of Marine Police is inadequate. The boats are run by Ex-Navy personnel. There are no training facilities to upgrade the skill of Marine Police personnel. The total staff strength and the no. of Marine Police Stations *i.e.* 18 are inadequate to patrol 485 kms of coastline. The Central assistance given for construction of Marine Police Station is 33 lakh which is inadequate for the construction of a Police Station building. This necessitates opening of 7 Out Posts with 20 men barracks where the boats can be berthed. Similarly for the Marine Police Stations there is requirement of 12 (50 men) barracks for the personnel. As number of jetties allotted to Odisha is not adequate, there is requirement of 8 additional jetties.

2.6.5 The Union Ministry of Home Affairs has clarified that AMC for maintenance of boats of Odisha has been entrusted to Garden Reach Shipbuilders Engineers Limited (GRSE), Kolkata. Timeline for attending maintenance of boats has also been fixed in the AMC.

2.6.6 A provision of 5 jetties, 13 Coastal Police Stations, 26 boats (12 Ton), 13 four wheelers and 26 two wheelers has been made for State of Odisha under Coastal Security scheme Phase-II. Necessary funds for starting the above work has already been released to State of Odisha. MHA is taking action to procure the boats centrally and distribute the same to coastal States/UTs.

2.6.7 The Ministry has also replied that under the Coastal Security Scheme, necessary training is imparted to State Marine police personnel through Coast Guard. The Government of India reimburses the entire training expenditure. It is also proposed to establish one Marine Police Training Institute on the East Coast for meeting the training requirements of the coastal States/UTs on East Coast.

2.6.8 It was further informed that under the Coastal Security Scheme (Phase-II), funds @ ₹48 lakhs and ₹50 lakhs is provided to the coastal States/UTs for construction of one coastal police station and jetty respectively. In the case of Odisha, 13 CPSs and 5 jetties have been sanctioned and a total of ₹ 232.22 lakhs has so far been released for construction of CPSs and jetties. So far, none of the States has raised any issue regarding the funds allocated for construction of CPSs. The balance amount to the extent of ₹952.38 lakhs would be released on receipt of utilization certificates in respect of the previous release.

**2.6.9 The Committee recommends that the requirement of manpower, coastal police stations and jetties may be reassessed along with the realistic requirement of funds to be**

**provided for establishment thereof. The issues relating to manpower, training and maintenance will be dealt in the next chapter.**

#### **Other issues raised by the State**

##### **2.6.10 Land from Paradeep Port**

2.6.10.1 The State Government has complained that despite instructions of Central Government, the Shipping Ministry has not given its consent for allotment of one acre of land inside Paradip Port for setting up of Marine Police Station. The proposal of S.P., Jagatsinghpur for earmarking the identified land for construction of Police Station has been approved by the Board of Trust of Paradeep Port Trust, but is pending at Ministry level.

2.6.10.2 Ministry of Home Affairs has informed that it has taken up the matter for allotment of land for Paradip Coastal Police Station with M/o Shipping. The Ministry of Shipping has framed "Land Policy Guidelines on Lease of Port land" which is under consideration of the Government for approval.

**2.6.11 The Committee recommends that the land for setting up of Marine Police Station inside Paradip Port may be provided at the earliest.**

##### **2.6.12 Release of Funds**

2.6.12.1 The State Government has also highlighted that due to non-availability of adequate berthing facility and the fact that there is heavy fluctuation in tide in estuaries, there is threat of damage to Marine Police boats. It has requested that funds earmarked for construction of 5 approved jetties @ Rs.50 lakhs per jetty may be allotted immediately for taking up construction.

2.6.12.2 Ministry of Home Affairs has replied that funds for construction of jetties @ ₹ 50 lakhs per jetty has been approved and part installment of fund has been released for starting the construction work. Further releases will be made on submission of utilization certificates for the earlier releases.

**2.6.13 The Committee recommends that the State Government must submit the utilization certificates to the Central Government so that further funds could be released for construction of jetties.**

##### **2.6.14 Repairing Centre at Paradeep**

2.6.14.1 The State Government has further observed that to keep the technologically advanced Marine Police boats in working conditions GRSE, Kolkata has been directed by the Ministry of Home Affairs for setting up of a repairing centre at Paradip. Despite the fact that accommodation has been provided at Paradip, the regional repairing centre has not been made fully operational.

2.6.14.2 The Ministry has replied that GRSE has made arrangements for providing services to all the boats through their authorized agency at Paradip. Further, emergency and critical defects are attended on priority by deputing Technicians from GRSE, Kolkata.

**2.6.15 The Committee desires that the Ministry may discuss the matter with the State Government to resolve the issue.**

2.6.16 The State Government has also informed that it has already sanctioned 405 posts of Police Personnel and 110 technical posts for five Marine Police Stations that had been made to the Coast Guard authorities, New Delhi to provide a Commandant level officer to help in better implementation of the coastal security scheme and for drawing up of SOP's for the Phase-II. This

post has been created in the rank for AIG. Unless coastal security system is fully implemented, it would be difficult to provide adequate security to the existing infrastructural projects and proposed projects in future.

2.6.17 The Ministry has replied that the Coast Guard has already brought out SOPs for all the coastal States/UTs which are being implemented in the States/UTs.

**2.6.18 The Committee feels that the State Government by now must have got the information. However, Ministry of Home Affairs may discuss the matter with Coast guard and the State Government.**

## 2.7 Andhra Pradesh

2.7.1 The State Government has informed that for all existing Coastal Security Police (CSPs), full sanctioned strength shall be maintained by filling up all vacancies in order to do effective Coastal Policing. Fresh Recruitment to fill up existing vacancies of Technical Crew Members and also for Newly Sanctioned CSPs has to be conducted by forming a selection committee. Also tenure of crew shall be enhanced from present 1 year to at least 3 years to give them security of tenure. A letter is being addressed to DGP, AP in this regard. It has also suggested that for effective monitoring of Boat patrolling, it is essential to have a GPS tracking system of boats. Further, Transponders that are being fitted on fishing boats by DG Shipping may also be fitted to Coastal Security Fast Interceptor Boats for tracking and co-ordination.

2.7.2 The Ministry has replied that Manpower for manning boats and Coastal Police Stations is to be provided by the concerned State/UT. MHA has advised to recruit retired Navy and Coast Guard personnel for this purpose. It has further informed that all phase-I boats and proposed phase-II boats, except 5 Ton phase-I boats, have GPS system fitted in them. Besides, all boats/vessels provided by MHA will be fitted with AIS (transponders) after finalization of technology which is currently under pilot-study by Ministry of Shipping.

2.7.3 During the visit to Andhra Pradesh on 7<sup>th</sup> November, 2012, the Inspector General of Police, Coastal Security Police, Andhra Pradesh flagged the following issues immediate attention:-

- (i) Internal Security Challenges Group (Task Force to examine issues, connected with National Security and Left Wing Extremism, Terrorism and social conflicts issues. Etc.) recommended an incentive scheme *i.e.* Sea Duty Allowance of 50% on pay for Marine Police Personnel as the duties involve risk at the sea and since sea patrolling is a tough job. This will motivate Police Personnel to work in Marine Police Stations as presently there is very poor response in all ranks to work in Marine Police Stations. Already Government of Karnataka had sanctioned 50% on basic pay as sea risk allowance to its Coastal Security Personnel.
- (ii) The above Committee also recommended that Police Personnel who served for 3 years in Police Department having experience in policing skills, and aged below 30 years should be taken on deputation for 5 years to work in Marine Police Wing.
- (iii) As per G.O. Ms No. 138 dated 31<sup>st</sup> May, 2011, the Coastal Security Police/Marine Police has been placed on par with Government Railway Police *i.e.* an independent Marine Police Wing to work under the control of IGP, Marine Police (Coastal Security), VSP. This needs to be implemented immediately by fixing quota from each district/APSP/Battalion for deputation to Coastal Security Police.
- (iv) In order to run the organization as a deputation unit as per G.O. Ms. No 138 dated 31<sup>st</sup> May, 2011, there is an immediate need to strengthen the office with sufficient Ministerial Staff at all levels. At least 1 Superintendent, 2 Senior Assistants, 6

typists are necessary to run the organization. Presently only 4 typists for Coastal Security/Marine Police Headquarters have been sanctioned under G.O. Ms No. 353 which is grossly inadequate. Hence the above posts need to be sanctioned. Pending this 1 Superintendent and 2 Senior Assistants may be attached to Coastal Security/Marine Police Headquarters from Chief Office/APSP/L&O units.

- (v) For all existing CSPs, full sanctioned strength shall be maintained by filling up all vacancies in order to do effective Coastal Policing.
- (vi) Fresh Recruitment to fill up existing vacancies of Technical Crew Members and also for Newly Sanctioned CSPs has to be conducted by forming a selection Committee. Also tenure of crew shall be enhanced from present 1 year to 5 years to give them security of tenure as is the case in some States. A letter is being addressed to DGP, AP in this regard.
- (vii) While patrolling in sea, the crew members require to carry readymade food with them so as to enable them to patrol the Coast for long hours. Diet charges are allotted under the budget provision for Coastal Security Police. The same shall be used for the above purpose.
- (viii) There are 555 villages in the Coast line of Andhra Pradesh. To involve local fishermen in intelligence collection, there is a need to recruit at least one SPO from every fishermen village in the coast line *i.e.* 508 SPOs @ ₹3,000/- for Police/VSP/2011 dated 23rd December, 2011 was submitted to the Government but it has been rejected.
- (ix) The proposal of Director Police communications *vide* C.No. 1434/DSPC - INST/Marine Police/2012 dated 27th February, 2012 is to be implemented for effective communication on the Coast Line.
- (x) For effective monitoring of Boat Patrolling. It is essential to have a GPS tracking system of boats.
- (xi) Transponders that are being fitted on fishing boats by DG shipping may also be fitted to Coastal Security Fast Interceptor Boats for tracking and co-ordinate.

**2.7.4 The Committee recommends that the pilot-study regarding fitting AIS (transponders) may be completed in a time bound manner so that the findings of the same may be implemented thereon.**

**2.7.5 Other issues flagged by the State Government relate to manpower and related matters. The issues relating to manpower recruitment training etc. are dealt in the next chapter. However, the Committee recommends that the specific issues raised by the State Government of Andhra Pradesh may be appropriately addressed. Some issues also concern other States as well and a careful examination of the issues is necessary.**

## **2.8 Tamil Nadu**

2.8.1 The State Government has raised the issue of Berthing Charges. Two Fast Interceptor Boats in Chennai Harbour and two Fast Interceptor Boats in Tuticorin Old Harbour have been berthed for patrolling in these areas. But, the port authorities have raised "Berthing Charges", at the rate of ₹1.2 lakhs per boat. This is bound to affect smooth interaction between the Coastal Security Scheme Group and the Port Authorities. The State Government has desired that these berthing charges be waived. The issue was also raised during the visit of the Committee from 14<sup>th</sup> to 15<sup>th</sup> June, 2012.

2.8.2 The Ministry of Home Affairs has replied that M/o Shipping for major ports and Secretary for minor ports have been advised to allot berthing place to security related vessels on priority in the meeting of the National Committee on Strengthening Maritime and Coastal Security against Threats from Sea (NCSMCS) held under the Chairmanship of Cabinet Secretary on 6<sup>th</sup> September, 2013.

2.8.3 Further, a provision of 12 Jetties has been made for Tamil Nadu under Coastal Security Scheme Phase-II, funds for which have also been released. In the Steering Committee meeting held on 26.9.2013, all the coastal States/UTs, including Tamil Nadu Government have been requested to start the construction of jetties, at the earliest.

**2.8.4 The Committee hopes that the issues related to berthing of boats would be resolved as a result of measures undertaken by the Ministry. The Ministry may review the matter on a regular basis.**

2.8.5 During its visit to Tamil Nadu from 14<sup>th</sup> to 15<sup>th</sup> June, 2012, The Committee discussed the subject with the representatives of the State Government. The State Government of Tamil Nadu informed the Committee that it had established the Coastal Security Group in 1994 to secure the Coastal Borders. It submitted a note on coastal security containing the following information:-

2.8.5.1 Coastal Security Group, CID

- (a) The Coastal Security Group, CID, was formed by the Government of Tamil Nadu on 27<sup>th</sup> June, 1994 with the following objective:
  - (i) Prevention of smuggling of fuel and medicines and other essential commodities from the Tamil Nadu Coast to Sri Lanka.
  - (ii) Prevention of intrusion of militants into Tamil Nadu.
  - (iii) Prevention of collusion between fishermen and militants.
- (b) This unit is functioning under an Additional Director General of Police, who is assisted by an Inspector General of Police at Chennai and a Superintendent of Police at Ramanathapuram.
- (c) Coastal Security Group has Zonal Offices at (1) Chennai (2) Nagapattinam (3) Vedaranyam (4) Pattukottai (5) Ramanathapuram (6) Muthupet (7) Pattukottai (8) Pudukkottai (9) Rameshwaram (10) Tuticorin and (11) Kanniyakumari
- (d) 60 check posts were sanctioned in 1994 which are functioning all along the Coastline of Tamil Nadu from Thiruvallur to Kanniyakumari. The check posts are manned by armed TSP personnel.
- (e) Patrol Boats: Eight Rigid Inflatable Boats and six Gemini Boats were supplied in 2005-06 to Marine Police Stations for patrolling purpose. They were supplied under Modernization of Police Force Scheme.

2.8.5.2 The total outlay for Phase-I was 44.08 crores and the entire sanctioned amount was utilized. Construction of all 12 sanctioned Marine Police Stations has been completed. However, construction of 5 out posts and 7 Additional check posts was yet to be completed out of 12 and 40 sanctioned respectively. Twelve Nos. of 12 Tone and twelve Nos. of 5 Tone Fast Interceptor Boats were supplied by Government of India under coastal security scheme Phase-I. Engineers, Kolkotta supplied these boats. The boats are fitted with LMG, and the patrol teams are provided with INSAS Rifle and Pistol. The Fast Interceptor Boats are operated by Technical Staff who are the Ex-petty Officers of Indian Navy 21 technical staff had been recruited out of 72 sanctioned posts.



2.8.5.3 Government of India have approved the proposal for 30 new Marine Police Stations, 20 numbers of 12 Tone Boats, 13 Jetties with 30 Jeeps and 60 Motorcycles under Phase-II of Coastal Security Scheme. The total financial outlay for Tamil Nadu is ₹107.36 crores of which ₹9.452 crores was released. Twenty four All Terrain Vehicles (ATV) had also been sanctioned by the Government of Tamil Nadu with an expenditure of ₹1.56 crores.

2.8.5.4 A Toll Free Number, “1093” has been activated at the Control Room, Coastal Security Group, Head Quarters, Chennai and it has been displayed on every boat and on important buildings in Coastal areas.

2.8.5.5 Coastal Security Exercises are conducted once in six months to identify deficiencies and loopholes in the security preparedness along the Coast. Operation Barricade was conducted in July, 2009 in Co-ordination with Coast Guard/Navy. Operation Rakshak was organized in December, 2009 while Operation Hamla was tested in August, 2010 and again from 22<sup>nd</sup> June, 2011 to 24<sup>th</sup> June, 2011. Another Operation Hamla was held on 28<sup>th</sup> and 29<sup>th</sup> March, 2012.

2.8.5.6 The State Government also informed that 192 actionable intelligence reports were generated and passed on in 2011. This year so far 19 intelligence reports were generated.

2.8.5.7 The State Government of Tamil Nadu also raised some issues for attention of the Committee:–

- (i) Tardy maintenance work of Fast Interceptors Boats by GRSE:
- (ii) Earmarking of land by Port Authorities for setting up Coastal Police Stations at Chennai, Tuticorin and Ennore. The Marine Police Stations had been proposed under Phase-II of Coastal Security Scheme. The difficulties faced in acquiring land in these Ports are discussed below:

1. Chennai Port:

To establish a Marine Police Station at Chennai harbor in Phase-II of Coastal Security Scheme, a request to the Port Trust was made to allot 50 cents of land within the port premises on 27th April, 2011. However, the Chennai Port Trust did not respond to the request. Hence, an alternative site of State Revenue Department outside Chennai harbor area has been indentified and the process of acquiring it initially initiated.

2. Tuticorin Port

A piece of 58.77 of land in Survey No. 278 in Tuticorin Port area belonging to VOC Port Trust was indentified for the construction of Marine Police Station under Phase-II of Coastal Security Scheme. The Port Authorities have agreed to allot the land on long term lease basis.

3. Ennnore Port

It is proposed to establish a Marine Police Station in the vicinity of Ennore Port for which land to an extent of 50 cents is required Port authorities are being addressed to allot land.

2.8.5.8 Solution:It will be useful if Port Authorities could lease cut land on nominal rent basis.

2.8.6 The State Government opined that there must be a system of encouraging frequent interaction with the common people living in the border areas and coastal areas, if any intelligence

of substance and merit is to be collected. For this, a scheme of Economic incentive should be expanded. The Central Government can provide funds for this scheme through the State Intelligence Agencies.

**2.8.7 The Committee recommends that the necessary land allocation may be done at the earliest so that the marine police station could be established. It further recommends that an all out effort should be made to resolve all such issues within a stipulated time period. It also urges the Port Authorities to look into the suggestion of providing cut land at nominal rent on lease. The Committee also urges the concerned agencies to put in place a system for frequent interaction with common people of coastal areas. Such an exercise should be conducted in the local dialect as far as possible so that intelligence gathering could be enriched further.**

## **2.9 Daman and Diu**

2.9.1 There are five Coastal villages in Daman and three Coastal Villages in Diu. However, the Territory does not have any classified major or minor port. The Union Territory of Daman and Diu has one landing point each located at Nani Daman and Ghoghla respectively. These can be classified as small jetties and are being used for anchoring of fishing boats.

