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**STANDING COMMITTEE ON DEFENCE
(2011-2012)**

(FIFTEENTH LOK SABHA)

MINISTRY OF DEFENCE

PERFORMANCE OF COAST GUARD ORGANISATION

THIRTEENTH REPORT



**LOK SABHA SECRETARIAT
NEW DELHI**

December, 2011/ Agrahayana, 1933 (Saka)

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STANDING COMMITTEE ON DEFENCE

(2011-2012)

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MINISTRY OF DEFENCE

PERFORMANCE OF COAST GUARD ORGANISATION

Presented to Lok Sabha on 8 December, 2011

Laid in Rajya Sabha on 8 December, 2011



LOK SABHA SECRETARIAT

NEW DELHI

December, 2011/ Agrahayana, 1933 (Saka)

Shri Satpal Maharaj

-

Chairman

Lok Sabha

2. Shri Kamal Kishor `Commandoq
3. Shri Harish Choudhary
4. Shri Varun Gandhi
5. Shri Sher Singh Ghubaya
6. Shri Ramesh Chandappa Jigajinagi
7. Shri Bhaskarrao Patil Khatgaonkar
8. Shri Ajay Kumar
9. Shri Mithilesh Kumar
10. Shri Sadashivrao Dadoba Mandlik
11. Shri Asaduddin Owaisi
12. Shri A.T. Nana Patil
13. Shri C.R. Patil
14. Shri Amarnath Pradhan
15. Shri Kadir Rana
16. Shri Adhalrao Patil Shivaji
17. Shri Mahabali Singh
18. Rajkumari Ratna Singh
19. Shri Uday Singh
20. Shri Mekapati Rajamohan Reddy
21. Vacant

Rajya Sabha

22. Shri Munquad Ali
23. Shri Naresh Gujral
24. Shri Avinash Rai Khanna
25. Prof. P.J. Kurien
26. Shri Mukut Mithi
27. Shri Mukhtar Abbas Naqvi
28. Shri T.K. Rangarajan
29. Shri M.V. Mysura Reddy
30. Shri Birender Singh
31. Shri Ram Kripal Yadav

Secretariat

1. Shri T.K. Mukherjee - Joint Secretary
2. Smt. Sudesh Luthra - Director

ANDING COMMITTEE ON DEFENCE (2010-11)

Shri Satpal Maharaj
Lok Sabha

-

Chairman

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3. Shri Kamal Kishor Commandoq
4. Shri H.D. Devegowda
5. Shri Varun Gandhi
6. Dr. Sucharu Ranjan Haldar
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8. Shri Bhaskar Rao Patil Khatgaonkar
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11. Shri A.T. Nana Patil
12. Shri C.R. Patil
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14. Shri C. Rajendran
15. Shri J. Ramesh
16. Shri M. Rajamohan Reddy
17. Shri Bajju Ban Riyan
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28. Shri Birender Singh
29. Shri Ram Kripal Yadav
30. Shri M.V. Mysura Reddy
31. Shri Naresh Gujral

INTRODUCTION

I, the Chairman of the Standing Committee on Defence (2011-12), having been authorised by the Committee to present the Report on their behalf, present this Thirteenth report on `Performance of Coast Guard Organizationq

2. The Committee took evidence of the representatives of the Ministry of Defence and Coast Guard Organization on 21st October 2010.

3. The Draft Report was considered and adopted by the Committee at their sitting held on 4 November 2011.

4. The Committee wish to express their thanks to the officers of the Ministry of Defence and Coast Guard Organization for appearing before the Committee and furnishing the material and information which the Committee desired in connection with the examination of the subject.

5. The Committee thank their predecessor Committee for taking oral evidence and obtaining information on the subject.

6. The Committee wish to express their thanks to Adm(Retd) RH Tahiliani, PVSM, AVSM and VAdm (Retd) VA Kamath, PVSM for furnishing valuable material and information in connection with the examination of this subject

7. For facility of reference and convenience, the recommendations/ observations of the Committee have been printed in bold letters in Part-II of the report.

NEW DELHI;
7 December, 2011
16 Agrahayana, 1933 (Saka)

SATPAL MAHARAJ,
Chairman,
Standing Committee on Defence

REPORT

INTRODUCTORY

Ever since the 1960s, the Navy had been requesting the Government of India for setting up an auxiliary service for Maritime Law Enforcement and undertaking Safety and Security Tasks in the Indian Waters. The United Nation Convention on the Law of the Sea (UNCLOS) in 1972, which awarded Exclusive Economic Zone for all coastal States further boosted the rationale for the institution of a Coast Guard. Consequently, a Committee set up by the Government of India in 1974 recommended for setting up of a separate Coast Guard Organization. In the light of the aforesaid developments the Indian Coast Guard was constituted as an armed force of the union by an Act of Parliament on August 18, 1978 (Act No. 30 of 1978) to undertake predominantly peace time tasks of ensuring the security of the maritime Zones of India. Hence the Indian Coast Guard is entrusted with peace time tasks in the sea areas of responsibility of 2.01 million sq km and 3.9 million sq km of Indian Search and Rescue Region.

2. Section 14 of the Coast Guard Act, 1978 specifies the duties and functions of the service mandating adoption of appropriate measures for specific tasks as per the said Act. The tasks entrusted include safety and protection of artificial islands and offshore terminals, installation and devices, protection and assistance to fishermen at sea, preservation and protection of marine environment, prevention and control of marine pollution, assistance to customs and other authorities in anti-smuggling operations and enforcement of enactment being in force in the maritime zones.

3. Coastal security has been on the centre stage post terror attack on Mumbai on 26 November, 2008. The use of sea route by terrorists for attacks on Mumbai has highlighted the vulnerability of our coastline and the existing security mechanism. With a view to enhance the coastal security mechanism after the attack of 26/11, Cabinet Committee on Security (CSS) in the meeting held on 16th February, 2009 has approved various steps to be taken by the Indian Coast Guard. Indian Coast Guard has been additionally designated as the authority responsible for coastal security in territorial waters and the Director-General, Coast Guard has been designated as Commander

overall coordination between Central and State agencies to coastal security. The main thrust given in the directives is to enhance surveillance in territorial waters by all agencies which include Indian Navy, Indian Coast Guard, Marine Police, Customs and other State and Central agencies.

4. The Committee while taking note of the multiplicity of the assigned tasks of the Coast Guard Organisation have analysed the effective steps being taken/proposed to be taken to upgrade the infrastructure, force levels, manpower etc. to meet the challenges particularly in the post 26/11 scenario and made various recommendations/observations in Part II of the Report.