2.9.2 The State Government has informed that all the boats of the UT of Daman and Diu are operational and carry out patrolling daily for 4 to 5 hours for Daman and 3 to 4 hours daily for Diu except 5T boat of Daman as the same is under repair by GSL, Goa. Daily patrolling is being carried out at the rate of 4 to 5 hours daily which in turn cumulatively comes to 120 to 150 hours per month for Daman whereas for Diu it comes to 90 to 120 month. Patrolling along the coast of Daman is carried out during the high tide only due to geographical conditions of the coastline of Daman.

2.9.3 The Ministry has informed that Goa Shipyard Ltd. (GSL) has set up four service centres which are operating at Bhavnagar, Veraval, Jamnagar and Porbander to provide uninterrupted service support for boats patrolling in entire Gujarat and UT of Daman and Diu. These centres are equipped with trained manpower consisting of 8 personnel for providing day to day service support to the boats. In addition, the services of technicians posted in Maharashtra are also extended in the close vicinity of Gujarat and Daman and Diu.

### **2.9.4 Problem faced in maintaining Coastal Security**

2.9.4.1 Presently suitable jetties with electrical supply, fuel supply, and fresh water supply are not available in both the districts of UT of Daman and Diu. However, in Coastal Security Scheme (CSS) Phase-II construction of two jetties each at Daman and Diu have been sanctioned by the Ministry of Home Affairs for which the tendering is in process. Patrolling along the coast of Daman is carried out during the high tide only due to geographical condition of the area of Daman. Further, proper dredger of channel/navigational marking to navigate the coastal boats is not available.

2.9.4.2 The UT Government has informed that Marine Police of UT of Daman and Diu do not have local staff but recruitment rules (R.R.) are being revised to throw open recruitment of Sukhani level to local experienced Tandels. The Ministry has replied that under the Coastal Security Scheme (Phase-II), U.T. of Daman and Diu has been sanctioned 2 coastal police stations and 2 jetties. Dredging of channel is a day-to-day maintenance process and is the responsibility of the UT Administration. Under the Scheme, the manpower for the coastal police stations has to be provided by the concerned coastal State/UTs.

**2.9.5 The effort on the part of the UT Administration to recruit local fishermen for the marine police is laudable and will contribute for the improved patrolling and surveillance along the coast of Daman and Diu. The Committee desires that the local people so recruited for Marine Police may be given sufficient training.**

2.9.6 It was further observed that Rocky coastline exists in Diu district. Hence, it is not easy to penetrate from sea side. Besides, it has also highlighted that Diu is close to Pakistan and many fishermen of Diu regularly get captured by Pakistani authorities.

**2.9.7 The Committee desires that the issue of Diu fishermen being captured by Pakistan authorities may be addressed appropriately.**

## **2.10 Lakshadweep**

2.10.1 Extent of coastal areas in the UT is 132 kilometres. The State Government has informed that patrolling jurisdiction of the 4 Coastal Police Stations namely Minicoy, Androth, Kavaratti and Kiltan, sanctioned in the 1st Phase of the Scheme extend to 5 to 12 nautical miles from the base line of the Islands and those uninhabited Islands/fishing grounds /sand banks/reefs within the jurisdiction of the 4 Islands. In the 1st Phase the U.T. Administration has been allotted two 12 Ton and four 5 Ton Interceptor boats. The above boats are utilized for patrolling purposes. Besides, the fishermen in all the Islands are sensitized and advised to keep vigil about presence of unidentified/ alien boats, dhows, ships etc within our waters and pass over information by quickest means to the concerned Police Stations or to the toll free telephone number 1093 provided at all 4 Coastal Police Stations.

2.10.2 The UT has further elaborated that implementation of Coastal Security Scheme (Phase-II) is currently under progress. Under Phase-II of the Scheme, Lakshadweep has been sanctioned 3 Coastal Police Stations, 2 jetties, 6 (12 Ton) boats, 12 Rigid Inflatable Boats (RIBs) and 3 four-wheelers and 6 two-wheelers. Further, a sum of ₹15 lakh per coastal police station is also provided for purchase of equipments, computer systems and furniture.

2.10.3 The UT Government has informed that the interceptor boats particularly 5 Ton Interceptor boats require high octane petrol as fuel and as the consumption rate is very high the operational cost is highly expensive.

2.10.4 The Ministry has further informed that under Phase-II of the Scheme, Lakshadweep will be provided with 6 (12 Ton) boats. These boats have endurance range of 200 nautical miles and able to withstand conditions of sea-state 4. Further, 12 Rigid Inflatable Boats (RIBs) are also being provided.

2.10.5 The UT Government has also stated the 5 Ton and 12 Ton boats are not suitable for patrolling during Monsoon. Besides during the Monsoon in some of the islands where there is no lagoon it is not possible to keep boats afloat inside because of the heavy southern westerly wind and as the lagoon entrances are not negotiable due to heavy waves. As such, patrolling in Island waters during the Monsoon needs to be exclusively conducted by Coast Guard/Navy and the local Coastal Police may be entrusted with shore watch system from Watch Towers established in each Island at vantage points in the coastal area.

**2.10.6 The Ministry of Home Affairs may prepare guidelines for off season activities of Marine Police such as in Monsoon. This may apply to other States too. Ministry of Home Affairs may carefully examine the issue.**

2.10.7 The Ministry has explained that Patrolling and surveillance programme are finalized at local level by Marine Police, Coast Guard and Navy, as per requirement.

**2.10.8 The Committee recommends that the Ministry should coordinate with the UT Government in finalizing surveillance programme. In no circumstance can vacuum be allowed to exist in Coastal policing as it can have severe consequences for internal security.**

## **2.11 Puducherry**

2.11.1 U.T. of Puducherry comprises of four enclaves viz. Puducherry, Karaikal, Mahe and Yanam. The coastal areas of these four enclaves are: Puducherry (35 kms.); Karaikal (21 kms.); Mahe (1.5 kms.) and Yanam (no coastal area) only back waters of Godavari river of about 12 kms.

2.11.2 The UT Administration has informed that under Phase-I of the Scheme, MHA has sanctioned one Coastal Police Station at Karaikal with 3 interceptor boats. The Coastal Police Station has been functioning since 19.11.2006. These boats were received in 2009. Out of these 3 boats, 2 boats are berthed and operated at Karaikal and one boat is berthed and operated at Puducherry to look after the coastal areas of Puducherry.

### **2.11.3 Problems being faced in maintaining Coastal Security**

2.11.3.1 The UT Government has informed that under Phase I of the Coastal Security Scheme, MHA had approved 48 posts which include 23 technical, 23 non-technical (Police personnel) and 2 ministerial staff. Out of this 23 technical staff, only 3 Luscar PCs have been recruited and the remaining technical staff are yet to be recruited for want of Recruitment Rules. For the past 2 years, the boats are being operated and maintained by only 2 Coxswain Syrangars and 3 Luscar PCs with the help of other executive staff (Police personnel). It is difficult to perform regular sorties due to shortage of boat crews and delay in getting the repairs rectified by GRSE in case of a defect after adopting all procedures.

2.11.3.2 The Ministry has replied that as per the Coastal Security Scheme, manpower for manning boats and Coastal Police Station are to be provided by the concerned State/UT. Ministry of Home Affairs has approved the creation of 169 posts of different categories (76 Technical and 93 Executive Posts) for the Coastal Police Stations in Puducherry in July, 2013. Recruitment is to be done by the UT Administration.

2.11.3.3 The UT Government has informed that MHA has suggested to recruit Ex-Navy/Coast Guard personnel as boat crews. It seems that the ex-navy/coast guard personnel are offered heavy pay and therefore absorbed in private shipping companies after their completion of 15 years of service in Indian Navy or Coast Guard. Therefore, these ex-Navy/Coast Guard personnel expect more pay and allowances at par with other shipping companies. Further as there is no promotion aspect once they are absorbed as boat crew, there is reluctance shown towards joining the Coastal Security groups in the U.T. of Puducherry.

**2.11.4 The Committee is disappointed to note that out of 23 technical posts approved in CSS phase I, only 3 have been filled and the others could not be filled for want of recruitment rules. Further, 76 technical posts have also been approved under phase II of the scheme. In view of the Committee, this is a very typical case of sorry state of affairs. The Committee, therefore, strongly recommends that the Recruitment Rules may be framed at the earliest so that the sanctioned technical and also non-technical posts may be filled at the earliest to deal with shortage of technical man power. The Committee also agrees with the UT Government that if the incentive structure provided to the employees is not attractive enough, it would be difficult to recruit and retain capable people needed for the purpose. The Committee is therefore not satisfied with the routine reply of the Ministry and desires that it be more pro-active in recruiting right people so that the Coastal Security scheme does not remain merely on paper.**

2.11.5 The UT Government has further informed that while sanctioning the technical posts under Phase-I of the Scheme, the designations of boat crews were Coxswain Syringer, Engineer Driver, VHF Operator, Syrang and the Luscar PCs. In the meantime, MHA had re-designated these technical posts as Skipper Mate, Boat mechanic, Radio Operator and Deckhandlers and restructured the pay scales. Accordingly, modifications and framing of recruitment rules for the re-designated posts have been sought for from the Government which is yet to be finalized. Therefore, uniform system of designation of technical posts on a boat may be prescribed for all the Coastal States/UTs.

2.11.6 The Ministry has replied that police being a State subject, a 'uniform' designation of posts/technical posts may not be feasible and it is left to the discretion of the individual States/UTs to adopt particular designation as suitable to them.

**2.11.7 The Committee desires that the Ministry may discuss with all States/UTs and take a decision in the matter.**

The UT Government has suggested the following strategy to address the problems:

1. Adequate strength of boat crew (Technical staff) to be sanctioned for each Coastal Police Station as per the guidelines of MHA, New Delhi to maintain regular sea sorties to the expectation of MHA with 5 set of crews for each Coastal Police Station.
2. To sanction as per the strength suggested in SOP by BPR&D, New Delhi and recruit executive staff (Police Officers and men) exclusively for Coastal Security with adequate training in sea fare activities.
3. To announce sea faring allowances to the Coastal security personnel for active participation.
4. To fix promotion facilities for the boat crews.
5. Setting up of a workshop by the supplier of the boat to attend to the faults immediately for the Coastal Police Stations of U.T. of Puducherry covering the four enclaves viz., Puducherry, Karaikal, Mahe and Yanam.

**2.11.8 All the above suggestions apply to all the coastal States/UTs. The Ministry needs to adopt a common approach on the above suggestions. The Committee recommends that the Ministry may look into the above suggestions of the UT Government to find out their feasibility for implementation.**

## **2.12 Andaman and Nicobar Administration**

2.12.1 The Andaman and Nicobar Islands are situated in the Bay of Bengal at a distance of 1200 km from the mainland. These Islands are spread over an area of 8249 sq.km. The distance from the North Point (Landfall Island) to the South (Indira Point Great Nicobar Island) is about 800 km. with a vast coastline of 1,962 km. This group comprises of 572 islands of which only 38 are inhabited.

2.12.2 A&N Islands are strategically very important for the country as these are situated far off from the mainland and much closed to the countries of South East Asia. Myanmar Territory (Coco Island) is only 45 km. away from the Northern most point of Andaman and Nicobar Islands and Indonesia is only 160 km away from Campbell Bay which is the Southernmost point of A&N Islands.

2.12.3 The strength of the Marine Police, in so far as these Islands are concerned, lies exclusively in the fact that the Coastal Police Stations are not different from the existing regular

police stations. This implies that ground intelligence and vital contacts with the sea faring sections of the society already exist and thus the preparedness to handle any marine threat which has an element of local cooperation or connivance is better as compared to other agencies which are involved in Coastal Security.

2.12.4 Owing to its proximity to Myanmar, Thailand, Indonesia, a large number of foreigners intrude into Indian territory for poaching of Marine resources. International sea passage (Malacca Strait) is also not very far from our coastline at Southern tip of the Islands, which makes the islands strategically very important. Further, a large number of islands are uninhabited and scattered over a large area in Andaman and Nicobar archipelago, easily accessible by anti-national elements. Bangladeshi Nationals often intrude into these Islands through sea route. A number of Bangladeshis have been arrested recently in the islands and deported.

2.12.5 These Islands also have settlers from Sri Lanka, Bangladesh and Myanmar and possibility of these settlers being used by elements from their erstwhile countries cannot be ruled out. The UT Government is of the view that left out LTTE cadre may look for safe havens in the near vicinity and may take advantage of our uninhabited Islands for their temporary hideouts. The local Tamil population in the Islands, like other parts of the country, is also sympathetic to the cause of Sri Lankan Tamils. Further, sympathy of Srilankan Tamil refugees who were brought and settled in these islands during 1960's and 70's may be easily gained for abetting, aiding and assisting the LTTE outfit in providing temporary shelters under the thick forest covers in the islands.

2.12.6 In fact the geographical location/conditions make these islands an ideal place for providing "safe havens" for terrorist groups for jungle warfare training and even dumping grounds for arms and ammunition.

2.12.7 In A&N Islands the Commander –in-chief, A N Command has been designated as C-in-C Coastal Defence. Accordingly, in A&N Islands, the Indian Navy takes care of air and sea surveillance in high sea and beyond Exclusive Economic Zone (EEZ) of India and also have the concurrent jurisdiction of A&N Police *i.e.* from 0-12 Nautical miles. However, the responsibility of safeguarding the coastline upto 12 Nautical miles lies with the A&N Police.

2.12.8 The Ministry of Home Affairs has provided ten 12 Ton Fast Interceptor Boats and sanctioned 40 vehicles and 186 posts for the UT of A&N Islands CSS (Phase-I), accordingly the ten 12 Ton fast interceptor boats have been deployed at the strategic location in A&N Islands along with the sanctioned manpower and the vehicles have also been deployed for coastal surveillance. No new coastal police station has been sanctioned for the U.T., since all the existing 21 out of 22 police stations are located in coastal areas and deemed to be coastal police stations.

2.12.9 Fishermen Watch Groups have been constituted in the jurisdiction of each Coastal Police Stations and regular interaction and meetings are being held for information –sharing and sensitizing fisherman. A Coastal Security Toll free number 1093 has been activated for receiving sensitive information related to coastal security.

2.12.10 For the purpose of patrolling in shallow water and creeks, the UT Government has procured and positioned wooden dinghies and Rigid Inflatable Boats. Intelligence sharing meeting are held on a monthly basis with all security agencies such as A&N Command, Coast Guard, Forest, Fisheries and IB officials for up-dating information and for taking action. On apprehension of foreign intruders, joint interrogation are held for collection of information to ascertain the modus operandi. For operational readiness, Joint Exercise are organized twice in a year for validation of SOPs and ascertaining lacunae for further recommendations and strengthening of the coastal security mechanism. Till date, six such Joint Exercises have been conducted in the A&N Islands.

2.12.11 In order to maintain surveillance in remote far flung islands, the A&N Command is conducting Jan Pehchan patrol exercise twice in a month wherein the Police personnel are deployed for capacity building.

2.12.12 The Ministry of Home Affairs has informed that under the Coastal Security Scheme (Phase-II), A&N Islands have been sanctioned 20 coastal police stations (CPSs), 10 Marine Police Operational Centres (MPOCs) and 10 jetties for strengthening the coastal security set up. In addition, 20 four-wheelers and 20 motor-cycles have also been sanctioned. Assistance of ₹15 lakh per CPS has also been given towards purchase of equipments, computer systems etc. Ministry of Home Affairs has already released the entire eligible amount of ₹27.02 crores for implementation of the above components.

### 2.12.13 **Problems being faced in maintaining Coastal Security**

2.12.13.1 The UT Government has informed that A&N Islands have peculiar geographical locations and conditions which make it vulnerable to serious threats from illegal cross-border activities by various foreign elements. The A&N Islands consist of deep tropical jungles and remote islands, separated by miles of deep sea from each other. The foreign intruders often go deep into the creeks and jungles to take shelter. In such a scenario, in the absence of adequate infrastructure for apprehension of foreign intruders makes it a daunting task.

2.12.13.2 The UT Government has further informed that apart from this, the fast interceptor boats have limitations in terms of limited endurance (can ply a maximum of four hours at one go), frequent refueling (limited fuel tank capacity) and have no capability to traverse high seas (cannot withstand sea swell of 2 mtrs due to inadequate draft and height of the boat). The primary weakness of the Marine Police is infrastructural, both operational and auxiliary. As on date the marine police does not have the capability to undertake operations beyond 5 nautical miles from the coastline. Even this is subject to weather conditions. Fuel supply is yet to be institutionalized, inventory management is rudimentary and skilled manpower is grossly inadequate. The opportunity created by Coastal Security Scheme is primarily aimed at making up for the weaknesses. Once that is done, the marine police shall emerge from the shadows of the Navy and the Coast Guard and shall actually become an active and able partner of these agencies in security of our maritime frontiers.

2.12.13.3 The UT Government has stated that other factors which hampers the operation of boats are absence of adequate funds for procurement of HSD for boats and maintenance is also a prime factor, since the procurement of spare by the maintenance vendor takes a significant time in rectifying defects.