ORGANIZATIONAL STRUCTURE

5. The Coast Guard operates from its Headquarter located at New Delhi. The field functions are executed by the four Regional Headquarters located at Mumbai, Chennai, Gandhi Nagar and Port Blair. Under these Regional Headquarters there are 12 District Headquarters, located along the coastal States of India.

6. When the attention of the Ministry was drawn to non-existence of regional headquarter on the North Eastern Coastal Border, the Ministry in the written note has stated as under :-

The maritime State of Orissa and West Bengal are located adjacent to Bangladesh. Of late, there has been large number of refugee influx and anti-national activities in this area. The sea area adjoining these two maritime States is rich in marine biotic resources. Consequently, this area has witnessed increased poaching by the neighbouring countries (Bangladesh, Burma and Thailand). Also, the coast of Orissa is known for nesting of endangered species of Olive Ridley Turtle, which needs to be protected. Further, the Sand Heads approach in river Hooghly is the gateway to the ports of Kolkata handling large amount of import-export trade. This being the restricted water, there is persistent risk of oil pollution and requires constant monitoring by Coast Guard. Also, there is large exploration activity being undertaken in sea adjoining West Bengal/Orissa.+

7. When specifically asked about the need to establish a new Regional Headquarter, the Ministry has acknowledged the need and stated that to protect the environment and safety of life and property, there is inescapable need of establishing Regional Headquarters (North-East) and the case for Regional Headquarters (North East) along with co-located station at Kolkata has been approved by Government on 30 August, 2010. It is planned to set up the Headquarters by March 2012.

CHAPTER-III

THE ENHANCED ROLE OF COAST GUARD ORGANISATION AND THE LONG TERM PLANNING TO MEET THE ADDED CHALLENGES

8. The Committee have been informed that the role of the Indian Coast Guard has increased substantially over the years owing to the changes in Maritime scenario and incidents at sea. In the changing scenario, the Indian Coast Guard has been entrusted with the added responsibilities in addition to the mandate as laid down under Section 14 of Coast Guard Act, 1978. As per the written note furnished by the Ministry, the Indian Coast Guard has been entrusted the following lead roles:-

“Offshore Security Coordination Committee

The Director General, Indian Coast Guard is the Chairman of Offshore Security Coordination Committee (OSCC) constituted by the Ministry of Petroleum and Natural Gas (MoPNG). The terms of reference of the Committee are, implementation of security policies, threat assessment and task assignment, preparing contingency plans and executing them when necessary for offshore security.

National Maritime Search and Rescue Coordinating Authority

The responsibilities of National Maritime Search and Rescue have been entrusted to the Indian Coast Guard on India's accession to SAR Convention 1979. To coordinate national SAR objectives in accordance with the provisions of the International Conventions, a National Maritime Search and Rescue Board was constituted by the Ministry of Shipping, Road Transport and Highways on 28 Jan 2002 with the Director General, Indian Coast Guard as the National Maritime Search and Rescue Coordinating Authority (NMSARCA).

Lead Intelligence Agency for Coastal and Sea Borders

The Indian Coast Guard has been entrusted with the duties of Lead Intelligence Agency (LIA) for the coastal sea borders commencing July 2003, by MHA with concurrence of MoD, vide Gol F.No. 1/18/02-BM-IV dated 22 Sep 2003, for the purpose of generating, coordinating and sharing the intelligence with agencies concerned including the Central Government. The LIA primarily functions as a coordinating intelligence body and provides a forum for close interaction and sharing of intelligence among all intelligence agencies, both at the State and Center levels operating in a

ence is concerning the State as well as the
forming of LIA of the Coast Guard is on lines of the
Hub and Spoke. The inputs received are analysed by the Intelligence
Officer, and shared as well as acted upon for timely response. The need
for monitoring and follow up is carried out thereafter.

Coastal Security

With a view to enhance the coastal security mechanism after the attack of 26/11, various steps have been taken by different Organisations/ Departments toward strengthening the Coastal Security. The Indian Coast Guard has been additionally designated as the authority responsible for coastal security in territorial waters and the Director General, Indian Coast Guard has been designated as Commander Coastal Command, responsible for overall coordination between Central and State agencies in all matters relating to coastal security. The thrust given in the directives is to enhance surveillance in territorial waters by all agencies which include Indian Navy, Indian Coast Guard, Marine Police, Customs and other State and Central agencies.+

9. When enquired about the details of the Maritime Zones that the Coast Guard of India has to protect and the limit of territorial water, Contiguous Zone and Exclusive Economic Zone which falls under the jurisdiction of Coast Guard, the Ministry has elaborated as under :-

“Territorial Waters The sovereignty of India extends and has always extended to the territorial waters of India and to the sea bed and sub soil underlying and the air space over such waters. The limit of the territorial water is the line, every point of which is at a distance of 12 nautical miles from the base line. The Central Government may whenever it considers necessary to do so having regard to International Law and State practice, alter, by notification in the Official Gazette, the limit of the territorial waters.

Contiguous Zone The contiguous zone of India is an area beyond and adjacent to the territorial waters and the limit of the contiguous is the line every point of which is at a distance of 24 nautical miles from the nearest point of the baseline.

Exclusive Economic Zone (EEZ) The EEZ of India is an area beyond and adjacent to the territorial waters and the limit of such zone is 200 nautical miles from the baseline.+

Guard Organization

10. The Committee have been informed that the long term planning for Coast Guard Organization is being made since inception. The latest such plan is called Coast Guard Perspective Plan 2007-22, with an outlay of Rs. 49,377.33 crore which is under revision post 26/11.

11. When asked over the expenditure that would be involved in the envisaged upgradation of Indian Coast Guard force levels during its Perspective Plan 2007-2022, the Ministry in its written reply has stated as under:-

The proposed Coast Guard Perspective Plan 2007-22 initially had a total outlay of Rs. 49377.33 Cr (Revenue - Rs. 16,592.56 Cr & Capital Rs.32,784.77 Cr). Post 26/11, it was decided to consider revision of CGDP XI and the revised XIth CGDP has been approved with an outlay of Rs. 7930.22 Cr. As we are closer to the end of CGDP (2007-12) and also that CGDP (2012-17) is likely to be promulgated, it was decided to ensure a comprehensive CGPP 2012-27 instead of revising the CGPP 2007-22. Therefore, the envisaged expenditure involved in the upgradation of ICG force levels during CGPP 2007-22 shall have no relevance at this stage.+

12. The Ministry has further added that Coast Guard Perspective Plan 2012-2027 is under formulation on the basis of the broad guidelines which include Coast Guard operational deployment plan vis-à-vis statutory duties, current threat perception and national security scenario, infrastructure support facility requirement for optimum utilization of Operational assets and manpower requirement.

13. When specifically asked about the deadlines of the proposed upgradation, the Committee have been apprised that the deadlines for the upgradation would be made on approval of the Coast Guard Perspective Plan 2012-2027.

14. When enquired about the outlay earmarked for the proposed upgradation and new acquisitions during Eleventh Plan, the Committee have been apprised as under:-

The original XIth Plan which was approved by the MoF had an outlay of Rs.

revision of same as per the directives and new revised CGDP has been approved with a total outlay of Rs. 7950.22 crore (Revenue . Rs. 3268.457 crore & Capital . Rs. 4661.766 crore). The approved figures are purely indicative and annual allocation would depend on resource availability, appraised needs of the organization and the pace of utilization of allocated funds.+

15. When further asked about the preparation of the Ministry/Coast Guard for the coming Twelfth Plan, the Ministry in the written note has submitted as under :-

%The Coast Guard Twelfth Plan will be formulated by September, 2011 after considering the progress made in materialization of projects as proposed in revised Eleventh Plan. However, the same will be formulated after finalization of CGPP 2012-27 during early 2011, considering the progress made in materialization projects as proposed in Eleventh Plan.+

16. The Committee have been informed that Coastal Security Plan Phase-I and Phase-II have been planned to augment the coastal security. The details of Coastal Security Plan Phase-I and Phase-II as informed by the Ministry in the written note are as under:-

%Coastal Security Scheme (CSS) Phase-I

Based on the recommendations of the Group of Ministers on ~~Reforming~~ the National Security System, a comprehensive and integrated Coastal Security Scheme (CSS) was formulated in consultations with all agencies concerned, such as Navy, Coast Guard and nine Coastal States/four Union Territories. The CSS had the objective of strengthening infrastructure of Marine Police Force for patrolling and surveillance of coastal areas, particularly in shallow water areas close to the coast. The scheme also aimed at establishing institutional arrangements at State and District levels for coordination among various agencies including the Coast Guard and the Navy.

The CSS Phase-I was approved by the Cabinet Committee on Security in January 2005 for implementation over 5 years starting from 2005-06. However, date of completion of CSS Phase-I had been extended by one year i.e. till Mar 2011.

The scheme provides for setting up of 73 Coastal Police Stations, 97

and 30 operational barracks, and to equip them and 312 motorcycles for mobility on the coast and in close coastal waters. A lump sum assistance of Rs.10 lakh per Police Station is also given for equipment, computers and furniture. Under the scheme, manpower for the Marine Police personnel including technical crew for the boats is provided by the States and UTs. However, Government of India provides funds for meeting training requirements of the Marine Police personnel. The implementation of this scheme is being carried out by Coastal State Governments/UT Administrations concerned.+ (Reply 1, Q. 45, P-58)

Coastal Security Scheme Phase-II

Consequent to the Mumbai incident on 26/11, the entire coastal security scenario of the country has been subjected to multi-level inter-ministerial review by the Government of India and several important decisions/initiatives have been taken. The Ministry of Home Affairs was tasked to formulate Phase-II of the Coastal Security Scheme in order to fill the gaps in creating fool proof coastal patrolling along the Indian coastline. Accordingly, the Coastal States/UTs were asked to undertake an exercise to identify the vulnerable gaps in consultation with the Coast Guard. On the basis of the vulnerability/gap analysis, the future projections were submitted to MHA for formulation of a comprehensive proposal to be known as Phase-II of the Coastal Security Scheme. The Coast Guard were also asked to work out in consultation with the States, additional requirement of boats to be incorporated in the Phase-II. Based on the inputs received from the Coast Guard and coastal States/UTs, as well as on the discussions/ consultations in several high level meetings, the Coastal Security Scheme (Phase-II) has been formulated. CSS Phase-II includes 131 Coastal Police Stations, 180 boats, 10 large vessels for Andaman and Nicobar Islands, 60 jetties for berthing the boats, 276 four wheelers and 607 motor cycles.

The Coastal Security Scheme (Phase-II) will be implemented over a period of five years starting from 2010-11, by nine Coastal States and four Union territories.

With regard to financial implication for phase-II, the Committee have been apprised that Phase-II is being implemented by MHA and is yet to be approved by CCS.+

17. When enquired about the reasons for extension of CSS Phase-I by one year, the Committee have been informed that the Coastal Security Scheme is being implemented

9 Coastal States and 4 Coastal Union Territories identification, site selection and acquisition of land by Coastal States/UTs, price negotiation for interceptor boats etc., the progress of the scheme has been behind the schedule. Accordingly, extension of ongoing Coastal Security Scheme by one year, as requested by MHA, was accorded.

18. Coast Guard has further added that the physical progress of CSS Phase I is being monitored by the ICG. The physical progress of Phase-I as informed to the Committee is as under :-

Ser	Sanctioned buildings	Made Operational	Construction completed	Construction in progress	Construction not yet started
(a)	Coastal Police Stations (73)	71	48	11	14
(b)	Check Posts (97)	92	75	09	13
(c)	Outposts (58)	54	54	02	02
(d)	Barracks (30)	28	22	--	08

ALLOCATION AND UTILIZATION OF OUTLAY DURING TENTH AND ELEVENTH PLANS AND PREPARATION FOR TWELFTH PLAN

19. The details regarding year wise allocation and utilization during Tenth and Eleventh Plans, proposed costs and the expenditure position of the outlay earmarked during each year of the Eleventh Plan have been given at Appendix I and II respectively.

20. The analysis of Appendix I reveals that under the Capital Head, Project cost is Rs. 20134.901 crore, out of which the expenditure during Eleventh Plan so far is Rs. 5293.093 crore and Rs. 12855.982 crore would be carried forward to Twelfth Plan. Out of the total likely expenditure under capital head to the tune of Rs. 5293.093 crore, the expenditure on new schemes is Rs. 2631.270 crore i.e. almost fifty per cent of the total expenditure. The remaining allocation is mostly used for committed liabilities, replacement schemes and civil works.



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utilisation of outlay as given at Appendix . II during
n, the data furnished by the Ministry indicates that
under the Capital Head out of the outlay of Rs. 1916.71 crore, Rs. 1667.86 crore has
been utilised, hence, the underspending being Rs. 249.85 crore.

22. With regard to the present infrastructure needs of the Indian Coast Guard and places where infrastructure need to be augmented, the Ministry in its written reply has stated as under:-

In general, the infrastructure requirement of ICG is broadly classified into three categories viz. -

Land for construction of OTM and married accommodation for the existing and newly sanctioned CG Stations, CG Air Enclaves and Air Stations.

Creation of Operational Infrastructure facilities to accommodate the augmented force levels - berthing facilities, water front for ships, runway, Hangars, link taxi track for Air Stations/Air Enclaves.

General Infrastructure like OTM/married accommodation, training facilities, sports and recreation facilities, etc; for all CG Units.