2.12.13.4 In order to tackle the same the UT Government has prepared a comprehensive security plan wherein it has proposed for setting up ten Marine Operational Centres in A&N Islands at prime locations and proposed induction of ten large vessels. The Marine Operational Centres will be the nerve centres for Coastal Security of A&N Islands. The large vessels shall conduct patrolling in and round remote islands and at high sea. The FIBs and small dinghies and RIBs shall maintain surveillance in creeks and shallow waters for detection and apprehension of foreign nationals.

2.12.13.5 The Ministry of Home Affairs has informed that keeping in view the special and specific requirements of A&N Islands, 10 large vessels of C143 Class, 23 Rigid Inflatable Boats (RIB) and 10 Marine Police Operational Centres (MPOCs) have been sanctioned under Coastal Security Scheme Phase-II.

2.12.13.6 The Ministry has explained that the proposed large vessels of C-143 class would have range of 500 nautical miles at a speed of 20 Knots at Full load which can endure sea state 4 and safe operability at sea state 6.

2.12.14 **The Committee also takes note of the fact that the Ministry has approved a separate comprehensive security plan of A&N Islands. The Committee desires that this plan may be implemented at the earliest.**

2.12.15 **The Committee welcomes the initiative taken by the UT Government in preparing a comprehensive security plan wherein it has proposed for setting up ten Marine Operational Centres in A&N Islands at prime locations for upgrading coastal security in A&N Islands. It hopes that the Central Government would provide the necessary support needed by the UT in implementing its proposal in the larger framework of Coastal Security Scheme as envisaged by the Centre. The Ministry may also look into the funds requirements for HSD and the problem of maintenance of boats. These issues need to be looked into in view of strategic location of the islands. The Ministry may also look into the inadequate skilled manpower.**

2.12.16 The Ministry of Home Affairs further stated that the components which are not part of Coastal Security Scheme Phase-II and which are essentially required for the security of A&N Islands, have been approved by MHA in the form of Comprehensive Security Plan of A&N Islands for taking up in other schemes/plans.



## CHAPTER-III

### OTHER ISSUES

3.0 The Committee deliberated at length on the subject and came across various issues including those which were common to the Coastal States/UTs. The present chapter is based on the replies given by the various Ministries, including the Ministry of Home Affairs.

#### 3.1 Shortage of Technical Manpower and lack of training facilities

3.1.1 Various State Governments in their submissions to the Committee have highlighted the shortage of technical man power and as a natural corollary emphasized the need to establish Marine Police Academy for training manpower.

3.1.2 The Ministry of Home Affairs has responded by stating that the sea borders require specialised skills and monitoring frame-work. Further, the coastal States/UTs also face difficulties to get well-trained personnel for manning the coastal police stations, boats and to perform marine coastal security operations. In order to address the specialized training requirement of the State Marine police personnel, the Ministry has planned to set up two Marine Police Training Institutes—one each on the Eastern and Western Coast. A Committee under the Chairmanship of Joint Secretary (Border Management) has recently visited the sites offered by the States of Gujarat and Maharashtra for setting up of the Marine Police Training Institute. The Committee would also visit the State of Andhra Pradesh where the State Government has provided a suitable land in Machillipatnam Mandal of Krishna District.

3.1.3 After the Committee has submitted the report on the suitability of land, a view would be taken by the Government on the location for setting up of the Marine Police Training Institute. In the meantime, the Coast Guard is meeting the requirements of coastal States/UTs for providing training to the State Marine Police personnel.

**3.2 The Committee strongly recommends that the proposed Marine Police Training Institutes – one each on the Eastern and Western Coast may be set up as soon as possible as the specialized training required by the Marine police personnel is of utmost importance. The Committee is also of the view that the Central and concerned State Governments should pro-actively coordinate with each other so that the project does not get trapped in bureaucratic hurdles and the institutes are set up in a definite time frame.**

#### 3.3 Manpower Recruitment

3.3.1 Some of the State Government highlighted the fact that the Ministry of Home Affairs has circulated standard Recruitment Rules for technical posts. Filling up these posts is proving difficult as the Manpower required with requisite qualifications is not readily available since the pay package offered, are not attractive in par with the qualifications. It was suggested that to overcome this problem, recruitment of Technical Manpower can be initiated centrally and depute Technical Manpower to the States to maintain the uniformity.

3.3.2 The Ministry of Home Affairs has explained that as per the Coastal Security Scheme (Phase-I&II) manpower for manning boats and Coastal Police Stations is to be provided by the concerned State/UT.

**3.4 The Committee feels that all the coastal States may face this problem. The Committee is of the opinion that the Central Government should provide assistance to the states in recruiting technical manpower as the states agencies do not have the requisite know-how and experience of doing the same. Coastal security is a joint venture of both the Governments and when there are shortcomings on the part of State Governments, the Central Governments step in to help them out.**

**3.5 The Committee has been informed by the Government of Karnataka that the State Government plans to recruit separate staff for Coastal Security Policing and wish to train them adequately in sea-faring. The step has been welcomed by the Home Ministry. The Committee also appreciates the step taken by the Government of Karnataka and urges other State Governments/UTs to also raise dedicated cadres for marine policing as has been planned by the Government of Karnataka.**

### **3.6 Coordination and consultation between the Central and State Governments**

3.6.1 Some of the State Governments were of the view that Coastal Security Scheme suffers from an excessive 'top down' approach and there must be a provision for prior consultation with end users for continuous feedback and evaluation.

3.6.2 The Ministry of Home Affairs has responded by stating that the States and UTs have been fully associated both with formulation and implementation of the Scheme. It may be noted that the Coastal Security Scheme (Phase I) was formulated based on the Perspective Plan prepared by the coastal States/UTs and the Coastal Security Scheme (Phase-II) which is currently under implementation has been formulated on the basis of vulnerability/gap analysis carried out by coastal States/UTs in the context of fast changing coastal security scenario post 26/11.

3.6.3 The Ministry of Home Affairs has further informed that it has constituted a Steering Committee at the level of Secretary (Border Management), to identify problems and requirements of coastal State/UTs and to oversee the implementation of the coastal security scheme besides ensuring better coordination among the various stakeholders. This mechanism provides a platform to the coastal States/UTs for consultations and also to give their feedback for effective implementation of the coastal security scheme.

3.6.4 The NCSMCS (National Committee for Strengthening Maritime and Coastal Security against threats from sea) chaired by the Cabinet Secretary is being used by the coastal States/UTs to give their feedback on the coastal security issues.

**3.7 The Committee hopes that some of the measures as undertaken by the Ministry would help in resolving the concerns of the State Government. It also recommends that the officials of the coastal states and the Ministry of Home Affairs should meet more often so that the suitable means and ways may be chalked out to implement the scheme satisfactorily.**

**3.8 Coastal security set up in India is a three layer set up comprising of Navy, Coast guard and marine police. The Committee though appreciating the fact that coastal security is a team effort requiring a lot of coordination between the three agencies, still it is of the opinion that a clear demarcation of jurisdiction and responsibilities should be made. A clear hierarchy of command at national level should be established so that responsibility for commission and omission during an emergency situation could be fixed.**

### **3.9 Maintenance of boats and other equipments**

3.9.1 Several States/UTs have complained regarding maintenance of boats. They have brought to the notice of the Committee that the maintenance agencies i.e. Goa Shipyard Ltd. and GRSE,

Kolkata for the Coastal States/UTs on western and eastern coasts are woefully inadequate. The Committee has been informed that in case of major problem the technician has to be summoned from outside State/UT and also some of the machine parts are not easily available in the local market which delays repairs. As a result, the vessel remains non operational. The State Government of Tamil Nadu has informed that AMC has been entered by Government of India with GRSE, Kolkata to maintain them. But, the progress of repairing and restoring the boats by GRSE under AMC leaves much to be desired. Four numbers of 12 Ton boats and five numbers of 5 Ton boats are out of action due to this tardy maintenance work by GRSE. Even regular oil servicing of boats to ensure their smooth running has not been under taken by GRSE. As a result, their use is severely restricted with reference to the norms fixed by Government of India.

3.9.2 Suffering from similar problems, the Government of Kerala has suggested that a Regional Workshop at Kochi and minimum training to the personnel in attending minor repairs would ensure better maintenance and improve operational capability.

3.9.3 The UT Government of Puducherry has similarly highlighted that no maintenance fund and delay in repair works because of lack of technical manpower and expertise to rectify even a small snag developed on a boat due to regular sorties, the boats remain non-operational for a long time for want of rectification by the supplier of the boat. As there is no separate maintenance fund allotted to attend to small repairs at the customer level, there is delay in repair works which affects the patrolling efficiency. Such complaints are not exclusive to the above States/UTs but have invariably been highlighted by almost all the coastal States/UTs.

**3.10 The Committee is totally dissatisfied by the Ministry's response and its approach towards the issue of maintenance. It needs to be more serious on the issue and address the issue of maintenance appropriately. It also notes the complaints of similar nature made by other Coastal States/UTs. The Committee feels that the issue should be looked afresh in consultation with the State Governments so that such issues could be resolved satisfactorily. It recommends that the Ministry should hold a meeting with all the service providers and the concerned Governments for resolving all outstanding issues related to maintenance, so that the boats and other equipments do not lie idle for want of rectification even when there are slight technical malfunctions. The Committee also recommends that technical know how for small technical defects may be given to local operators so that they do not have to depend upon others even for small problems. The Committee also suggests that decentralization of the maintenance of boats may be considered.**

### 3.11 Port Security

3.11.1 In its Outcome Budget (2012-2013), the Ministry has observed that the Security of 12 major ports of the country is being looked after by the CISF. These major ports are also subject to periodical security audit by the IB. However, no security norms for the 187 minor ports of the country have so far been evolved. Ministry of Shipping has constituted a working group in July, 2009 for standardization of ports security. The working group was mandated to draft the broad guidelines and prescribe uniform security standards for the ports. The working group has submitted its report which is under consideration in the Ministry of Shipping.

**3.12 The Committee is surprised to note that even after the Mumbai attack, 187 minor ports of the country still lack standardized security cover. The Committee strongly recommends that an early decision may be taken on the report submitted by the working group of the Ministry of Shipping so that security norms for Minor Ports may be established. There should be regular security audit of the minor ports also alongwith major ports.**

### 3.13 **Non procurement of vehicles on account of austerity measures**

3.13.1 When enquired why out of sanctioned 131 four-wheelers, only 57 four-wheelers have been purchased by the States/UTs, the Ministry has explained that the release of funds for procurement of vehicles in respect of Maharashtra, Goa, Kerala, Odisha, West Bengal and the UT of Daman and Diu could not be made in view of the Ministry of Finance's restriction/ban on purchase of new vehicles. This issue was also discussed in the Steering Committee meeting held on 26.09.2013 wherein it has been decided to take up the matter with the Ministry of Finance for seeking 'one time' relaxation for purchase of vehicles.

3.13.2 It further informed that in the case of Tamil Nadu, the State Govt. has placed orders for procurement of 30 four-wheelers and 60 two-wheelers.

**3.14 The Committee recommends that the Ministry of Home Affairs should take up the matter with the Ministry of Finance at the earliest for getting the proposal cleared. It also urges the Ministry of Finance to give 'one time' relaxation for purchase of vehicles in the larger national interest.**

### 3.15 **Constitution of Maritime Boards**

3.15.1 Some States are yet to constitute Maritime Boards. When asked about the progress, the Ministry has informed that Tamil Nadu, Gujarat and Maharashtra have constituted SMBs. Puducherry has constituted Maritime Security Committee and Daman and Diu has constituted Maritime Advisory Committee. The issue of constitution of State Marine Board was discussed in the 8<sup>th</sup> NCSMCS (National Committee for Strengthening Maritime and Coastal Security against threats from sea) held on 6th September, 2013 and in the Steering Committee meeting held on 26th September, 2013 and the States of Andhra Pradesh, Odisha, Goa, and UT of A&N Islands have been advised to constitute SMBs, at the earliest. The UT of Lakshadweep has been advised to follow the Puducherry/Daman and Diu model for setting up of Maritime Advisory/Security Committee. In the case of Karnataka, Kerala and Odisha, their respective Maritime Board Bills/Ordinance are being examined in Judicial Division of MHA for obtaining the assent of the President. As there is no minor or private port in the State, Government of West Bengal is of the view that there is no need for setting up of SMB.

**3.16 The Committee strongly urges the State Governments of Andhra Pradesh and Goa and UT of A&N Islands to constitute State Maritime Boards at the earliest. It also urges the Ministry of Home Affairs to expedite examination of Maritime Board Bills/Ordinance of the Governments of Karnataka, Kerala and Odisha so that the Boards can be established at the earliest.**

### 3.17 **Incentives to people joining marine police**

3.17.1 Regarding need for providing incentives to people joining marine police, the Ministry has informed that, under the Coastal Security Scheme (both Phase-I and II), the manpower for coastal police stations and operation of boats are to be provided by the coastal States/UTs. As regards training to the marine police personnel, the Coastal Security Scheme (both Phase-I and II) has provision for imparting training to the marine police personnel through Coast Guard. The expenditure incurred on this account by the States/UTs is reimbursed by the Ministry of Home Affairs.

3.17.2 It further informed that the coastal States/UTs face difficulties in getting well-trained personnel for manning the coastal police stations, boats and to perform marine coastal security operations. Keeping this in view and also to fulfil the technical training requirement of the State

marine police personnel, the Ministry has planned to set up two Marine Police Training Institutes—one each on the Eastern and Western Coast.

3.17.3 It also informed that the suggestions given by this Committee for grant of special incentives to marine police personnel on the lines of BSF/CRPF are worth-considering and the coastal States/UTs would be advised to examine and adopt the suggestion.

**3.18 The Committee strongly recommends that an attractive incentive structure may be considered personnel recruited for coastal security.**

### **3.19 Land acquisition for setting up of coastal security infrastructure**

3.19.1 Regarding land acquisition for setting up of coastal security infrastructure, Ministry of Home Affairs informed that it periodically reviews the implementation of coastal security scheme with the State/UTs and other stake-holders. A Steering Committee at the level of Secretary (Border Management), has been constituted to oversee the implementation of the coastal security scheme and to ensure better coordination among the various stakeholders and to address inter-agency issues.

**3.20 The Committee feels that setting up of coastal security infrastructure should not get stuck on account of failure in acquiring land for the purpose. It recommends that review of the progress may be done from time to time so that the projects are not unnecessarily delayed, keeping in mind their importance. Wherever there are issues of land acquisition, the Ministry may take up with the states for resolving them so that infrastructure is in place.**

3.21 The Committee during its visit observed that the office of the Coastal Security is in Hyderabad, which is very far from the coastal areas in the State. Responding to this issue, the Ministry has informed that presently, one Additional SP and two DSPs who are headquartered at Vizag are looking after the coastal security in the State. The Headquarter of IG, Coastal Security which is presently at Hyderabad is a temporary arrangement only. For permanent Coastal Security Headquarter to be located at Vizag, the Government of Andhra Pradesh is identifying suitable land.

**3.22 The Committee is not convinced and observes that the temporary arrangement as has been made in Hyderabad can be temporarily made at some coastal town. Land required for permanent Coastal Security Headquarter in Andhra Pradesh may also be allotted soon in Vizag. All such headquarters/offices in other States related to coastal security which are far from the coastal areas may be shifted to appropriate coastal towns.**

### **3.23 Need for recruiting people well-versed with local language**

3.23.1 The Committee during its visit to Andhra Pradesh and Tamil Nadu has been informed that there is a need for people well-versed with local language in order to interact with the fishermen. The Ministry has informed that on finalization of dates and place for conducting a Community Interaction Programme (CIP), a team comprising representative of Coast Guard, Indian Navy, Marine Police and Fisheries Deptt. of State/UT and headed by an officer of commandant rank from Coast Guard is deputed. Coast Guard makes efforts to nominate Coast Guard personnel with local dialect. The assistance of Fisheries Department representative or local fishermen conversant in Hindi/local language are sought for effective communication with fishermen.

**3.24 The Committee, however, recommends that all possible efforts should be made to recruit people knowing local dialect so that interaction with local fishermen becomes easy and smooth. The fact that fishermen are the 'eyes and ears' of the coast further emphasizes the importance of knowledge of local dialect necessary for intelligence gathering. Any literature as may be necessary may be distributed to fishermen in local language.**

### 3.25 Community Interaction Programmes

3.25.1 The Committee was informed that post 26/11, there have been as many as 2,288 community interaction programmes. When enquired whether this is just a periodic or a casual phenomena or there are some structured programmes for this purpose, the Ministry has informed that since 2009, a total of 2342 Community Interaction Programmes (CIPs) have been conducted by the Coast Guard till 30th September, 2013. The CIPs with fishermen initiated by the Coast Guard in the 1990s have helped in understanding the micro issues of fishermen. It is purely a voluntary participation by fisher folks. The participation of fishermen in CIPs varies from 25 fishermen in fishing villages of A&N Islands which are thinly populated and up to 60 fishermen in densely populated fishing villages along other coastal States/UTs.