23. The Committee during their study tour to Mumbai, Goa, Bangaluru and Visakhapatnam from 29 June to 04 July, 2011 have observed that keeping current security scenario into consideration, Coast Guard force level is being enhanced at a much faster rate. Towards this purpose the Coast Guard requires infrastructural facilities in a larger scale viz, support for berthing place for ship, place for hovercraft operations, air operations, maintenance facilities, land for creation of operation and communication centre, administrative complexes and married accommodation. The present assets with the Coast Guard are negligible and are on temporary arrangements with other organizations at most of the places. Respective State Governments, port authorities and air port authorities are being approached to provide such support.

Coastal Stations

24. On being asked about the total number and location of Coastal Stations functioning at present and the range being covered by a single station, the total requirement of Stations for the surveillance and monitoring of 7,500 Kms. of coastal

in reply has stated as under:-

A total of 27 Indian Coast Guard Stations are presently functioning.. A CG Station generally covers a range of approximately 75-120 Km on either side of its location. Keeping in view the long coast line of India and diverse topography, the present arrangements are considered inadequate for surveillance and to monitor our coastal boundaries. Cases have been taken up with the Govt. to enhance these stations to 41 from 27 by 2012. Further, the Chain of Coastal Surveillance network is also being established all around the coast. Total of 204 Coastal Police Stations have also been sanctioned. These Coastal Police Stations will be operating in the Hub and Spoke concept with the Coast Guard Stations for filling gaps identified after carrying out vulnerability and gap analysis by the State Govt/Marine Police of the State along with the Indian Coast Guard. In addition, the Indian Coast Guard will utilize the collective assets with the other stakeholders like Customs, Marine Police and Indian Navy.+

25. While elaborating on the proposed coast guard station at Gujarat Coastline, the Ministry in the written note has added as Below :-

Coast Guard Stations at Vadinar and Veraval have been established on 15 Oct and 17 Dec 09, respectively. Establishment of Coast Guard Station at Pipavav has been planned by 2012. The manpower sanction for these Stations has been accorded by the Govt. Each Station will have atleast 02 Interceptor Boats to meet the operational commitments. Further a Coast Guard Station at Mundra is envisaged in Revised XI Plan (2007-12). Land acquisition has been simultaneously progressed. As acquisition of land and subsequent infrastructure development will require a lead time of 02-03 years, efforts are in hand to hire/outright purchase of buildings for interim setting up of the planned Stations.

It is considered that the Stations will be sufficient to undertake surveillance and monitoring of the Gujarat area.+

Air Stations, Air Enclaves and Squadrons

26. On the status of Air Station, Air Enclaves and Independent Squadrons and their location, the Committee during the course of examination have been informed as under:-

At present, there are 02 Air Stations, 03 Air Enclaves and 03 Independent Squadrons operating from various strategic locations along the coast. The

ations/Air Enclaves/Squadrons are placed as

- Air Stations - Daman and Chennai
- Air Enclave - Porbandar, Port Blair and Goa
- Independent Air squadrons - 842 Sqn (CG) Mumbai,
 747 Sqn(CG) Kochi and
 700 Sqn (CG) Kolkata

27. On the proposed plans for increasing Air Stations, Air Enclaves etc. the Ministry in the written note has added as :-

03 Air Stations (Ratnagiri, Tuticorin & Ulundurpet/Puducherry) and 04 Air Enclaves (New Mangalore, Kochi, Vizag & Bhubaneshwar) are being planned for establishment by 2012. By 2012 Coast Guard will have a total of 05 Air Stations, 07 Air Enclaves, 01 Helibase and 02 Independent Squadrons, which will meet the effective air surveillance of the entire coast.+

Marine Police

28. When enquired about the functioning and operational structure of Coastal Police, and the detailed co-ordinating mechanism between Coast Guard and Marine Police, the Ministry has informed as under:-

Under the Coastal Security Scheme Phase-I, 73 Coastal Police Stations were sanctioned on the mainland and L & M Islands, by the MHA. The Nine Coastal States and 04 Union Territories have so far activated 66 Coastal Police Stations.

These Marine Police Stations were activated all along the coastline to fill the wide gaps. Ministry of Home Affairs has sanctioned budget under the scheme for activation of each Coastal Police Station along with necessary support infrastructure in terms of vehicles, communications and office equipment. In addition each Coastal Police Station will have 12 ton and 5 ton boats for patrolling. As per SOPs for Coastal Security, these boats

to 12 NM at sea from the coastline.

These Coastal Police Stations are envisaged to integrate into the hub and spoke concept with Coast Guard Stations. The Indian Coast Guard is conducting regular exercises on Coastal Security in coordination with other Central and State Government agencies to validate the SOPs and impart valuable field experience to all agencies involved in coastal security, which includes the Marine Police also. ICG is also conducting ab-initio training to the Marine Police personnel. So far 1987 police personnel have been trained by ICG.+

Coastal Radar Chain

29. The Ministry has informed that in order to fill the voids and gaps existing in coastal border a network of coastal radar chain is being implemented all across the coastline. A total of 46 coastal radar chains are in the process of being started.

CHAPTER-V FORCE LEVEL

30. The Committee during the course of examination have been apprised that following aspects have been taken into consideration while progressing to review the force level in the Indian Coast Guard keeping in view the challenges faced and envisaged in the changing scenario of maritime safety and national maritime interest of India:

- (a) Coast Guard Perspective Plan (CGPP) 2002-2017,2007-2022.
- (b) Coast Guard Development Plans (CGDPs) 2002-2007&2007-2012.
- (c) Perceived threat levels.
- (d) Perceived growth plan of the other maritime services.
- (e) Advances in technology.
- (f) International Maritime Organisation and regulations.
- (g) Geo political and Geo strategic situations.
- (h) Requirements of mutual support/Jointness.
- (i) Economics and carry forwards.
- (j) Duties and functions.
- (k) Increased areas of responsibility.
- (l) Weapons and Sensors.
- (m) Perspective, practices, and policies of governance.
- (n) Rustomji Committee report.
- (o) Strength, Weaknesses, Opportunity and Threats Analysis.
- (p) Cost Vs Benefit Analysis.