**3.26 The Committee is of the view that the community programme should gradually evolve from a body with voluntary nature to a body with semi-professional nature on the lines of civil defence so that they can also play a vital role in coastal security. Local fishermen may also be provided orientation programmes to impart necessary skills for intelligence gathering and keeping vigil on the coast while continuing with daily professional chores.**

### 3.27 Total requirement of manpower for coastal security

3.27.1 On being enquired about total requirement of manpower for coastal security in India, the Ministry of Defence has informed that the present sanctioned strength of the Indian Coast Guard is 13333 personnel (1850 officers, 9864 EP and 1619 civilians). In addition, formation of Sagar Prahari Bal (SPB) comprising 1000 men and induction of 80 Fast Interceptor Crafts (FICs) for force protection duties for Indian Navy has also been approved. The induction process for the SPB has been completed and over 300 personnel have been deployed till now. Additional requirement of manpower for coastal security is examined on the basis of responsibilities assigned and threat perceptions from time to time.

**3.28 The Committee recommends that all the sanctioned posts for coastal security may be filled up in time so that the vigilance on the coast is not compromised for want of adequate number of personnel. It exhorts the ministry to avoid procedural pitfalls so that the posts can be filled in stipulated time period. The Committee desires that the scheme should not suffer for want of man power.**

### 3.29 Recruitment process for 1000 personnel under Sagar Prahari Bal

3.29.1 On being enquired about the recruitment process for 1000 personnel under Sagar Prahari Bal (SPB) out of which only 200-plus people have been recruited, the Ministry has replied that, the recruitment process for 1000 personnel under Sagar Prahari Bal (SPB) has already been undertaken. The actual positioning of the personnel is aligned with the induction of Fast Interceptor Crafts (FICs). As on date, 17 officers and 341 sailors have been inducted.

**3.30 The Committee desires that the rest of the personnel may be recruited as and when the remaining Fast Interceptor Crafts (FICs) are inducted. The Committee hopes that a time line for the same would be fixed by the Ministry for strict adherence.**

### 3.31 Security along West Bengal coast

#### 3.31.1 Infiltration of foreign nationals in A&N Islands

3.31.1.1 When enquired about the reports that Chinese are holding some equipments in Coco Island; infiltration from Bangladesh; and Ross Island is given to some private party for marine

development, the Ministry has informed that as regards the infiltration of Bangladeshi nationals, there has been only one instance in last five years in which on 20.09.2013, one Bangladeshi national along with 4 persons of Thai nationality were apprehended without any valid documents and they were also in possession of arms and ammunition. However, 969 Bangladeshi nationals have been rescued under distress, since 2009. For A&N Islands, there is a Joint Command of defence forces, which looks after the strategic and defence requirements.

**3.32 The Committee is of the view that the security agencies including marine police need to be extremely watchful as the terrorists would be looking for new and unconventional modus operandi to make terror strikes. Remote and uninhabited islands may provide them the much needed safe havens to regroup themselves.**

**3.33 The Committee also recommends that the security agencies including marine police should always be watchful in thwarting any incursions by foreigners.**

**3.34 Issues related to Ministry of Shipping**

**3.34.1 Imposing Cess to combat oil spills**

3.34.1.1 Regarding the possibility of insurgents in oil spills in the sea, Ministry of Shipping has informed that 'Oil Pollution Cess' is being levied and collected from 1.10.1988. The oil pollution cess once paid at any port for a given parcel or tonnage is valid for a period of three months for the same size of future parcel/tonnage for the said vessel. The oil cess of 50 paise per tonne of the oil cargo handled is being collected from the respective steamer Agent who handles the oil tanker. 90% of the oil cess amount is remitted to Central Government and 10% is retained by the Port as Service Charges.

3.34.1.2 The amount of oil pollution cess collected and deposited by various major ports and non-major ports under the Maritime Boards and State Governments for seven years from 2005-06 to 2011-12 was ₹27.58 crore. Though the oil pollution cess is being collected for nearly twenty-five years since October, 1988, no money was ever utilized for the intended purpose for want of a scheme for implementation.

3.34.1.3 A scheme is envisaged to support major and non-major ports by way of financial assistance for the procurement of equipment and / or allied facilities from the oil pollution cess. The scheme is expected to be approved for implementation by mid 2014.

**3.35 The Committee is not clear as to whether the collected cess will also be used to tackle situations when oil gets spilled into the sea either in an accident or as a result of misadventure by any body. The Committee is of the opinion that a portion of such collected cess should also be kept to tackle 'post-spill' emergencies while the rest can be utilised for proper handling and storage of oil cargo. The Committee is also surprised by the fact that though the oil pollution cess is being collected for nearly twenty-five years since October, 1988, no money was ever utilized for the intended purpose for want of a scheme for implementation. The Committee therefore recommends that the scheme for implementation should be approved at the earliest so that the same can be implemented.**

**3.36 Issues related to Department of Animal Husbandry, Dairying and Fisheries.**

**3.36.1 Issuance of biometric ID cards to fishermen**

3.36.1.1 When asked about the population of the fishermen across the East and West coasts and the coverage of the fishermen for the identity cards, the Ministry has informed that as per statistics

compiled by the Deptt. Of Animal Husbandry Dairying and Fisheries, a total of 41.41 lakh marine fishermen are living in 3432 fishing villages, out of which, 26.25 lakh fishermen are directly involved in fishing and allied activities. Out of the 18.12 lakh fishermen identified for issuance of biometric ID cards, 11.22 lakhs ID cards have been produced and of which, 11.18 cards have been dispatched to the States/UTs for delivery to the fishermen. It is an on-going process and the progress depends on the pace of verification of fishermen details by the Fisheries Department of coastal States/UTs.

**3.37 The Committee urges the Government to complete issuing of biometric identity cards of the remaining fishermen. It also recommends that a data bank of such cards should be maintained for ready reference. Such a measure would help in identifying intruders and foreign nationals entering the country.**

### **3.38 Registration of the fishing vessels and boats**

3.38.1 Regarding the progress of registration of the fishing vessels and boats, which are being operated by the local people, the Ministry has replied that as per statistics of the Deptt. of Animal Husbandry Dairying and Fisheries, a total of 1,99,141 fishing vessels comprising of 52,982 traditional boats, 73,410 motorised boats and 72,749 mechanised crafts are plying in the sea. Till 26<sup>th</sup> October, 2013, a total of 1,88,581 (94.7%) fishing vessels have been registered under the newly developed 'Uniform On-line Registration System'.

**3.39 The Committee notes that more than ninety per cent of fishing vessels and boats have been registered. It feels that by keeping track of such vessels, the security agencies would be in a better position to keep a vigil on such vessels. The Committee recommends that registration of all fishing vessels may be completed at the earliest.**

### **3.40 Fishermen Awareness Programme**

3.40.1 Regarding Central Assistance for Fishermen Awareness Programme in the States/UTs, it has been informed that D/o. Animal Husbandry, Dairying and Fisheries in the Ministry of Agriculture is the Nodal Authority for organizing Fishermen Awareness programme in the States/UTs. The D/o. Animal Husbandry, Dairying and Fisheries has informed that it has no objection in imparting basic skills to the fishermen in intelligence gathering and to cultivate them as effective informers. However, the Department has not made any budgetary allocation to provide financial assistance for such training programme for fishermen.

**3.41 The Committee urges the Ministry of Agriculture through its Department of Animal Husbandry, Dairying and Fisheries to formulate a Scheme to bring about awareness among the fishermen of coastal States/UTs. It also urges the Ministry of Home Affairs to coordinate with it and other relevant agencies to prepare the modalities of such a programme for early implementation. It also recommends that the necessary budgetary allocation in this regard be made.**



**OBSERVATIONS/CONCLUSIONS AND RECOMMENDATIONS  
OF THE COMMITTEE — AT A GLANCE**

The Committee agrees that Gujarat coast is highly sensitive due to its close proximity to a very vulnerable part of International Maritime Border Line (IMBL). The Committee is in agreement with the State Government that it needs more funds and infrastructure to improve and strengthen coastal security preparedness. The Committee recommends that under the Coastal Security Scheme (Phase-II), all the infrastructural and logistical gaps in the coastal security apparatus of the State should be filled in view of its vulnerability due to hostile atmosphere in the coastal area of Gujarat. Necessity of additional funds may be considered after discussing with State Government. (Para 2.1.3)

**Role of Mercantile Marine Department**

The Committee is of the opinion that the issues raised by the State Government regarding non-availability of inputs on national security matters and regulation of benami investment are worth noting and deserve attention. The Committee feels that if the Ministry of Shipping is not the relevant agency then the concerned agency be it Ministry of Home Affairs or any other agency should provide necessary inputs to the State Government. Ministry of Home Affairs may look into this matter. (Para 2.1.5)

**Involvement of Directorate General of Light Houses and Light Ships (DGLL)**

The Committee, notwithstanding the reply of the Ministry, desires that the concern of the State Government may appropriately be addressed. Secretary, Shipping may hold a meeting in the matter. (Para 2.1.7)

**Security of off-shore oil installations**

It appears that the Ministry of Home Affairs is not aware of the issue. The Committee recommends that the Ministry of Home Affairs may look into the security concerns expressed by the State Government. The Committee recommends that the Ministries of Home, Shipping, Steel and Petroleum and Natural Gas should hold a meeting with the State Government of Gujarat to understand the missing link and find suitable ways to address its concerns. (Para 2.1.10)

**Integration of visual imagery from aerial surveillance and satellite imagery**

The Committee recommends that the National Maritime Domain Awareness (NMDA) project, which envisages development of common operational picture of all maritime activities in the seas around India based upon various sources, should be finalized at the earliest. The Committee hopes once the NMDA is established it will provide one stop solution for providing satellite imagery for Surveillance purposes. This will be useful for all coastal States and not just Gujarat. (Para 2.1.12)

**Calibration of VTMS to the security needs**

The Committee recommends that the request of the State Government may be considered. (Para 2.1.14)

### **Deliberate Oil spills by insurgents**

The Committee recommends that the scheme may be prepared at the earliest. It also feels that the Ministry should address the fears expressed by the State Government of deliberate oil spills by insurgents, for creating fire hazards for destruction of ships and port properties, by procuring equipment and dispersants to combat oil spill. This issue concerns all the coastal States. (Para 2.1.16)

### **Requirement of equipments for meeting ISPS Audit**

The Committee recommends that Radio-active material scanners should be installed at all entry/exit points of all major ports in all the coastal States. (Para 2.1.18)

The Committee agrees with the State Government and is of the opinion that fishermen can be a rich source of intelligence and can definitely be cultivated as effective informers. The Central Government should device a programme for imparting basic skills in intelligence gathering to the fishermen through out the country in all coastal States. (Para 2.1.30)

The Committee recommends that all coastal States/UTs should send their reports on construction of jetties to the Ministry of Home Affairs so that their requirements of funds for construction of jetties may be looked into as per local conditions. It is also of the opinion that if the funds are found inadequate they may be suitably enhanced according to the requirements of concerned States/UTs. (Para 2.1.23)

### **Goa**

The Committee is not happy to note that procurement under phase I was not completed. The Ministry may impress upon the State Government to complete the process at the earliest. This brooks no further delay. (Para 2.2.3)

### **Coastal Security-multiagency responsibility and surveillance**

The Committee recommends that pilot projects for RFID, MSS and AIS(P) may be undertaken so as to ascertain their feasibility for implementation and the same should be completed at the earliest so that a final view may be taken in this regard. The Committee of the opinion that such technological interventions are extremely important to improve the logistics of coastal security apparatus and, therefore, should be put into service as soon as the feasibility studies prove positive. The issue was also raised during the Study Visit of the Committee to the Coastal Police Stations in Andhra Pradesh. The Committee is of the opinion that a separate group is needed by including people who work on this subject in the aviation sector in a collaborative effort with the Coast Guard and agencies dealing with satellites and transponders for early implementation. (Para 2.2.5)

### **Seaworthiness of Boats**

The Committee however desires that the concern of the State Government may be examined again. (Para 2.2.7)

### **Karnataka**

Preference for professional fishermen in appointments and other issues. (Para 2.3.2)

The Committee feels that it is a ticklish issue. The Ministry of Home Affairs may discuss with State Government and fishermen and solve the problem. (Para 2.3.4)

The Committee notes the assurance of the State Government given to the Ministry and desires that the recruitment may be completed at the earliest. Issuing of ID cards may also be completed at the earliest. (Para 2.3.6)

## **Kerala**

### **Provision of Jetties and floating wharfs**

The Committee desires that the suggestion of the State Government for providing wharfs where constructing Jetties is a problem, may be looked into. Even though the decision has been left to the State Government, the Ministry may discuss the issue with the State. (Para 2.4.3)

## **West Bengal**

### **Problems being faced in maintaining Coastal Security**

The Committee is dissatisfied by the replies given by the Ministry of Home affairs regarding the issues of inadequate technical manpower, maintenance of equipments and high cost of running the interceptor boats. Several States/UTs have similar complaints which need to be seriously looked into by the Central Government. The Ministry may examine the concern of the State Government on the high cost of POL. The Committee will deal with technical manpower and maintenance issues in the next chapter. (Para 2.5.4)

## **Odisha**

The Committee recommends that the requirement of manpower, coastal police stations and jetties may be reassessed along with the realistic requirement of funds to be provided for establishment thereof. The issues relating to manpower, training and maintenance will be dealt in the next chapter. (Para 2.6.9)

### **Other issues raised by the State**

The Committee recommends that the land for setting up of Marine Police Station inside Paradip Port may be provided at the earliest. (Para 2.6.11)

### **Release of Funds**

The Committee recommends that the State Government must submit the utilization certificates to the Central Government so that further funds could be released for construction of jetties. (Para 2.6.13)

### **Repairing Centre at Paradeep**

The Committee desires that the Ministry may discuss the matter with the State Government to resolve the issue. (Para 2.6.15)

The Committee feels that the State Government by now must have got the information. However, Ministry of Home Affairs may discuss the matter with Coast guard and the State Government. (Para 2.6.18)

## **Andhra Pradesh**

The Committee recommends that the pilot-study regarding fitting AIS (transponders) may be completed in a time bound manner so that the findings of the same may be implemented thereon. (Para 2.7.4)

Other issues flagged by the State Government relate to manpower and related matters. The issues relating to manpower recruitment training etc. are dealt in the next chapter. However, the Committee recommends that the specific issues raised by the State Government of Andhra Pradesh may be appropriately addressed. Some issues also concern other States as well and a careful examination of the issues is necessary. (Para 2.7.5)

## **Tamil Nadu**

The Committee hopes that the issues related to berthing of boats would be resolved as a result of measures undertaken by the Ministry. The Ministry may review the matter on a regular basis. (Para 2.8.4)

The Committee recommends that the necessary land allocation may be done at the earliest so that the marine police station could be established. It further recommends that an all out effort should be made to resolve all such issues within a stipulated time period. It also urges the Port Authorities to look into the suggestion of providing cut land at nominal rent on lease. The Committee also urges the concerned agencies to put in place a system for frequent interaction with common people of coastal areas. Such an exercise should be conducted in the local dialect as far as possible so that intelligence gathering could be enriched further. (Para 2.8.7)

## **Daman and Diu**

### **Problem faced in maintaining Coastal Security**

The effort on the part of the UT Administration to recruit local fishermen for the marine police is laudable and will contribute for the improved patrolling and surveillance along the coast of Daman and Diu. The Committee desires that the local people so recruited for Marine Police may be given sufficient training. (Para 2.9.5)

The Committee desires that the issue of Diu fishermen being captured by Pakistan authorities may be addressed appropriately. (Para 2.9.7)

## **Lakshadweep**

The Ministry of Home Affairs may prepare guidelines for off season activities of Marine Police such as in Monsoon. This may apply to other States too. Ministry of Home Affairs may carefully examine the issue. (Para 2.10.6)

The Committee recommends that the Ministry should coordinate with the UT Government in finalizing surveillance programme. In no circumstance can vacuum be allowed to exist in Coastal policing as it can have severe consequences for internal security. (Para 2.10.8)

## **Puducherry**

### **Problems being faced in maintaining Coastal Security**

The Committee is disappointed to note that out of 23 technical posts approved in CSS phase I, only 3 have been filled and the others could not be filled for want of recruitment

rules. Further, 76 technical posts have also been approved under phase II of the scheme. In view of the Committee, this is a very typical case of sorry state of affairs. The Committee, therefore, strongly recommends that the Recruitment Rules may be framed at the earliest so that the sanctioned technical and also non-technical posts may be filled at the earliest to deal with shortage of technical man power. The Committee also agrees with the UT government that if the incentive structure provided to the employees is not attractive enough, it would be difficult to recruit and retain capable people needed for the purpose. The Committee is therefore not satisfied with the routine reply of the Ministry and desires that it be more pro-active in recruiting right people so that the Coastal Security scheme does not remain merely on paper. (Para 2.11.4)

The Committee desires that the Ministry may discuss with all States/UTs and take a decision in the matter. (Para 2.11.7)

All the above suggestions apply to all the coastal States/UTs. The Ministry needs to adopt a common approach on the above suggestions. The Committee recommends that the Ministry may look into the above suggestions of the UT Government to find out their feasibility for implementation. (Para 2.11.8)

#### **Andaman and Nicobar Administration**

##### **Problems being faced in maintaining Coastal Security**

The Committee also takes note of the fact that the Ministry has approved a separate comprehensive security plan of A&N Islands. The Committee desires that this plan may be implemented at the earliest. (Para 2.12.14)

The Committee welcomes the initiative taken by the UT Government in preparing a comprehensive security plan wherein it has proposed for setting up ten Marine Operational Centres in A&N Islands at prime locations for upgrading coastal security in A&N Islands. It hopes that the Central Government would provide the necessary support needed by the UT in implementing its proposal in the larger framework of Coastal Security Scheme as envisaged by the Centre. The Ministry may also look into the funds requirements for HSD and the problem of maintenance of boats. These issues need to be looked into in view of strategic location of the islands. The Ministry may also look into the inadequate skilled manpower. (Para 2.12.15)

#### **OTHER ISSUES**

##### **Shortage of Technical Manpower and lack of training facilities**

The Committee strongly recommends that the proposed Marine Police Training Institutes – one each on the Eastern and Western Coast may be set up as soon as possible as the specialized training required by the Marine police personnel is of utmost importance. The Committee is also of the view that the Central and concerned State Governments should pro-actively coordinate with each other so that the project does not get trapped in bureaucratic hurdles and the institutes are set up in a definite time frame. (Para 3.2)

##### **Manpower Recruitment**

The Committee feels that all the coastal States may face this problem. The Committee is of the opinion that the Central Government should provide assistance to the States in recruiting technical manpower as the States agencies do not have the requisite

know-how and experience of doing the same. Coastal security is a joint venture of both the Governments and when there are shortcomings on the part of State Governments, the central Governments step in to help them out. (Para 3.4)

The Committee has been informed by the Government of Karnataka that the State Government plans to recruit separate staff for Coastal Security Policing and wish to train them adequately in sea-faring. The step has been welcomed by the Home Ministry. The Committee also appreciates the step taken by the Government of Karnataka and urges other State Governments/UTs to also raise dedicated cadres for marine policing as has been planned by the Government of Karnataka. (Para 3.5)

#### Coordination and consultation between the Central and State Governments

The Committee hopes that some of the measures as undertaken by the Ministry would help in resolving the concerns of the State Government. It also recommends that the officials of the coastal States and the Ministry of Home Affairs should meet more often so that the suitable means and ways may be chalked out to implement the scheme satisfactorily. (Para 3.7)

Coastal security set up in India is a three layer set up comprising of Navy, Coast guard and marine police. The Committee though appreciating the fact that coastal security is a team effort requiring a lot of coordination between the three agencies, still it is of the opinion that a clear demarcation of jurisdiction and responsibilities should be made. A clear hierarchy of command at national level should be established so that responsibility for commission and omission during an emergency situation could be fixed. (Para 3.8)

#### Maintenance of boats and other equipments

The Committee is totally dissatisfied by the Ministry's response and its approach towards the issue of maintenance. It needs to be more serious on the issue and address the issue of maintenance appropriately. It also notes the complaints of similar nature made by other Coastal States/UTs. The Committee feels that the issue should be looked afresh in consultation with the State Governments so that such issues could be resolved satisfactorily. It recommends that the Ministry should hold a meeting with all the service providers and the concerned Governments for resolving all outstanding issues related to maintenance, so that the boats and other equipments do not lie idle for want of rectification even when there are slight technical malfunctions. The Committee also recommends that technical know how for small technical defects may be given to local operators so that they do not have to depend upon others even for small problems. The Committee also suggests that decentralization of the maintenance of boats may be considered. (Para 3.10)

#### Port Security

The Committee is surprised to note that even after the Mumbai attack, 187 minor ports of the country still lack standardized security cover. The Committee strongly recommends that an early decision may be taken on the report submitted by the working group of the Ministry of Shipping so that security norms for Minor Ports may be established. There should be regular security audit of the minor ports also alongwith major ports. (Para 3.12)

#### Non procurement of vehicles on account of austerity measures

The Committee recommends that the Ministry of Home Affairs should take up the matter with the Ministry of Finance at the earliest for getting the proposal cleared. It also

urges the Ministry of Finance to give 'one time' relaxation for purchase of vehicles in the larger national interest. (Para 3.14)

#### **Constitution of Maritime Boards**

The Committee strongly urges the State Governments of Andhra Pradesh and Goa and UT of A&N Islands to constitute State Maritime Boards at the earliest. It also urges the Ministry of Home Affairs to expedite examination of Maritime Board Bills/Ordinance of the Governments of Karnataka, Kerala and Odisha so that the Boards can be established at the earliest. (Para 3.16)

#### **Incentives to people joining marine police**

The Committee strongly recommends that an attractive incentive structure may be considered personnel recruited for coastal security. (Para 3.18)

#### **Land acquisition for setting up of coastal security infrastructure**

The Committee feels that setting up of coastal security infrastructure should not get stuck on account of failure in acquiring land for the purpose. It recommends that review of the progress may be done from time to time so that the projects are not unnecessarily delayed, keeping in mind their importance. Wherever there are issues of land acquisition, the Ministry may take up with the states for resolving them so that infrastructure is in place. (Para 3.20)

The Committee is not convinced and observes that the temporary arrangement as has been made in Hyderabad can be temporarily made at some coastal town. Land required for permanent Coastal Security Headquarter in Andhra Pradesh may also be allotted soon in Vizag. All such headquarters/offices in other States related to coastal security which are far from the coastal areas may be shifted to appropriate coastal towns. (Para 3.22)

#### **Need for recruiting people well-versed with local language**

The Committee, however, recommends that all possible efforts should be made to recruit people knowing local dialect so that interaction with local fishermen becomes easy and smooth. The fact that fishermen are the 'eyes and ears' of the coast further emphasizes the importance of knowledge of local dialect necessary for intelligence gathering. Any literature as may be necessary may be distributed to fishermen in local language. (Para 3.24)

#### **Community interaction programmes**

The Committee is of the view that the community programme should gradually evolve from a body with voluntary nature to a body with semi-professional nature on the lines of civil defence so that they can also play a vital role in coastal security. Local fishermen may also be provided orientation programmes to impart necessary skills for intelligence gathering and keeping vigil on the coast while continuing with daily professional chores. (Para 3.26)

#### **Total requirement of manpower for coastal security**

The Committee recommends that all the sanctioned posts for coastal security may be filled up in time so that the vigilance on the coast is not compromised for want of adequate

number of personnel. It exhorts the ministry to avoid procedural pitfalls so that the posts can be filled in stipulated time period. The Committee desires that the scheme should not suffer for want of man power. (Para 3.28)

#### **Recruitment process for 1000 personnel under Sagar Prahari Bal**

The Committee desires that the rest of the personnel may be recruited as and when the remaining Fast Interceptor Crafts (FICs) are inducted. The Committee hopes that a time line for the same would be fixed by the Ministry for strict adherence. (Para 3.30)

#### **Security along West Bengal coast**

##### **Infiltration of foreign nationals in A&N Islands**

The Committee is of the view that the security agencies including marine police need to be extremely watchful as the terrorists would be looking for new and unconventional *modus operandi* to make terror strikes. Remote and uninhabited islands may provide them the much needed safe havens to regroup themselves. (Para 3.32)

The Committee also recommends that the security agencies including marine police should always be watchful in thwarting any incursions by foreigners (Para 3.33)

#### **Issues related to Ministry of Shipping**

##### **Imposing Cess to combat oil spills**

The Committee is not clear as to whether the collected cess will also be used to tackle situations when oil gets spilled into the sea either in an accident or as a result of misadventure by any body. The Committee is of the opinion that a portion of such collected cess should also be kept to tackle 'post-spill' emergencies while the rest can be utilised for proper handling and storage of oil cargo. The Committee is also surprised by the fact that though the oil pollution cess is being collected for nearly twenty-five years since October, 1988, no money was ever utilized for the intended purpose for want of a scheme for implementation. The Committee therefore recommends that the scheme for implementation should be approved at the earliest so that the same can be implemented. (Para 3.35)

#### **Issues related to Department of Animal Husbandry, Dairying and Fisheries.**

##### **Issuance of biometric ID cards to fishermen**

The Committee urges the Government to complete issuing of biometric identity cards of the remaining fishermen. It also recommends that a data bank of such cards should be maintained for ready reference. Such a measure would help in identifying intruders and foreign nationals entering the country. (Para 3.37)

##### **Registration of the fishing vessels and boats**

The Committee notes that more than ninety per cent of fishing vessels and boats have been registered. It feels that by keeping track of such vessels, the security agencies would be in a better position to keep a vigil on such vessels. The Committee recommends that registration of all fishing vessels may be completed at the earliest. (Para 3.39)



**Fishermen Awareness Programme**

**The Committee urges the Ministry of Agriculture through its Department of Animal Husbandry, Dairying and Fisheries to formulate a Scheme to bring about awareness among the fishermen of coastal States/UTs. It also urges the Ministry of Home Affairs to coordinate with it and other relevant agencies to prepare the modalities of such a programme for early implementation. It also recommends that the necessary budgetary allocation in this regard be made.**

(Para 3.41)

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# MINUTES

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XX  
TWENTIETH MEETING

The Committee met at 11.00 A.M. on Wednesday, the 11<sup>th</sup> May, 2011 in Room No. 63, Parliament House, New Delhi.

**MEMBERS PRESENT**

1. Shri M. Venkaiah Naidu — *Chairman*

**RAJYA SABHA**

2. Shri Rishang Keishing
3. Shri S.S. Ahluwalia
4. Shri Prasanta Chatterjee
5. Shri D. Raja

**LOK SABHA**

6. Shri L.K. Advani
7. Dr. Rattan Singh Ajnala
8. Shri Raman Deka
9. Shri Mohd.Maulana Asrarul Haque
10. Shri Bishnu Pada Ray
11. Adv. A. Sampath
12. Shri Hamdullah Sayeed
13. Shri Neeraj Shekhar
14. Shri Ravneet Singh
15. Shrimati Seema Upadhyay
16. Shri Harsh Vardhan
17. Shri Bhausahab Rajaram Wakchaure

**SECRETARIAT**

Shrimati Sharada Subramaniam, *Joint Secretary*

Shri P.P.K. Ramacharyulu, *Director*

Shri D.K. Mishra, *Joint Director*

2. The Chairman welcomed the Members of the Committee and apprised them of the agenda for the meeting.

3. \* \* \*

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\*\*\* Relates to other matter.

4. The Committee, thereafter, discussed the subjects to be undertaken by the Committee for detailed study and examination. After some discussion the following subjects were identified by the Committee for the purpose :-

1. Security at Airports in the country;
  2. Working of Immigration Division in the Ministry of Home Affairs;
  3. Working of Sardar Vallabhbhai Patel National Police Academy, Hyderabad;
  4. Disaster Management in the country;
  5. Administration of Union Territories;
  6. Infrastructure Projects and Economic Development in NE Region;
  7. Functioning of Civil Defence Training Institutes in the country;
  8. Coastal Security Management;
  9. Indo-Bangla Border Fencing;
  10. Problems faced by the Home Guards and their Working Conditions; and
  11. Law and Order situation in Delhi.
- 5.0 A verbatim record of the proceedings of the meeting was kept.
- 6.0 The Committee then adjourned at 11.15 P.M.

III  
THIRD MEETING

The Committee met at 11.30 A.M. on Wednesday, the 9<sup>th</sup> October, 2013 in Committee Room-D, Ground Floor, Parliament House Annexe, New Delhi.

**MEMBERS PRESENT**

1. Shri M. Venkaiah Naidu — *Chairman*

**RAJYA SABHA**

2. Shri Janardan Dwivedi
3. Shri Santiuse Kujur
4. Dr. V. Maitreyan
5. Shri D. Raja
6. Shri Rajiv Pratap Rudy

**LOK SABHA**

7. Shri Anandrao Adsul
8. Shri L.K. Advani
9. Shri Pawan Kumar Bansal
10. Dr. Shafiqur Rahman Barq
11. Dr. Kakoli Ghosh Dastidar
12. Shri Ramen Deka
13. Shri Naveen Jindal
14. Shri Datta Meghe
15. Shri Rathod Ramesh
16. Shri Neeraj Shekhar
17. Shri Ravneet Singh

**SECRETARIAT**

Shri P.P.K. Ramacharyulu, *Joint Secretary*

Shri Vimal Kumar, *Director*

Shri D.K. Mishra, *Joint Director*

Shri Bhupendra Bhaskar, *Assistant Director*

Shri Sanjeev Khokhar, *Assistant Director*

Shri Anurag Ranjan, *Committee Officer*

**WITNESSES**

**Representatives of Ministry of Home Affairs**

1. Shri Anil Goswami, Home Secretary

2. Shrimati Gauri Kumar, Secretary, Border Management
3. Shri S.A. Ibrahim, Director, Intelligence Bureau
4. Shri Bhagwan Shanker, Joint Secretary, Border Management
5. Shri Satpal Chouhan, Joint Secretary (C&PG)
6. Shri K.K. Sharma, Additional DG (Ops), BSF
7. Dr. Anand Kumar, Additional Director, Intelligence Bureau
8. Shri A.K. Shukla, Joint Director, Intelligence Bureau
9. Shri P.S. Dhiman, DIG (Ops), BSF
10. Shri Radhakrishna Kini A., Additional DG, BPR&D
11. Shri H.K. Sharma, Deputy Director General (Provision)

#### **Representatives of Ministry of Shipping**

1. Dr. Vishwapati Trivedi, Secretary
2. Capt. L.K. Panda, Nautical Advisor, o/o DG Shipping
3. Shri Vineet Bakshi, CMD, Goa Shipyard Ltd.
4. Shri A.K. Verma, CMD, Garden Reach Shipbuilders and Engineers

#### **Representatives of Cabinet Secretariat**

1. Shri Rajinder Khanna, Special Secretary
2. Shri R. Kumar, Joint Secretary

#### **Representatives of Ministry of Defence**

1. Vice Admiral Girish Luthra, DG, Naval Operations, Navy
2. Capt. Rajeev Ashok, Director, Naval Operations, Navy
3. Shri Ram Subhag Singh, Joint Secretary (Navy)
4. Shri K.R. Nautiyal, DDG (Ops), Indian Coast Guard
5. Shri Asish Srivastava, Director, Indian Coast Guard

#### **Representatives of Ministry of Petroleum and Natural Gas**

Shri Armane Giridhar, Joint Secretary

#### **Representatives of Ministry of Agriculture**

##### **Department of Animal Husbandry, Dairying and Fishing**

1. Shri B. Vishnu Bhat, Fisheries Development Commission
2. Captain A. M. Surej, Director General of Lighthouses and Lightships

2. At the outset, the Chairman of the Committee welcomed the Members to the sitting of the Committee. He also welcomed Shri Pawan Kumar Bansal, Member, Lok Sabha who joined Committee's sitting first time after his nomination to the Committee.

2.1 The Chairman informed that the Committee would take up the subject 'Coastal Security Management in the Country' and recapitulated that the erstwhile Committee had decided to seek written comments of all the concerned coastal State Governments and UTs in this regard and nine States and UTs had furnished the same.

2.2 The erstwhile Committee visited Tamil Nadu and Andhra Pradesh. The Committee held meetings and visited certain marine police stations which were set up in the recent past and had discussions with the Coast Guard, the State Police and also with the District Administration in that regard. The Committee had noted certain issues for calling attention of the Central Government.

The comments of the States were forwarded to the Ministry of Home Affairs for response and the same had also been circulated to Members. In this connection, he had invited the Home Secretary to give a presentation on the subject.

*[At this stage, witnesses were called in]*

3. The Chairman welcomed the Home Secretary and all other senior officers from different Ministries/Departments to the meeting of the Committee and gave a brief of the work/study done by the erstwhile Committee on the subject. He asked the Home Secretary to make a presentation on the main features of Phase-I and Phase-II of the Coastal Security Scheme and the experience gained in the implementation of the Scheme indicating the budgetary provisions and the future requirements. The Home Secretary highlighted the following issues:

- Safeguarding the sea borders requires specialised skills and monitoring frameworks. Traditionally, the coastal security is managed by the Indian Coast Guard. However, for an effective coastal security management, the involvement of coastal States and Union Territories had become necessary.
- A three-tier coastal security ring all along our coast is now provided by the Marine Police, the Indian Coast Guard and the Indian Navy. The Marine Police had a jurisdiction up to 12 nautical miles of territorial waters. The Coast Guard is responsible both for the territorial waters as well as for the area extending up to 200 nautical miles. The Indian Navy has functional jurisdiction beyond 200 nautical miles, though it remains responsible for the overall maritime security, which includes coastal security and off-shore security.
- Phase-I of the Coastal Security Scheme was implemented from 2005-06 to 2010-11 with an outlay of ₹646 crore with a view to strengthen the infrastructure of the State Marine Police force by providing financial assistance for the construction of coastal police stations, check-posts, outposts, barracks and procurement of jeeps and motorcycles as well as interceptive boats for patrolling and surveillance of coastal areas, particularly the shallow areas close to the coast.
- Subsequent to the Mumbai attack in 2008, the entire coastal security scenario of the country was subjected to a multi-level, inter-Ministerial review which led to taking of several initiatives by the various Central Government Ministries and Departments.
- After vulnerability and gap analysis, the Ministry of Home Affairs formulated the Phase-II of Coastal Security Scheme to further augment the infrastructural support to the coastal States and the Union Territories by way of additional coastal police stations, jetties, high-capacity and fast-moving boats.
- To meet the requirement of well-trained personnel for manning the coastal police stations, boats and marine coastal security operations, two Marine Police Training Institutes, one each on the Eastern and the Western Coast has been planned to set up.
- MHA is also exploring the possibility of raising exclusive Marine Police personnel on the lines of the India Reserve Battalions which are deployed in different parts of the country.