Perceived Threat Levels

31. When enquired about the various types of threats that the Indian Coast Guard have to face, the Committee have been apprised that threats are identified keeping the topography, areas of responsibility, immediate neighbours, ongoing internal conflicts in the neighborhood, seabed resources, United Nations Convention on the Law of the Sea, International Maritime Law, demands from/at sea, influence of the growing superpower, i.e. China, Bangladesh, Myanmar, Pakistan, Iran & Sri Lanka, Choke points, flow of oil and trade, arc of concern i.e. Cape Comorian to the South edge of the Malacca Straits, density of traffic and the vastness of the oceans.

cluded that the expected variety of threats are as

follows:

- (a) Weapons of Mass Destruction (WMDs).
- (b) Maritime/oil terrorism and transnational ocean crimes including ocean based insurgency and militant activities.
- (c) Gun running/illegal immigration and drug trafficking.
- (d) Piracy, vessel jacking, hostage taking and armed robbery.
- (e) Pollution, Prevention, Protection and Control.
- (f) Maritime Search and Rescue (M-SAR).
- (g) Leak of intelligence.
- (h) Close quarter traffic.
- (i) Narcotics, Hazardous waste, Flagless ships and Slave trade.
- (j) Threat to Nuclear & Atomic installations, Offshore & Onshore oil installations by sabotage, sinking, mines, suicide attacks etc.
- (k) Damage to Marine Resources and Environment including Seabed.
- (l) Disaster Management.

33. The Committee have further been informed that the levels of the threat perceived are increasing day by day with the growth of hatred, religious fanaticism, access to weapons of mass destruction, spurt in rogue States, show of power, uni-polar globe, technological advancement etc. The other form of threat that is likely to hover is Low Intensity Maritime Operations (LIMO).

34. With regard to the preparedness of Coast Guard to meet the various challenges, the Committee have been apprised that the Indian Coast Guard, with assets that are cost effective are ideally suited to take up these challenges, provided the Development Plans gets the approval of the Government on time and the funds envisaged are made available to the Service.

Advances in Technology

35. The Committee during the course of examination have been informed that the fast paced advancements in the field of computers, satellites, communications, weapons and sensors along with platforms having speed

ed the threats. The threat can be countered by information in the area of jurisdiction as well as attending to the charter of duties with speed and precision. Huge demands of patrol crafts can be replaced by the monitoring capabilities of satellite based Automatic Identification System (AIS) and space based periodic monitoring of the sea/area of concern. Even mobile platforms can track down the odd man and inform covertly. The requirement would be only to have force levels to be tasked as expeditiously, as well as rapid deployment forces. This arrangement requires state of art shore based units, real time information sharing, and high level of net working of forces for seamless flow of information.

36. The Ministry while elaborating the use of latest state-of-art technology for effective surveillance of coastal borders has stated as under :-

+The use of space based monitoring, communication, weapons intercontinental ranges, computer based weapons and sensors along with their integrated output, sensors capable of penetrating the water columns, Automatic Direction/Finders, identifiers, covert indicators, advances in forensic sciences, Remote Controlled Vehicles and aerostats, have enhanced the stealth as well as sophistication leaps and bounds. The age of computerisation has related all functioning to time in real sense. The whole world appears shrunk and instant. These advances have to be evaluated in all plan projections and this calls for more resource diversion for technology. With information being power, we can have all inputs at our place of work on a single desk instantly.+

37. The Committee in Sixteenth report on Demands for Grants, 2007-08, 14th Lok Sabha (Para No. 9.9) had observed as under :-

%The Committee are concerned to note that there are serious shortages in the force level of Coast Guard. Against the assessed requirement of 154 ships, 93 boats and 105 aircraft, the present force level is only 42 ships, 18 boats and 45 aircrafts. The Committee also note that there is inadequate surveillance capabilities of Coast Guard in various fields..+

ly held with Indian Coast Guard, as per the
stry, is as under-

Ships	-	44
• Hovercraft (ACVS)	-	06
• Coastal Surveillance Aircraft (Dornier)	-	28
Twin engine Helicopters (ALH)	-	04
Single engine Helicopter (Chetak)	-	20
• IB¢	-	24

39. So far as the upgradation of Surveillance Capability is concerned, the following aircraft are planned to be inducted during Eleventh Plan as informed to the Committee during the course of deliberation:

- (i) 12 Dornier aircraft.

40. The final outgo for the above projects of Eleventh Plan is Rs. 1349.75 crore under the Capital Head.

41. In addition to the aforesaid aircraft the status of the induction of some more aircraft is as under :-

- (i) The RFP issued for procurement of 06 (Six) Multi Mission Maritime Aircraft (MMMA) has been retracted on 25 April, 2011 with the approval of competent authority. Fresh RFI has been issued on 14 June 11.
- (ii) Case for procurement of 16 Light Helicopters (Twin Engine) has been approved by DAC on 06 August 10. RFP has been issued on 18 July 2011.
- (iii) Case for procurement of 14 Shore Based Helicopters (Twin Engine) has been approved by DAC on 15 November 2010 and is at RFP stage.

42. The Coast Guard Organisation during the Study Visit of the Standing Committee on Defence to Mumbai, Goa, Bangalore and Vishakhapatnam from 29 June to 04 July, 2011 requested that following facilities be provided for development of Coast Guard

ing port and airport and also such requirements be
ports :-

Port Limits

- (a) 200 meters of dedicated jetty for unhindered 24x7 CG Operations.
- (b) 5-10 acres of seafront land adjacent to jetty for creation of logistics, administration and technical support complex to support CG operations.
- (c) 20-30 acres of land for creation of hoverport.

Outside Port Limits

150-200 acres land for administrative complex, married accommodation and other allied facilities.

Airports

50-100 acres of land for creating dedicated dispersal, hangers and air operation support facilities.

43. The Committee during their Study Visit to Goa on 30 June, 2011 inspected the residential accommodation provided to the officials of Coast Guard Organisation and Navy and found that the accommodation was in a dilapidated condition and maintained badly.

44. On being asked about the short term and long term programme for fleet modernisation to fulfil the mandate of Coast Guard for maritime security in coastal areas, the Ministry has stated:-

Indian Coast Guard has been performing the delegated charter of duties with a force level of 74 commissioned surface platforms and 51 aircraft. 50 per cent of the surface platforms have already exceeded their designated life. Post 26/11, acquisition of essential platforms, aircraft and operational assets to augment the surveillance capability was accorded high priority. The modernization of the fleet through induction of state of the art platforms and cutting technology for increasing the capabilities were focused. As a short term measure CCS on 16 February, 2010 accorded sanction for the acquisition of the 60 surface platforms and 42 aircraft and are being processed with stringent timeline. As a long term measure, the XIth Development Plan and CG Perspective Plan have been

budget with an aim to process essential assets. Presently, 113 surface platforms and 13 aircraft are under construction in various Yards/Firms. The contract for 157 surface platforms and 19 aircraft has been accorded during FY 2008-11. In addition, sanction of 09 operational and aviation assets have been accorded during FY 2009-10. The cases for 32 surface platforms are being processed for fructification during current FY 2010-11. The CCS case for setting up of Coastal Surveillance Chain Network is a priority case taken up by ICG for augmenting the coastal surveillance.+

45. When enquired about the number of equipments, sensors, communication equipments, other sophisticated gadgets and fleet such as helicopters/ aircrafts with Coast guard which are lying non-operational, the Ministry has replied as under:-

(a) There are no communication equipments lying non-operational as on date.