4.0 The Joint Secretary (Border Management) made a power point presentation. The highlights are as under:

- The Director General, Coast Guard had been designated as Commander Coastal Command and is responsible for overall coordination between Central and State agencies;



- The Coast Guard has been nominated to function as Lead Intelligence Agency to provide institutional arrangement for coordination and sharing of intelligence among various agencies operating on the coast;
- In phase-I, coastal States/UTs were provided with 73 coastal police stations, 97 check posts, 58 outposts, 30 barracks, 204 boats, 10 Rigid Inflatable Boats (RIBs), 153 jeeps and 312 motor cycles;
- Implementation of phase-I of the Scheme completed except construction of few CPs due to land acquisition problems. At some places, construction of CPs was underway;
- Outlay for the phase-II of the Scheme was ₹1580 crore to provide 131 Marine Police Stations, 10 Marine Operational Centres for A&N Islands, 60 jetties, 150 boats (12 Tons.), 20 (19 mtr.) boats for Tamil Nadu, 10 (5 Ton) for Gujarat, 35 RIBs-23 for A&N Islands and 12 for Lakshadweep, 10 large vessels for A&N Islands, 131 Four wheelers and 242 motorcycles. Besides, a lump-sum assistance of ₹15 lakhs per Coastal Police Station for surveillance equipments, computer system and furniture will be provided;
- Out of 131 CPSs, 68 have been operationalised. Land for 131 CPSs has been identified and land has been acquired for 97 CPSs. States have been advised to operationalise CPSs in rented buildings by the end of October, 2013 pending construction of CPSs and jurisdiction would be allocated and notified by December, 2013 so as to complete the coastline;
- Out of 60 sanctioned jetties, land of 55 jetties has been identified and for 10 jetties land has been acquired. Construction of one jetty has started; States/UTs have been advised to strategically locate jetties adjacent to existing fishing harbours;
- Out of 131 four wheelers and 242 two wheelers, 57 four wheelers and 74 two wheelers have been purchased;
- The SOP for Coastal Police Stations, which was prepared by BPR&D in close coordination with all stakeholders, is under implementation;
- Eighty five Coastal Security Exercises have been conducted biannually. Eighty seven Joint Coastal Petrol with Marine Police and Customs were conducted. 2985 police personnel were given training by Coast Guard. Besides, Coast Guard undertook 2288 community interaction programmes for fisherman act as 'Eyes and Ears';
- For Marine Police Training Institutes, Maharashtra and Gujarat and Andhra Pradesh have offered water front 250 acre land free of cost and a Committee consisting Members of BPR&D, Navy and Coast Guard would inspect the sites;
- RGI has distributed more than 65 lakh NPR Id cards to coastal area population and animal Husbandry Department had produced and delivered more than 11 lakh fisherman ID Cards;
- 1,86,104 fishing vessels of less than 20 mtrs. have been registered on line and for registration of fishing vessels of more than 20 mtrs. An amendment in the Merchant Shipping Act was under consideration;
- Tamil Nadu, Gujarat and Maharashtra have constituted State Maritime Boards. Karnataka, Kerala, Andhra Pradesh, Goa were yet to constitute SMBs. Puducherry and Daman and Diu have constituted Maritime Security Committee and Maritime Advisory Committee respectively.

5. After power point presentation, the Chairman and Members of the Committee raised the following queries/issues:

- What is population of the fishermen across the East and West coasts and coverage of the fishermen for the identity cards and the time by when they will be covered fully?
- What is the progress made in registration of all fishing vessels and boats operated by the local people?
- By when the pilot study of the RFID, MSG and AIGP will be completed.
- Reasons for not having security norms for 187 minor ports?
- Special incentives for motivation of marine police personnel.
- Rationale for having the office of IG, Coastal Security in Hyderabad, while the coast is on the other side.
- Preference in the selection and recruitment of Marine Police to the fishing community.
- Capturing of fishermen of Gujarat and forfeiting of their superior boats by Pakistan.
- Rationale of submission of MHA on likelihood of left-out LTTE cadre looking for safe havens in the uninhabited Indian islands for their temporary hideouts and thus justifying the claims of Sri Lankan Government.
- What is the total number of persons who participated in community interaction programmes and the duration of all these programmes and whether it is structured programme?
- Smuggling of cows across the riverine areas of Sunderbans into neighbouring country and payment there of in fake currency.
- Duplication of registration number of boats and its misuse by terrorists of neighbouring countries.
- Presence of Chinese in Coco Island and permission given to a private party for marine development in Ross Island in A&N Islands.

6. Responding to the queries pertaining to his area of activities, the representative of the Coast Guard informed that

- Bids have been received for pilot study on MSS Transponders and the study would be completed by the end of the year 2014. The Chief of Naval Staff has expressed his apprehensions on the high infrastructural and operational cost of RFID because of existence of a large number of fishing landing points on the both coasts of the country and some of them are not registered and authorized. It has been decided to have a relook on the project and then proceed. In the mean time, work on satellite transponders is being done and hopefully by the next year it would be known as to how identification of fishing boats can be done in sea and coast. Regarding participation of people in Community Interaction Programmes, he informed that on an average 50-60 persons participate in a programme and they are given brief on the fishing areas and implications of venturing into the international maritime boundaries.
- As per the Fishermen Census carried out by the Central Marine Fisheries Research Institute, the total fishermen population in the coastal areas is 4.14 million. Out of this, active fishermen engaged in fishing are estimated to be 2.62 million. 1.81 million fishermen population have been covered under the biometric ID and digitized data for

biometric identity to the tune of 1.12 million has been obtained. The Government has already distributed cards to 1.11 million. These cards are separate cards with some additional details regarding boats, etc. The card being issued by the RGI does not have those details.

6.1 The Vice Admiral, Indian Navy informed that in February, 2009, the CCS gave approval for creation of Sagar Prahari Bal with a strength of 1,000 personnel. Sagar Prahari Bal is part of the Indian Navy. As on date, more than 17 officers and 290 sailors have been inducted. After approval for procurement of 80 Fast Speed Crafts, contract for 80 FSCs was signed and the first set of boats has arrived. The SPB would be manning these boats and patrolling in the harbour areas for protection of naval assets and also local assets in the harbours. The induction process takes time as training process takes 3-4 years.

6.2 The Director, IB informed that during the years up to September, 2013, no person from Bangladesh has come against 17 people who were people picked up. On the Sri Lankan side, as on September, 2013, 515 Indian fishermen with 100 boats were arrested on that side; out of which, 430 with 68 boats were released. On the Indian side, 146 Sri Lankan fishermen with 30 boats were arrested in our waters; out of which, 111 with 21 boats were released. On the Gujarat side, upto September, 2013, 310 Indian fishermen with 73 boats were arrested and out of which, 389, much more, with no boat, were released as there were other fishermen earlier also. On the Indian side, 111 people with 11 boats were picked up and 16 with no boat were released.

6.3 The DG, Light Houses submitted as under:

- The entire Indian coastline has now 74 base stations of automatic identification system which is monitoring all the vessels which are above 500 GMT. Under a pilot project, field trials are being done for covering sub-20 metre vessels in Porbandar with 500 transponders. The vessels are being identified and this work would be completed by March, 2014.
- On the other issue of security of the minor ports under the State Governments, the shipping secretary informed that a group was set up and the Government would look into the report and come back to the Committee on the progress.
- On the delegation of powers to the Fisheries Department for registration, the Nautical Advisor responded that the fishing vessels above 20 metres are registered by DG-Shipping under the Merchant Shipping Act. In order to facilitate, 28 State officers have been authorised for registration. To facilitate further, it can be further expanded by bringing in certain changes in the Merchant Shipping Act.
- With regard to the duplication of registration, he submitted that this matter has not been brought to the notice, but, its possibility cannot be denied.
- Detailed report of a high-level committee to frame Standard Operating Procedures was submitted in 2007. The Report discussed various things including the type of boats, the funding, objectives and various equipments and Detailed SOP was submitted to the MHA, which has been circulated to all States and the UTs.

6.4 The Home Secretary submitted that

- A National Committee on Strengthening Maritime and Coastal Security against Threat on the Sea has been set up on 7<sup>th</sup> August, 2009 under the Cabinet Secretary to look into the coordination part. The last meeting of this Committee took place on 6<sup>th</sup> of September, 2013. Recently, a Steering Committee headed by the Secretary (Border

Management) in the MHA with representatives from various Ministries, has been set up on 31<sup>st</sup> July, 2013 for the review of the coastal security.

- The Union Government has advised the State Governments and the Union Territories to locate the jetties, adjacent to the existing station harbours, wherever it is feasible, so that they can cover the entire area. However there was difficulty in getting land for the jetties and out of sanctioned 60 jetties, land for only ten has been obtained so far.

6.5 The Secretary (RAW) informed that the Government takes very seriously the threat from the Lashkar-e-Taiba regarding attacks on our coastal areas, because it has not lost any of its potency since 26/11. In fact, it might have even gained strength over the last three or four years. The Government is fully aware of their plans, including using some of our neighbouring areas and the latest attempt to use Rohingyas from Myanmar. LeT was trying to set up some camps along the border with Bangladesh, and also along the border with Thailand. The Government was in the process of strengthening the capabilities, both in respect of technical intelligence and human intelligence.

7. Verbatim record of the proceedings was kept.
8. The Committee then adjourned at 12.50 P.M.

V  
FIFTH MEETING

The Committee met at 11.30 A.M. on Tuesday, the 29<sup>th</sup> October, 2013 in Committee Room-A, Ground Floor, Parliament House Annexe, New Delhi.

**MEMBERS PRESENT**

1. Shri M. Venkaiah Naidu — *Chairman*

**RAJYA SABHA**

2. Shri Prasanta Chatterjee
3. Shri Janardan Dwivedi
4. Shri Santiuse Kujur
5. Dr. V. Maitreyan
6. Shri D. Raja

**LOK SABHA**

7. Shri L.K. Advani
8. Shri Pawan Kumar Bansal
9. Dr. Shafiqur Rahman Barq
10. Dr. Kakoli Ghosh Dastidar
11. Shri Ramen Deka
12. Shri Aaron Rashid J.M.
13. Shri Sanjay Dina Patil
14. Shri Rathod Ramesh
15. Shri Ravneet Singh

**SECRETARIAT**

Shri Vimal Kumar, *Director*  
Shri D.K. Mishra, *Joint Director*  
Shri Bhupendra Bhaskar, *Assistant Director*  
Shri Sanjeev Khokhar, *Assistant Director*  
Shri Anurag Ranjan, *Committee Officer*

**WITNESSES**

**Representatives of Ministry of Home Affairs**

1. Shri Khurshid A, Ganai, Additional Secretary
2. Shri Satpal Chouhan, Joint Secretary
3. Shri S.K. Mishra, Joint Secretary
4. Shri I.S. Chahal, Joint Secretary
5. Shri S.K. Chakraborty, Deputy Director General (RGI)
6. Shri H.K. Sharma, Deputy Director General

**Representatives of Cabinet Secretariat**

1. Shri Rajinder Khanna, Special Secretary
2. Shri R. Kumar, Joint Secretary

**Representative of Ministry of External Affairs**

Shri V.M. Kwatra, Joint Secretary

**Representatives of Ministry of Shipping**

1. Dr. Vishwapati Trivedi, Secretary
2. Shri Sunil Mishra, Joint Secretary
3. Shri A.M. Suraj, DG
4. Shri L.K. Panda, Nautical Advisor
5. Shri Gautam Chatterjee, Director General of Shipping

**Representatives of Navy**

1. Vice Admiral Girish Luthra, DG, Naval Operations
2. Captain Rajiv Ashok, Director, Naval Operation

**Representatives of Intelligence Bureau**

1. Shri S.A. Ibrahim, Director
2. Dr. Anand Kumar, Additional Director

**Representatives of Coast Guard**

1. Shri K.R. Nautiyal, IG, DDG (OPOCS)
2. Shri K.R. Nautiyal, DDG

**Representative of Ministry of Petroleum and Natural Gas**

Ms. Rashmi Aggarwal, Director

**Representative of Ministry of Defence**

Shri Ram Subhag Singh, Joint Secretary (Navy)

**Representative of Ministry of Steel**

Shri J.P. Shukla, Joint Secretary

**Representatives of Border Security Force**

1. Shri K.K. Sharma, ADG
2. Shri A.K. Sinha, IG

**Representative of BPR&D**

Shri G.S. Chaudhary, DIG

**Representative of GRSE**

Shri A.K. Verma, CMD

**Representative of Goa Shipyard Ltd.**

Shri P.K.S. Srivastava, Director

**Representatives of Administration of Andaman**

1. Shri Rakesh Bhatnagar, Special Secretary
2. Shri Sudhir Yadav, DGP

2. At the outset, the Chairman of the Committee welcomed the Members to the sitting of the Committee and recapitulated that in the earlier meeting held on 9<sup>th</sup> October, 2013, the Committee heard the Home Secretary on the subject “Coastal Security Management in the country’.

2.1 \* \* \*

2.2. The Chairman, then, informed the Committee Members that previous day he received a phone call from the Home Secretary saying that he intends to visit Patna in the aftermath of the blasts that have taken place. So, he had granted Home Secretary leave of absence in view of the importance of issue and asked him to depute Additional Secretary and other officers to depose before the Committee on the issues and queries raised in the previous sitting.

2.3 He further informed that response received from the Gujarat Government had been sent to the Home Ministry for comments.

*[At this stage, witnesses were called in]*

3. The Chairman welcomed Additional Secretary, Ministry of Home Affairs Secretary, Shipping, Vice-Admiral, Naval operations, Director, IB and other senior officers of the various Ministries and recapitulated that certain queries and issues were raised by the Members in the previous sitting, however due to paucity of time, the same could not be clarified on that day. He asked the officers to be crisp and pointed while responding to the queries raised by the Members.

3.1 The Joint Secretary, MHA submitted the following:

- To meet the multifarious problems in maintaining coastal security along Gujarat coast and customized coastal strategy needs, the Ministry of Home Affairs had released all the due amount, except the fund earmarked for the purchase of the boat because as finalization of the specification was in the process. Gujarat Government had sent some specification, which had been referred to a technical group. The Group had made some modification which had been sent back to the Government of Gujarat for its concurrence. After concurrence, the boats would be acquired as per the need of the Government of Gujarat.
- The Ministry of Shipping had informed that the mandate of Mercantile Marine Department (MMD) was to check the technical aspect and sea-worthiness of the vessel registered under the Merchant Shipping Act and MMD would not be in a position to bring out the investment details. On the issue of *benami* investments made in ships or boats and their use for tampering with the security of the country, JS MHA submitted that at the time of registration of vessels, under the Merchant Shipping Act by the Mercantile Marine Department officials, the details of ownership and other things are put on record. However, the source of money and other details are beyond the purview of the MMD to investigate and, if it is felt, the information can be shared with the State Government by the respective security agencies for further investigate.
- With regard to security, verification and supervisory aspects in the ship-breaking units, the Department of Steel had informed that the Ship-breaking Code was notified on 23.03.2013 and it had all type of security drills including joint inspection by the Navy, Coast Guard customs and other security agencies on arrival of ships, and complete details including photographic records of the ships were maintained. The arrival and departure details of the ship crew were also well documented.

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\*\*\* Relates to other matter.

- The State Maritime Boards are also empowered to issue order in consultation with Navy and Coast Guard as and when required on the security issue.
- The Director General of Lighthouses and Lightships had undertaken a number of projects to improve the coastal security environment of the Gujarat and they had provided along the coast of Gujarat 42 lighthouses, 19 Radar Beacons, 4 DGPS, 2 Deep Sea Water Channels, 1 Vessel Traffic Service for the Gulf of Kutch, which is sufficient to meet the need of navigational safety requirement of the Gujarat waters. The DGLL was fully involved in setting up of coastal surveillance system in a creative manner since early 2000. The DGLL had established National Automatic Identification System Network for tracking suitably-equipped vessel. A pilot project of automatic identification system for tracking sub 20 metre vessels, plying up to 50 kms. from the seacoast, in the coast of Gujarat had been undertaken.
- The Ministry of Petroleum and Natural Gas has also installed VATMS (Vessel and Air-Traffic Management System) in Western Coast and also procured 23 ISVs. These ISVs have been deployed in consultation with the Coast Guard. There is an Offshore Coordination Committee which functions under the supervision of DG, Coast Guard. Evaluation of security is carried out every six months. The OSCC has the overall responsibility of security and there are regular meetings between the Ministry of Petroleum, Coast Guard, ONGC and all other stakeholders. Efforts are being made to further strengthen the security.
- Last year, the Naval Headquarters proposed National Maritime Domain Awareness Project to the Ministry of Defence, whose main centre would be in the National Command, Control and Communication Integration Centre in Delhi. The centre would integrate all the visual feeds and all the satellite imagery. This proposal is with the Ministry of Finance and it would go to the Cabinet Committee on Security shortly. With this proposal, there will be complete integration to the satisfaction of the Indian Navy.
- For surveillance in inundated areas in Rann of Kutch, the Government has invited Global Expression of Interest for technological solution. Out of Thirty-nine parties who have responded, thirty-four parties have made presentation. Nine such stretches have been identified and in all the nine stretches, the parties will make the demonstration of the equipment with the Border Security Forces. After that, a decision will be taken. Presently, BSF has taken the rear position behind the Rann of Kutch and the patrolling is done to check intrusion in the area.