The Super Rapid Gun Mounting (SRGM) installed onboard ICG ships Samar, Sangram are not working since 2006 and on ICG Sagar since Jun 2009. The SRGM onboard ICGS Sarang is partially operational. The Electronically operated fire control system (EOFCS) of all the SRGM had become obsolete and OEM had expressed inability to provide product support. The remedial actions initiated for making SRGM operational are as follows:-

- (i) The normal routines of SRGM onboard ICGS Samar have been completed by M/s Bharat Heavy electrical Limited, Haridwar in September 2011 and routines on SRGM of ICGS Sangram will be undertaken during ship's refit likely to commence in Dec 11. The case for normal routine onboard ICG ships Sagar and Sarang is in progress and order likely to be placed by mar 12. The delay anticipated in commencement of Routine on these SRGM view 18 months lead time for supply of spares by M/s BHEL.
- (ii) One each Target Designator Sight (TDS) for OPVs (Samar class) has been developed and procured from M/s Bharat Electronics Ltd., Bangalore in June 2011 and order for installation of TDS onboard ICG ships Samar and Sangram has been placed on 07 Oct 2011 and likely to be completed by Dec 2011.
- (iii) The case for installation of TDS onboard ICG ships Sagar and Sarang is being processed and is expected to be completed by March 2012.
- (iv) The SRGM can be exploited manually on installation of TDS.
- (v) Development of EOFCS for SRGM by M/s BEL, Bangalore is in progress and will be considered for procurement as a replacement of

Availability of Aircraft/Equipment held at CG units is as

follows:-

Sl.	A/C	Held at	For	Since	Remarks/EDC
(i)	CG 778	CGAS Daman	V/UHF Tranreceiver and Control unit of V/UHF system unserviceable.	21 Aug 11	Awaiting for repair/replacement by M/s HAL (TAD) under warranty. EDC: No. 11
(ii)	CG 821	CGAS Daman	Aircraft met accident at CGAS Daman and suffered heavy damages on airframe and major assemblies	30 Aug 11	Repairs are in progress by M/s HAL under warranty EDC: Apr 12
(iii)	CG 808	CGAS Chennai	Aircraft ditched in Andaman & Nicobar Region. Loss categorized as %Total loss+	21 Jan 08	Regularization of loss is in progress with MoD since Aug 11.

- (d) In addition, following aircraft are undergoing major servicing/repairs/modifications by M/s HAL.

Dornier

Sl.	A/C	Held at	For	Since	Remarks/EDC
(i)	CG 762	HAL (TAD), Kanpur	7200 HRLY Servicing	08 Apr 11	Nov 11
(ii)	CG 770	HAL (TAD), Kanpur	3600 HRLY Servicing	08 Jun 11	Dec 11
(iii)	CG 755	HAL (TAD), Kanpur	8400 HRLY Servicing	30 Jun 11	Dec 11
(iv)	CG 752	HAL (TAD), Kanpur	8400 HRLY Servicing	07 Jul 11	Jan 12
(v)	CG 763	HAL (TAD), Kanpur	7200 HRLY Servicing	11 Jul 11	Jan 12
(vi)	CG 766	HAL (TAD), Kanpur	6000 HRLY Servicing	12 Jul 11	Feb 12
(vii)	CG 761	CGAIS (Goa)	12 Monthly inspection	25 Oct 11	Dec 11

Chetak

Sl.	A/C	Held at	For	Since	EDC
(i)	CG 815	HAL (BKP), Barrackpore	MI Servicing	01 Dec 10	Nov 11
(ii)	CG 8106	HAL (BKP), Barrackpore	T1SI Servicing	20 Oct 11	Dec 11
(iii)	C09	CGAE (Goa),	T1SI Servicing	31 Mar 11	Nov 11
(iv)	CG 807	CGAE (Goa),	T1 Servicing	23 Aug 11	Dec 11
(v)	CG 813	CGAE (Goa),	T1 Servicing and engine Overhaul	22 Sep 11	Dec 11

Dhruv

Sl.	A/C	Held at	For	Since	EDC
(i)	CG 853	HAL (MRO), Bengaluru	750 HRLY Servicing	06 Aug 11	Jan 12

46. The other aircraft/equipments undergoing repair/servicing are given in Annexure V. The examination of the tables reveal that as many as 7 Dornier and 5 Chetak aircraft are lying non-operational/under servicing. +

47. During course of oral evidence, the representative of the Ministry of Defence acknowledged that the number of platforms which are running in the Coast Guard at present are at the end of their life. There is induction/de-induction plan. A force level is planned over a period of 25 years. The average life of a ship is 25-30 years.

48. The representative of Coast Guard during the course of deliberations further added as under:-

As far as the replacement programme is concerned, again I would reiterate that never in the history of the Coast Guard so many ships have been constructed for the Coast Guard today. Sir, 131 surface platforms are already under construction in Indian yards and another 200 platforms are in the process of being contracted. It would result in the Coast Guard having a substantial force level by 2018.+

VI FISHING COMMUNITY EYES AND EARS OF COAST GUARD

49. When asked about the measures/initiatives being taken by Coast Guard/ related agencies for tackling or engaging the local coastal communities especially the fishermen for strengthening their intelligence network, the Ministry in the written reply has stated:-

Indian Coast Guard is regularly conducting community interaction programmes in the fishing villages. During these programmes, fishermen are trained at various lifesaving / survival drills at sea. Training is also imparted in developing seamanship skills. As the fishermen are first to notice any irregularity / suspicious activity at sea, ICG is also educating the fishing community to be the eyes and ears for intelligence gathering, owing to their enlarge presence all along the vast, porous coastline. Further, the Indian fishermen are also densely and randomly present closer to the coastline as well as upto the EEZ and near the International Maritime Boundary Line (IMBL). Since 01 June 2009, a total of 330 community interaction programmes have been conducted by the Coast Guard.+

50. The current status of the initiatives taken by the Government on issues such as registration of fishing and other vessels, installation of communication equipment on these boats and uniform system of issuance of identity cards to fishermen as elaborated by the Ministry during the course of examination of the subject are as given:-

“The Government had given directives in February, 2009 that all fishing boats should be registered under the provisions of the Merchant Shipping Act 1958. The Directorate General of Shipping has notified the Port Officers of various Coastal States and Union Territories as Registrars of Fishing Boats. All fishing boats will be registered through an electronic template established by the National Informatics Centre. The information gathering of the fishing boats has commenced by the State Governments. The NIC, in coordination with the State Governments, are registering the boats in a common format and the database will be given access to all law enforcement agencies. The MoA has already provided the necessary funding assistance to the NIC.+

51. The representative of the Ministry during oral evidence has informed that

sizes are there and for centuries in India, people any regulation. Gradually license is starting now and the fishing community is also understanding and appreciating this. The fishermen themselves are becoming eyes and ears of Coast Guard Organisation.