3.2 On the issues of dealing with oil spilling in the sea and the possibility of involvement of insurgents therein, the Shipping Secretary informed that a cess of 50 paise per metric tonne is collected and deposited in the Consolidated Fund of India. This fund has to be drawn through a scheme which will be taken to the EFC, and after approval, fund would be provided for equipment to the ports for meeting these contingencies. The proposal to collect the cess was launched in 1988 and the Government is in the process of devising a scheme

3.3 With regard to regular audit under ISVs, enhancement of equipment like radio-active screening, etc., the DG, Shipping responded that out of around 187 non-major ports, there are 53 non-major ports where export-import trade is undertaken and all such ports, where foreign ships come, are covered under the ISPS code. Under the ISPS code, various drills are carried out and a regular audit is done including suggestion for necessary equipment and other things. However on the issues of seeking financial assistance from the MHA to abide by those requirements of the ISPS, the Joint Secretary, MHA submitted that the issue will be considered in the next meeting.



Regarding strengthening VTM system between Okha and Jaffarabad, a representative of the Ministry of Shipping informed that there is already Static Sensor Network along Okha to Jaffarabad for proper coverage and in case, there is a requirement for further strengthening, VTMS can be considered.

3.4 Regarding setting up of Coast Guard Station at Hazira (Surat), the Joint Secretary, Ministry of Defence informed that there was already a Coastal Marine Police Station at Hazira. There would also be a Coastal Marine Police Station at Dahej; in a very short distance of a few kilometres. Apart from that, there was a Coast Guard Air Enclave at a distance of only 40 nautical miles on south of Hazira. Responding to a pointed query on efficacy of the functioning of the district control rooms under the District Magistrates, the representative of Coast Guard submitted that as of now, the Police Control Room is the make-shift District Control Room under the control of the District Magistrate, as they don't have a dedicated operations room, for coastal security purposes during the coastal security exercises which are conducted every six months.

3.5 Giving account of the recent seizure of a ship near Tuticorin, the JS (Navy), MoD informed that the a large amount of arms and ammunition were recovered from a Sierra Leone vessel, which was being operated by an American company. The ship was well within the territorial waters and the crew members, who were of different nationality, were under custody. The State Police is investigating the whole thing. JS further submitted that these vessels, which are deployed in the high seas to provide private armed contract security personnel to merchant vessels, are a kind of floating armories. At various international forums, including the United Nations-led Initiative on Piracy the Government has requested to reduce the 'high-risk area', off the coast of Somalia, which has presently been defined by international norms, right up to the Eastern Coast of India. The Government wants to get it reduced to 65 degrees East Longitude, which is roughly half of the Arabian Sea. The Government has also raised the issue at a number of forums saying that as soon as an armed personnel who is supposed to be employed as a private security guard in a merchant vessel enters waters, his details along with details of the arms and ammunition that he is carrying, should be reported to India.

3.6 The Director, IB informed that cases of arms smuggling in the Sunderbans area has not come to the notice of the Government though the Government has now put people in place to investigate into this. He, however, admitted incidents of cattle smuggling in the area through three routes *viz.* one route is via Hingaljanj, through Kalindi River by boat, into Bangladesh; the second route is Sarbaria to Dhaniakhali on the Indian side, and, then, by boat along the Rajmangal River into the jungles inside Bangladesh. But this route is now rarely used because a new Himnagar Immigration Post has come up there. The third route is through Jharkhali *via* Canning, Basanti. Smugglers take the cattle by trucks, and, finally, by boat into Bangladesh's Hari Nagar and Munshi Ganj areas. Each boat carries about 16 to 18 cattle.

3.7 The Director, IB further informed that there are about 5000 Rohingya Muslims who have entered the country through Indo-Bangla border. Some of them, of course, are genuine refugees but the security concern is there. About 248 people have been arrested in Bengal, Assam and other places. The Government is keeping a close track on them as they are also there in certain clusters in Mewat, Uttar Pradesh, Punjab and South India.

4. Verbatim record of the proceedings was kept.

5. The Committee then adjourned at 12.30 P.M.

VIII  
EIGHTH MEETING

The Committee met at 3.00 P.M. on Tuesday, the 7<sup>th</sup> January, 2014 in Main Committee Room, Parliament House Annexe, New Delhi.

**MEMBERS PRESENT**

1. Shri M. Venkaiah Naidu — *Chairman*

**RAJYA SABHA**

2. Shrimati Vandana Chavan
3. Shri Janardan Dwivedi
4. Dr. V. Maitreyan
5. Shri Satish Chandra Misra

**LOK SABHA**

6. Shri Anandrao Adsul
7. Shri L.K. Advani
8. Shri Pawan Kumar Bansal
9. Dr. Shafiqur Rahman Barq
10. Shri E.T. Mohammed Basheer
11. Shri Ramen Deka
12. Shri Naveen Jindal
13. Shri Aaron Rashid J.M.
14. Shri Rathod Ramesh
15. Shri Hamdullah Sayeed
16. Shri Dinesh Chandra Yadav

**SECRETARIAT**

Shri Shumsher K. Sheriff, *Secretary-General*

Shri P.P.K. Ramacharyulu, *Joint Secretary*

Shri Vimal Kumar, *Director*

Shri D.K. Mishra, *Joint Director*

Shri Bhupendra Bhaskar, *Assistant Director*

Shri Sanjeev Khokhar, *Assistant Director*

Shri Anurag Ranjan, *Committee Officer*

**WITNESSES**

**Representatives of Ministry of Home Affairs**

1. Shri Anil Goswami, Secretary
2. Shri Rajiv Sharma, Additional Secretary
3. Shri Lokesh Jha, Joint Secretary (PP)

4. Shri S.K. Mishra, Joint Secretary (BM)
5. Shri Rakesh Singh, Joint Secretary (IS-I)
6. Shri V. Vumlunmang, Joint Secretary (F)
7. Shri Shambhu Singh, Joint Secretary (NE)
8. Shri M.A. Ganapathy, Joint Secretary (NM)
9. Shri R.K. Srivastava, Joint Secretary (K)
10. Shri S. Suresh Kumar, Joint Secretary (CS)

**Representatives of Intelligence Bureau**

1. Shri S.A. Ibrahim, Director
2. Shri Rajiv Jain, Additional Director
3. Shri Anand Kumar, Additional Director
4. Shri M.K. Lall, Joint Director

**Representative of CRPF**

Shri Dilip Trivedi, DG

**Representatives of CISF**

1. Shri Arvind Ranjan, DG
2. Shri A.C. Verma, Special DG
3. Shri S.B. Singh, IG

**Representatives of Delhi Police**

1. Shri B.S. Bassi, Commissioner of Police
2. Shri S.N. Shrivastava, Special Commissioner of Police
3. Shri T.N. Mohan, Special Commissioner of Police

**Representatives of NSG**

1. Shri B.S. Das, IG (Ops.)
2. Shri Enos Massey, Major

**Representative of Ministry of Urban Development**

Shri C.K. Khaitan, Joint Secretary

**Representative of Ministry of Shipping**

Shri N. Muruganantam, Joint Secretary

**Representative of Ministry of Steel**

Shri T. Srinivas, Director

**Representatives of Steel Authority of India Ltd.**

1. Shri H.S. Pati, Director (Pers.)
2. Shri Samir Swarup, DGM (Pers.)

**Representatives of Ministry of Civil Aviation**

1. Shri Ashok Lavasa, Secretary
2. Shri G. Asok Kumar, Joint Secretary

**Representative of Ministry of Ocean Development**

Shri Ravikant, Joint Secretary

**Representatives of Department of Atomic Energy**

1. Shri K.A.P. Sinha, Joint Secretary
2. Shri Anil Kumar, IG, Atomic Energy

**Representatives of Indian Air Force**

1. Shri B. Suresh, ACAS Ops.
2. Shri Manmeet Singh, D Ops. AD

**Representatives of Department of Space**

1. Dr. Shankar Kumar, Sr. Hindi Officer, ISRO Office, New Delhi
2. Shri Mohit Satyadeep, Administrative Officer, ISRO Office, New Delhi

**Representative of Ministry of Power**

Shri R.S. Thakur, Director

**Representatives of NMDC**

1. Shri K. Jayan, DGM
2. Shri N.R.K. Prasad, DGM

**Representatives of RINL**

1. Shri Y.R. Reddy, Director
2. Shri P.K. Mahapatra, DGM

**Representative of Ministry of Coal**

Shri M.K. Sharma, Director

**Representatives of Ministry of Petroleum and Natural Gas**

Shrimati Rashmi, Aggarwal, Director

2. At the outset the Chairman welcomed Members to the meeting of the Committee and wished all a happy and prosperous New Year, and thereafter, apprised them the agenda of the day *i.e.* consideration and adoption of two draft Reports, namely, (i) 176<sup>th</sup> Report on the functioning of Delhi Police, and (ii) 177<sup>th</sup> Report on the Coastal Security Scheme and hearing the Home Secretary on Internal Security : Security of Vital Installations Including Airports.

2.1 The Chairman then recalled that the Committee discussed the subject 'Delhi Police' at length. The Committee received suggestions and incorporated most of them. With regard to Coastal Security Scheme also, the Committee had enough opportunity to go through the presentations made by various stakeholders involved in the Coastal Security Scheme. He recapitulated that the Committee had an opportunity to visit the East Coast and the Southern Coast and visited Nellore in Andhra Pradesh and Chennai in Tamil Nadu, and had interaction with the concerned State Governments. The Committee had enough inputs from the two State Governments. Beside that, the Committee also received views from the Coastal State Governments. The Committee also called the agencies involved in the coastal security and discussed the issue with them threadbare.

2.2 The Chairman then informed that he received a letter from Shri Naveen Jindal raising following three issues:-

\* \* \*

**Coastal Security Scheme**

- (a) the infrastructure proposed to be created for the coastal security management is not adequate to meet the challenges from the coastal threats. Liberal funding and more concerted comprehensive efforts were required to possess a safety cover from the sea side.

2.3 A member of the Committee referred to page 8 of Report on coastal security and pointed that the State of Maharashtra had not sent its comments, which was very unfortunate because coastal security got its importance mainly after 26/11 incident. Since the incident took place in the State of Maharashtra but not receiving a report from there was not a congenial thing. The Chairman then stated that the Maharashtra Government was requested time and again to furnish the response but despite that, unfortunately, the State Government had not responded.

2.4 The Chairman then directed the secretariat to incorporate the suggestions in the reports. The Committee, thereafter, adopted the 176<sup>th</sup> Report on the functioning of Delhi Police, and (ii) 177<sup>th</sup> Report on the Coastal Security Scheme with the above modifications.

3.0-4.2 \*

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5. A verbatim record of the proceedings of the meeting was kept.

6. The Committee then adjourned at 4.17 P.M.

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# **ANNEXURES**

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**STATE-WISE COMPONENTS OF COASTAL SECURITY SCHEME (PHASE-I)**

Sl. No.	Name of State/UT	Coastal Police Stations	Vessels	Jeeps	Motor Cycles	Check Post	Out-post	Barracks	Rigid Inflated Boats
1.	Gujarat	10	30	20	101	25	46	–	–
2.	Maharashtra	12	28	25	57	32	–	24	–
3.	Goa	3	9	6	9	–	–	–	10
4.	Karnataka	5	15	9	4	–	–	–	–
5.	Kerala	8	24	16	24	–	–	–	–
6.	Tamil Nadu	12	24	12	36	40	12	–	–
7.	Andhra Pradesh	6	18	12	18	–	–	–	–
8.	Odisha	5	15	10	15	–	–	–	–
9.	West Bengal	6	18	12	12	–	–	6	–
10.	Puducherry	1	3	2	3	–	–	–	–
11.	Lakshadweep	4	6	8	8	–	–	–	–
12.	Daman and Diu	1	4	3	5	–	–	–	–
13.	A&N Islands	–	10	18	20	–	–	–	–
TOTAL:		73	204	153	312	97	58	30	10

A lump sum assistance of ₹10 lakh per coastal Police Station was also provided for computer and equipments etc.

**Implementation of the Scheme is complete except:**

- Maharashtra – (1 CPS under construction, for 1 CPS action underway for construction and for the third CPS, same is held up due to land acquisition problem.);
- West Bengal – (2 CPS – Construction work in progress);
- Odisha – (1 CPS is held up because of non-allotment of land by Paradip Port Trust); and
- Tamil Nadu – construction of 2 Out Posts dropped, as the same are not required by the Tamil Nadu Government.



## COASTAL SECURITY SCHEME (PHASE-II)

## State-wise Physical Component

Sl. No.	Name of State/UT	Costal Police Stations	Boats/ Vessels	Boats/ Vessels	Number of Jetties	Four- Wheelers	Motor Cycles	Remarks
			12 Ton	Others				
1.	Gujarat	12	21	10 (5 Ton)	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 (19 mtr)	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 and Diu	2	4	–	2	2	4	–
11.	Lakshadweep	3	6	12 <sup>#</sup>	2	3	6	–
12.	Puducherry	3	6	–	2	3	6	–
13.	A&N Islands	20	–	10 LV 23 <sup>#</sup>	10	20	20	10** MPOC
TOTAL:		131	150	75	60	131	242	–

A Lump sum assistance of ₹15 Lakh per costal Police Station is also given for surveillance equipment, computer systems and furniture.

LV-Large Vessels;

# RIB (Rigid Inflatable Boats)

\*\* Marine Police Operational Centres (MPOC)

## COASTAL SECURITY SCHEME (PHASE-II) STATEMENT ON RELEASE OF FUNDS TO COASTAL STATES/UTS

Sl. No.	States/ts	CPS @ ₹ 48 L for all States/UTs except @ 60 L for Lakshadweep & ₹ 20 L for upgradation of existing CPS in A&N Islands		Jetties @ 50 L		Four Wheelers @ ₹7 L		Two Wheelers @ ₹0.60 L		Equipments for CPS @ ₹15 L		Construction of 10 Marine Operations Centres ₹ 200 L x 5 ₹ 50 L x 3 ₹ 100 L x 2	Rupees in lakhs		
		Nos.	Total Cost	Nos.	Total Cost	Nos.	Total Cost	Nos.	Total Cost	Total No. of CPS	Total		Total	Eligible Amount	Amount Released
1	Gujarat	12	576	5	250	12	84	24	14.4	12	180		1104.40	1104.40	
2	Maharashtra	7	336	3	150	7	49	14	8.4	7	105		648.40	243.00	
3	Goa	4	192	2	100	4	28	8	4.8	4	60		384.80	271.80	
4	Karnataka	4	192	2	100	4	28	8	4.8	4	60		384.80	384.80	
5	Kerala	10	480	4	200	10	70	20	12	10	150		912.00	400.00	
6	Tamil Nadu	30	1440	12	600	30	210	60	36	30	450		2736.00	2379.20	
7	Andhra Pradesh	15	720	7	350	15	105	30	18	15	225		1418.00	1392.10	
8	Odisha	13	624	5	250	13	91	26	15.6	13	195		1175.60	223.22	
9	West Bengal	8	384	4	200	8	56	16	9.6	8	120		769.60	200.00	
10	Daman & Diu	2	96	2	100	2	14	4	2.4	2	30		242.40	226.00	
11	Lakshadweep	3	180	2	100	3	21	6	3.6	3	45		349.60	309.19	
12	Puducherry	3	144	2	100	3	21	6	3.6	3	45		313.60	294.11	
13	Andaman and Nicobar Islands	20	400	10	500	20	140	20	12	20	300	1350	2702.00	2702.00	
TOTAL														13141.20	10129.82

**LIST OF REPORTS OF THE COMMITTEE ON HOME AFFAIRS**

Report No.	Title of the Report
1	2
1 <sup>st</sup>	On Demand Nos. 42 and 44 of the Demands for Grants of the Ministry of Home Affairs for the year 1993-94
2 <sup>nd</sup>	The Governors (Emoluments, Allowances and Privilege) Amendment Bill, 1992
3 <sup>rd</sup>	The Supreme Court Judges (Conditions of Service) Amendment Bill, 1991
4 <sup>th</sup>	The High Court and Supreme Court Judges (Conditions of Service) Amendment Bill, 1992
5 <sup>th</sup>	The Census (Amendment) Bill, 1992
6 <sup>th</sup>	The Human Rights Commission Bill, 1993
7 <sup>th</sup>	The Working of the Central Bureau of Investigation and Central Vigilance Commission
8 <sup>th</sup>	The Specified Areas (Issue of Identity Cards to Residents) Bill, 1993
9 <sup>th</sup>	The Demands for Grants (1994-95) of the Ministry of Home Affairs
10 <sup>th</sup>	The Demands for Grants (1994-95) of the Ministry of Personnel, Public Grievances and Pensions
11 <sup>th</sup>	The Demands for Grants (1994-95) of the Ministry of Law, Justice and Company Affairs
12 <sup>th</sup>	The Representation of the People (Second Amendment) Bill, 1994
13 <sup>th</sup>	The Indian Contract (Amendment) Bill, 1992
14 <sup>th</sup>	The Indian Penal Code (Amendment) Bill, 1994
15 <sup>th</sup>	The Demands for Grants (1995-96) of the Ministry of Home Affairs
16 <sup>th</sup>	The Demands for Grants (1995-96) of the Ministry of Personnel, Public Grievances and Pensions
17 <sup>th</sup>	The Demands for Grants (1995-96) of the Ministry of Law, Justice and Company Affairs
18 <sup>th</sup>	The Criminal Law (Amendment) Bill, 1995
19 <sup>th</sup>	The Representation of the People (Amendment) Bill, 1995
20 <sup>th</sup>	The Working of Union Public Service Commission (UPSC)
21 <sup>st</sup>	The Hire-Purchase (Amendment) Bill, 1989
22 <sup>nd</sup>	The Pondicherry (Administration) Amendment Bill, 1995
23 <sup>rd</sup>	The Arbitration and Conciliation Bill, 1995
24 <sup>th</sup>	The Election Commission (Charging of Expenses on the Consolidated Fund of India) Bill, 1994