52. **Biometric Identity Cards for Fishermen** The MoA has provided Rs. 72 crore to the consortium, led by M/s BEL, Bangalore, to undertake the data gathering and issue of Biometric Identity Cards to more than 4 lakh fishermen. The data gathering and processing has commenced. The Card Readers will be issued to Coast Guard and other law enforcement agencies subsequently. When enquired about the status of issuance of Biometric Identity Cards for fishermen, the Ministry has informed that presently 16,75,398 coastal fishermen have been identified for issuance of Biometric Identity Cards. Data has been collected against 10,15,001 (64.34%) fishermen and for 5,62,662 (33.50%) fishermen, same is in progress. State/U.T. wise details as furnished to the Committee are as under :-

Sl.	State	Population of Fishermen	Percentage completed
(a)	Gujarat	1,40,327	36.6%
(b)	Maharashtra	1,64,595	0.0%
(c)	Goa	13,362	21.5%
(d)	Karnataka	80,000	1.7%
(e)	Kerala	2,40,305	20.9%
(f)	Tamil Nadu	2,38,651	42.8%
(g)	Andhra Pradesh	1,16,647	32.7%
(h)	Orissa	2,37,641	0.0%
(i)	West Bengal	2,50,960	0.0%
(j)	Lakshadweep	10,000	0.0%
(k)	A&N	10,000	0.0%
(l)	Puducherry	37,148	61.1%
(m)	Daman & Diu	9,500	0.0%



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...a of existing fishing vessels, the Ministry has replied

The fishing vessels are controlled by the respective State Governments, under their respective Marine Fisheries Regulation Act. Their details are not intimated to the Coast Guard.+

54. The Ministry has further added that in order to regulate the movement of fishing boats in and out of all landing points along the Indian Coast, the following proposals are being examined :-

- The fitment of fishing harbor/ landing points with Radio Frequency Identification Device (RFID), which remotely monitor the movement of boats and also fitment of RFID tags in the fishing boats.
- Fitment of satellite based transponder on each fishing boat below 20 mts in length, so as to monitor the movement of these boats at sea.
- Fitment of vessel monitoring system (VMS) for deep sea fishing vessel.
- Fitment of AIS(B) for all fishing vessels above 20 mts in length.

55. **Transponders for Tracking Fishing Vessels** The Committee have been informed that the Coast Guard is coordinating with the DG, Shipping for fitment of vessel tracking system on board for all fishing vessels in accordance with the decision taken by the Cabinet Secretary post 26/11. The Government has formed a Committee, led by Director General Indian Coast Guard to identify suitable transponder for fitment onboard fishing vessels less than 20 meters. The Committee has identified three types of technology that can be used to track the fishing vessels in consideration of the peculiarities and limitation under which, most of the fishing boats operate in the Indian waters. The trials were undertaken from December 2009 to February 2010 and it was found that the technology is readily available to track the boats, but majority of the boats do not have any power supply to provide power to the equipment. Trials for modified transponders incorporating the necessary in-built rechargeable batteries are being undertaken.

DISASTER MANAGEMENT

56. When enquired about the calamity identification system available with the Coast Guard Organisation, the Ministry in the written note has submitted as under :-

There is no system available with Coast Guard to identify the natural calamity related issues/incidents. However, Directorate of Operations at CGHQ maintains regular liaison with Indian Meteorological Department, Lodhi Road, New Delhi, for getting regular met forecast. The synoptic chart, Satellite pictures and met forecast are collected every day from IMD office.+

57. On asking whether Coast Guard is well equipped, in case of emergency, so as to enable it to evacuate the coastal villages/habitations, the representative of the Ministry submitted as under:-

On shore evacuation is the responsibility of the concerned State Governments. However, on specific request from the Civil Authorities, Indian Coast Guard provides aid during natural calamities. The National Disaster Management Authority have found their policy frame work in conformity with the International strategy for disaster reduction, the Rio-declaration, the millennium development goals and the Hyogo framework 2005-15. The salient features are:-

Community-based disaster management, including last mile integration of the policy, plans and execution.

Capacity development in all related areas.

Consolidation of past initiatives and best practices.

Cooperation with agencies at national, regional and international levels.

Compliance and coordination to generate a multi-sectoral synergy.+

58. The representative of the Coast Guard during the deliberations has informed the Committee that Coast Guard has a very large task to play on humanitarian assistance, oil pollution, search and rescue and fishermen helping. On the issue of warning system for tsunami the representative of Coast Guard elaborated as under :-

On tsunami, the Government of India has got a tsunami, warning centre, which has been established under a specific Ministry, and we have this National Disaster Management Cell, as you know, which is a separate organisation.+

PROTECTION OF MARINE ENVIRONMENT

59. The Coast Guard Organisation has been mandated to protect mangroves forests and coral reefs. When asked about the comparative data on mangroves forest and coral reefs in 1978 and the present position, the Ministry has stated as under:-

The Ministry of Environment and Forest is the nodal Ministry for protection of corals and mangroves in India and has departments and institutions to look after the issues of coral reefs and mangroves protection. The exact details of the mangrove and coral reef area since 1978 are held with the MoEF.+

60. When asked about the steps being taken to protect the marine environment which include regulatory and enforcement measures and the role of the Ministry of Defence and the Coast Guard in this regard, the Ministry in its written reply has submitted as under:-

Study of marine environment is a professional work, which is generally undertaken by the National Institute of Oceanography (NIO), Goa. The Coast Guard undertakes risk assessment, whenever, a contingency plan is submitted to Coast Guard by Ports and Oil companies for vetting. The risk assessment is carried out based on the traffic pattern, the amount of oil flow through tankers in a particular port and the environment sensitivity of the local area. The Coast Guard has directed the relevant ports, oil handling agencies and the State Governments to establish the contingency plan and also to establish Tier-I (upto 700 tons) pollution response facility to take actions systematically in the event of an oil spill. Most of the ports and oil handling agencies have established the contingency plan and Tier-I facilities. However, the Coastal States have not done so far. The Coast Guard coordinates all actions regarding oil spill response through a national forum viz. the National Oil Spill Disaster Contingency Plan (NOSDCP) and preparedness meeting convened twice every year. The NOSDCP delineates responsibilities of various Governmental Departments and Agencies.