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25 <sup>th</sup>	The Criminal Law (Second Amendment) Bill, 1995
26 <sup>th</sup>	The Situation in Jammu and Kashmir
27 <sup>th</sup>	The Private Security Guards and Agencies (Regulation) Bill, 1994
28 <sup>th</sup>	The Code of Criminal Procedure (Amendment) Bill, 1994
29 <sup>th</sup>	The Action Taken by Government on the Recommendations/Observations of the Committee contained in its Fifteenth Report on the Demands for Grants (1995-96) of the Ministry of Home Affairs.
30 <sup>th</sup>	The Action Taken by Government on the Recommendations/Observations of the Committee contained in its Sixteenth Report on the Demands for Grants (1995-96) of the Ministry of Personnel, Public Grievances and Pensions
31 <sup>st</sup>	The Action Taken by Government on the Recommendations/Observations of the Committee contained in its Seventeenth Report on the Demands for Grants (1995-96) of the Ministry of Law, Justice and Company Affairs
32 <sup>nd</sup>	The Demands for Grants (1996-97) of the Ministry of Home Affairs
33 <sup>rd</sup>	The Demands for Grants (1996-97) of the Ministry of Personnel, Public Grievances and Pensions
34 <sup>th</sup>	Demands for Grants (1996-97) Ministry of Law, Justice and Company Affairs
35 <sup>th</sup>	The Companies (Amendment) Bill, 1996
36 <sup>th</sup>	Insurgency situation in the North Eastern Region
37 <sup>th</sup>	The Demands for Grants (1997-98) of the Ministry of Home Affairs
38 <sup>th</sup>	The Demands for Grants (1997-98) of the Ministry of Personnel, Public Grievances and Pensions
39 <sup>th</sup>	The Demands for Grants (1997-98) of the Ministry of Law and Justice
40 <sup>th</sup>	The Lokpal Bill, 1996
41 <sup>st</sup>	The High Court and Supreme Court Judges (Conditions of Services) Amendment Bill, 1998
42 <sup>nd</sup>	The Lotteries (Regulation) Bill, 1998
43 <sup>rd</sup>	The Demands for Grants (1998-99) of the Ministry of Home Affairs
44 <sup>th</sup>	The Demands for Grants (1998-99) of the Ministry of Personnel, Public Grievances and Pensions
45 <sup>th</sup>	The Demands for Grants (1998-99) of the Ministry of Law and Justice and Company Affairs
46 <sup>th</sup>	The Indian Majority (Amendment) Bill, 1997
47 <sup>th</sup>	The Marriage Laws (Amendment) Bill, 1997
48 <sup>th</sup>	The Administrators-General (Amendment) Bill, 1998
49 <sup>th</sup>	The Code of Civil Procedure (Amendment) Bill, 1997
50 <sup>th</sup>	The Lokpal Bill, 1998
51 <sup>st</sup>	The Central Vigilance Commission Bill, 1998

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52 <sup>nd</sup>	The Notaries (Amendment) Bill, 1997
53 <sup>rd</sup>	Immigration (Carriers' Liability) Bill, 1998
54 <sup>th</sup>	The Demands for Grants (1999-2000) of the Ministry of Home Affairs
55 <sup>th</sup>	The Demands for Grants (1999-2000) of the Ministry of Personnel, Public Grievances and Pensions
56 <sup>th</sup>	The Demands for Grants (1999-2000) of the Ministry of Law and Justice and Company Affairs.
57 <sup>th</sup>	Foreigners (Amendment) Bill, 1998
58 <sup>th</sup>	Explosive Substances (Amendment) Bill, 1999
59 <sup>th</sup>	The Demands for Grants (2000-01) of the Ministry of Home Affairs
60 <sup>th</sup>	The Demands for Grants (2000-01) of the Ministry of Personnel, Public Grievances and Pensions
61 <sup>st</sup>	The Demands for Grants (2000-01) of the Ministry of Law, Justice and Company Affairs
62 <sup>nd</sup>	The Salaries Allowances, Leave and Pensions of the Officers and Servants of the Supreme Court Bill, 1994
63 <sup>rd</sup>	The Salaries Allowances, Leave and Pensions of the Officers and Servants of the Delhi High Court Bill, 1994
64 <sup>th</sup>	The Companies (Second Amendment) Bill, 1999
65 <sup>th</sup>	The Companies Bill, 1997
66 <sup>th</sup>	The Constitution (Eighty-eighth Amendment) Bill, 1999
67 <sup>th</sup>	Action Taken by Government on the Recommendations/Observations of the Committee contained in its Fifty-ninth Report on the Demands for Grants (2000-01) of the Ministry of Home Affairs
68 <sup>th</sup>	Action Taken by Government on the Recommendations/Observations of the Committee contained in its Sixtieth Report on the Demands for Grants (2000-01) of the Ministry of Personnel, Public Grievances and Pensions
69 <sup>th</sup>	Action Taken by Government on the Recommendations/Observations of the Committee contained in its Sixty-first Report on the Demands for Grants (2000-01) of the Ministry of Law, Justice and Company Affairs
70 <sup>th</sup>	The Election Laws (Amendment) Bill, 1999
71 <sup>st</sup>	The Demands for Grants (2001-02) of the Ministry of Personnel, .Public Grievances and Pensions
72 <sup>nd</sup>	The Demands for Grants (2001-02) of the Ministry of Law, Justice and Company Affairs
73 <sup>rd</sup>	The Demands for Grants (2001-02) of the Ministry of Home Affairs
74 <sup>th</sup>	The Constitution (Ninety-first Amendment) Bill, 2000
75 <sup>th</sup>	Cross-Border Terrorism and Insurgency in Jammu and Kashmir
76 <sup>th</sup>	The Repealing and Amending Bill, 1999
77 <sup>th</sup>	The Indian Divorce (Amendment) Bill, 1999

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78 <sup>th</sup>	The Freedom of Information Bill, 2000
79 <sup>th</sup>	The Registration and Other Related Laws (Amendment) Bill, 2000
80 <sup>th</sup>	The Code of Civil Procedure (Amendment) Bill, 2000
81 <sup>st</sup>	Lotteries (Prohibition) Bill, 1999
82 <sup>nd</sup>	North-Eastern Council (Amendment) Bill, 1998
83 <sup>rd</sup>	Personnel Policies of Central Industrial Security Force and Central Secretariat Service
84 <sup>th</sup>	The Lokpal Bill, 2000
85 <sup>th</sup>	Law's Delays: Arrears in Courts
86 <sup>th</sup>	The Demands for Grants (2002-03) of the Ministry of Law, Justice and Company Affairs
87 <sup>th</sup>	The Demands for Grants (2002-03) of the Ministry of Personnel, Public Grievances and Pensions
88 <sup>th</sup>	The Demands for Grants (2002-03) of the Ministry of Home Affairs
89 <sup>th</sup>	The Companies (Second Amendment) Bill, 2001
90 <sup>th</sup>	The Representation of the People (Amendment) Bill, 2001
91 <sup>st</sup>	Action Taken by Government on the Recommendations/Observations of the Committee contained in its Seventy-fifth Report on Cross-Border Terrorism and Insurgency in Jammu and Kashmir
92 <sup>nd</sup>	The Companies (Amendment) Bill, 2001
93 <sup>rd</sup>	The Competition Bill, 2001
94 <sup>th</sup>	The Supreme Court Judges (Salaries and Conditions of Service) Amendment Bill, 2002
95 <sup>th</sup>	The Repatriation of Prisoners Bill, 2002
96 <sup>th</sup>	The Swatantrata Sainik Samman Pension Scheme
97 <sup>th</sup>	The Election and Other Related Laws (Amendment) Bill, 2002
98 <sup>th</sup>	Demands for Grants (2003-04) of Ministry of Home Affairs
99 <sup>th</sup>	Demands for Grants (2003-04) of Ministry of Personnel, Public Grievances and Pensions
100 <sup>th</sup>	Demands for Grants (2003-04) of Department of Development of North Eastern Region
101 <sup>st</sup>	Demands for Grants (2003-04) of Ministry of Law and Justice
102 <sup>nd</sup>	The Sixth Schedule to the Constitution (Amendment) Bill, 2003 and the Constitution (Ninety-ninth Amendment) Bill, 2003
103 <sup>rd</sup>	Salaries and allowances of the Judicial officers of the Union Territories Bill, 2003
104 <sup>th</sup>	Constitution (Ninety-seventh Amendment) Bill, 2003
105 <sup>th</sup>	Constitution (One hundredth Amendment) Bill, 2003
106 <sup>th</sup>	Constitution (One Hundredth Second Amendment) Bill, 2003 and the State of Delhi Bill, 2003
107 <sup>th</sup>	The Citizenship (Amendment) Bill, 2003
108 <sup>th</sup>	The Assam Rifles Bill, 2003

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109 <sup>th</sup>	Demands for Grants (2004-05) of Ministry of Home Affairs
110 <sup>th</sup>	Demands for Grants (2004-05) of Ministry of Development of North Eastern Region
111 <sup>th</sup>	Criminal Law (Amendment) Bill, 2003
112 <sup>th</sup>	Demands for Grants (2005-06) of Ministry of Home Affairs
113 <sup>th</sup>	Demands for Grants (2005-06) of Ministry of Development of North Eastern Region
114 <sup>th</sup>	The Displaced Persons Claims and Other Laws Repeal Bill, 2004
115 <sup>th</sup>	The Disaster Management Bill, 2005
116 <sup>th</sup>	The State Emblem of India (Prohibition of Improper Use) Bill, 2004
117 <sup>th</sup>	Action Taken by the Government on the Recommendations contained in the Eighty-third Report of the Committee pertaining to the Personnel Policy of CISF
118 <sup>th</sup>	The Protection of Human Rights (Amendment) Bill, 2005
119 <sup>th</sup>	The Demands for Grants (2006-07) of the Ministry of Home Affairs
120 <sup>th</sup>	The Demands for Grants (2006-07) of the Ministry of Development of NER
121 <sup>st</sup>	Examination of Administration' of Union Territories
122 <sup>nd</sup>	The Communal Violence (Prevention, control and Rehabilitation of Victims) Bill, 2005
123 <sup>rd</sup>	Sashastra Seema Bal Bill, 2006
124 <sup>th</sup>	Action Taken by Government on the Recommendations/Observations contained in the One Hundred and Nineteenth Report on Demands for Grants (2006-07) of the Ministry of Home Affairs
125 <sup>th</sup>	Action Taken by Government on the Recommendations/Observations contained in the One Hundred and Twentieth Report on Demands for Grants (2006-07) of the Ministry of Development of North-Eastern Region
126 <sup>th</sup>	The Demands for Grants (2007-08) of Ministry of Home Affairs
127 <sup>th</sup>	The Demands for Grants (2007-08) of Ministry of DoNER
128 <sup>th</sup>	The Code of Criminal Procedure (Amendment) Bill, 2006
129 <sup>th</sup>	The Sixth Schedule to the Constitution (Amendment) Bill, 2007 and the Constitution (One Hundred and Seventh Amendment) Bill, 2007
130 <sup>th</sup>	Action Taken by the Government on the Recommendations/Observations contained in One Hundred Twenty-sixth Report on DFGs (2007-08) of the Ministry of Home Affairs
131 <sup>st</sup>	Action Taken by Government on the Recommendations/Observations contained in the One Hundred Twenty-seventh Report on DFG (2007-08) of the Ministry of DoNER
132 <sup>nd</sup>	The Demands for Grants (2008-09) of Ministry of Home Affairs
133 <sup>rd</sup>	The Demands for Grants (2008-09) of the Ministry of Development of North Eastern Region
134 <sup>th</sup>	The Foreign Contribution (Regulation) Bill, 2006
135 <sup>th</sup>	Border Fencing and Floodlighting Projects of Indo-Pak Border
136 <sup>th</sup>	Revamping and Revitalization of Civil Defence in the Country
137 <sup>th</sup>	Rehabilitation of J&K Migrants

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138 <sup>th</sup>	The Central Industrial Security Force (Amendment) Bill, 2008
139 <sup>th</sup>	The Private Detective Agencies (Regulation) Bill, 2007
140 <sup>th</sup>	Action Taken by the Government on the Observations/Recommendations contained in One Hundred Thirty-second Report on DfGs (2008-09) of the Ministry of Home Affairs
141 <sup>st</sup>	Action Taken by Government on the Recommendations/Observations contained in the One Hundred Thirty-third Report on DfGs (2008-09) of the Ministry of DoNER
142 <sup>nd</sup>	Implementation of Central Scheme of Modernisation of Prison Administration
143 <sup>rd</sup>	The Land Ports Authority of India Bill, 2009
144 <sup>th</sup>	The Demands for Grants (2010-11) of Ministry of Home Affairs
145 <sup>th</sup>	The Demands for Grants (2010-11) of the Ministry of Development of North Eastern Region
146 <sup>th</sup>	The Code of Criminal Procedure (Amendment) Bill, 2010
147 <sup>th</sup>	The Repatriation of Prisoners (Amendment) Bill, 2010
148 <sup>th</sup>	The New Delhi Municipal Council (Amendment) Bill, 2010
149 <sup>th</sup>	Action Taken by Government on the Observations/Recommendations contained in the One Hundred Forty-fifth Report on Demands for Grants (2010-11) of the M/o DoNER
150 <sup>th</sup>	Action Taken by Government on the Observations/Recommendations contained in the One Hundred Forty-fourth Report on Demands for Grants (2010-11) of the M/o Home Affairs
151 <sup>st</sup>	The Arms (Amendment) Bill, 2010
152 <sup>nd</sup>	Action Taken by Government on the Recommendation/Observations contained in the One Hundred Thirty-sixth Report on Revamping and Revitalisation of Civil Defence in the country
153 <sup>rd</sup>	Action Taken by Government on the Recommendation/Observations contained in the One Hundred Thirty-fifth Report on Border Fencing and Flood Lighting Projects along Indo-Pak Borders
154 <sup>th</sup>	The Border Security Force (Amendment) Bill, 2011
155 <sup>th</sup>	The Enemy Property (Amendment) Second Bill, 2010
156 <sup>th</sup>	Action Taken by Government on the Recommendation/Observations contained in the One Hundred Forty-second Report on Implementations of Central Scheme of Modernisation of Prison Administration
157 <sup>th</sup>	Arms (Amendment) Bill, 2011
158 <sup>th</sup>	North-Eastern Areas (Re-organisation) Amendment Bill, 2011
159 <sup>th</sup>	The Citizenship (Amendment) Bill, 2011
160 <sup>th</sup>	The Unlawful Activities (Prevention) Amendment Bill, 2011
161 <sup>st</sup>	Demands for Grants (2012-13) of Ministry of Home Affairs
162 <sup>nd</sup>	Demands for Grants (2012-13) of M/o DoNER
163 <sup>rd</sup>	Working of Sardar Vallabhbhai Patel National Police Academy, Hyderabad
164 <sup>th</sup>	The Constitution (One Hundred Eighteenth Amendment) Bill, 2012



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165 <sup>th</sup>	Action Taken by Government on the Observations/Recommendations contained in the One Hundred and Sixty-first Report on Demands for Grants (2012-13) of the Ministry of Home Affairs
166 <sup>th</sup>	Action Taken by Government on the Recommendations/Observations contained in its One Hundred and Sixty-second Report on Demands for Grants (2012-13) of the Ministry of Development of North-Eastern Region
167 <sup>th</sup>	The Criminal Law (Amendment) Bill, 2012
168 <sup>th</sup>	The Governors (Emoluments, Allowances and Privileges) Amendment Bill, 2012
169 <sup>th</sup>	The Demands for Grants (2013-14) of Ministry of Home Affairs
170 <sup>th</sup>	The Demands for Grants (2013-14) of the Ministry of Development of North Eastern Region
171 <sup>st</sup>	The North Eastern Council (Amendment) Bill, 2013
172 <sup>nd</sup>	Action Taken by the Government on the Recommendations/Observations contained in the One Hundred Sixty-third Report on Working of Sardar Vallabhbhai Patel National Police Academy, Hyderabad.
173 <sup>rd</sup>	Strengthening of the working of Ministry of DoNER for effective implementation of Policies, Programmes, Schemes and Projects meant for North Eastern Region
174 <sup>th</sup>	Action Taken by Government on the Recommendations/Observations contained in the One Hundred Sixty-ninth Report on Demands for Grants (2013-14) of the Ministry of Home Affairs
175 <sup>th</sup>	Action Taken by Government on the Recommendations/Observations contained in the One Hundred Seventieth Report on Demands for Grants (2013-14) of the Ministry of Development of North Eastern Region
176 <sup>th</sup>	Report on the Functioning of Delhi Police
177 <sup>th</sup>	Report on the Coastal Security Scheme
178 <sup>th</sup>	Report on the Disaster Management in the Country
179 <sup>th</sup>	Report on the Action Taken by the Government on the Recommendations/Observations contained in its One Hundred Thirty-seventh Report on Rehabilitation of J&K Migrants
180 <sup>th</sup>	Report on the Administration of Union Territories (Daman and Diu, Dadra and Nagar Haveli and Chandigarh)

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