The Ministry of Defence forms part of the Crisis Management Group (CMG), headed by the Home Secretary, in the event of an environment disaster of oil spill. In accordance with the Allocation of Business Rules 1961 the Coast Guard is nominated as the Central Coordinating Agency for combating oil spills in Indian waters.+

initiatives being taken by the Coast Guard to restrict/control the unseaworthy vessel operations, the Committee have been apprised as under:

The issue falls in the administrative domain of Ministry of Shipping. However, following measures may prevent operation of sub standard ships in the Indian waters:-

- Restriction of entry of vessels more than 25 years in territorial waters.
- Increase the number of ship inspections, under the Port State Control by the Mercantile Marine Department.
- Target the vessels that are operated by flags, which has history of violating the standards of shipping operations.
- Strict checking of loading operations at ports.
- Loading of iron ore during monsoon to be avoided.
- Establishment of Emergency Towing Vessels during monsoon to assist the vessels in emergency.+

62. Since 1991, the Coast Guard had initiated an exclusive operation code named *Olivia* for the protection of the endangered species, viz. the Olive Ridley turtles off Orissa coast. This operation has been undertaken for the past two decades, wherein Coast Guard ships and aircraft have been deployed extensively from November to May. During the operation, the trawlers and other fishing boats are prevented to operate close to the coast and the offenders are apprehended under Orissa Marine Fisheries Act and handed over to the police. The Coast Guard has been awarded the Green governance in the year 2008 for this endeavour. The details of the ship deployment, aircraft sorties and apprehension of offenders in the past three years are as follows :-

Year	Ship Deployment	Air Sorties	Apprehension
2007	131	67	05
2008	161	74	05
2009	163	72	14

being undertaken to create awareness regarding protection of marine environment, the Committee have been apprised that the Coast Guard has undertaken following measures :-

- Conduct of national level pollution response exercise with all response agencies
- Conduct of inspection of contingency plans of ports and oil companies.
- Conduct of joint audit of Tier-1 capabilities of ports and oil handling facilities,
- Imparted IMO level I pollution response training to both public and private sector, free of cost to enhance the awareness. A total of 251 since 2009 till date personnel from 42 agencies have been imparted with the above training.

64. The Committee have further been apprised that Section 14 (3) of the Coast Guard Act, 1978 states that the Coast Guard should function in close liaison with other agencies, so as to avoid duplication of efforts. Hence, the Coast Guard role is restricted to provide assistance to such agencies, who look after such environment protection issues. In the past, the Coast Guard has apprehended poachers, who damaged the coral reefs in Andaman Islands and handed them over to the local Police for prosecution.

65. The Committee during the course of examination of the subject have been informed that total 82 cases of oil spill incidents have occurred in Indian water since 1982. The Coast Guard coordinated oil spill response in 75 cases of oil spill incidences. The details of oil spill incidence and coordination undertaken by the Coast Guard have been given at Appendix-III whereby it is seen that out of 75 cases in as many as 16 cases, the quantity and type of oil spill could not be assessed. Besides only in 11 cases the amount was received from the polluter.

risk assessment has been made and measures suggested by Indian Coast Guard to cover the areas such as chemical and hazardous substances pollution, which is highly technical and need multi-agency coordination, the Ministry has informed as under:-

The Coast Guard has already put in place the necessary measures for oil pollution response in the form of inspection of contingency plans, pollution response equipment drills exercises and imparting training to all concerned.

At present, the issue of HNS is being administered by the MoS through DG Shipping and MMD in accordance with the provisions of MS Act, 1958 and various MS Rules. The OPRC-HNS 2000 protocol is likely to be signed by India shortly. The Coast Guard has recommended MoS to establish the necessary framework and modalities of implementation of the HNS response system, prior acceding to the OPRC HNS protocol. The Coast Guard has intimated MoS, that the service is not ready at present to shoulder the responsibility of HNS pollution as it requires specialized training, skill, equipment, protective gears, monitoring gadgets, availability of scientific inputs and enormous coordination activity to undertake any response actions.+

67. Coast Guard has presently established three Regional Pollution Response Teams at Mumbai, Chennai and Port Blair to cater for marine pollution response. These teams train the CG personnel in house round the year. The facility of pollution response training is presently extended to related agencies outside Coast Guard only at Pollution Response Team (West), Mumbai. This training has been imparted to 581 persons from civil agencies, 384 persons from the Navy and 1348 persons from Coast Guard till date. The annual training calendar of PRT (West) is enclosed. In future, the training programme will be upgraded to international standard on availability of resource personnel.

MANPOWER & TRAINING

68. As per the information furnished by the Ministry the acceptable teeth to tail ratio maintained by any maritime force is normally 1:2 i.e. for every one person at sea two are placed ashore, so that they can replace man at sea at regular intervals. The teeth to tail ratio maintained by Indian Navy is generally 1:2 which is minimum. But in case of Coast Guard, it is 2:1. This in turn results into longer sea time and frequent transfers. The Ministry has further reinstated that though with advent of technology upgraded systems are being installed for monitoring along the coastal line, still it is opined that there is no second alternative for physical patrolling at sea.

69. When enquired about the time since when the shortage of officers/staff is existing and how the Coast Guard Organisation plans to meet the shortage in near future the Ministry has informed as under:

On activation of the Coast Guard on 01 Feb 1977, officers and sailors from Indian Navy were deputed to man the Coast Guard afloat and ashore units. However, this deputation has been drastically reduced over a period of time due to the growth of Indian Navy leading to shortage of manpower in Coast Guard. Coast Guard being a young force, additional shore establishments, surface and air units have been inducted/activated. The organisation has been facing the shortage of manpower because of its growth.+

70. The Coast Guard has a sanctioned strength of 12446 personnel. This includes sanction of 3260 personnel in 2009, another 951 personnel in 2010 and 88 posts in 2011.

71. The present manpower status as on as informed to the Committee is as under:-

Sl.No.	Category	Sanctioned Strength	Borne	Shortage	Percentage
(i)	Officers	1714	1093	621	36.23%
(ii)	Enrolled	9181	6723	2458	26.77%
(iii)	Civilian	1551	902	649	41.84%
TOTAL	12446	12446	8718	3728	34.94%

usually a result of lead time that exists between recruitment, training and position of force.

When enquired about the initiatives taken/proposed to be taken to fill the gap between the required and the existing strength, the Committee have been informed as under:-

The Coast Guard is aware of the needs to accelerate its recruitment process for early filling up of the sanctioned posts. However, the recruitment has to be in synchronisation with the availability of training vacancies at Naval training establishment both for basic and downstream training. The Indian Navy has been generous to allot additional vacancies for CG personnel and the same as resulted in increased enrolment of officers and enrolled personnel to 130 and 680 respectively annually.+

73. The Committee have further been informed that efforts are in progress for filling up 649 civilian personnel posts through SSC/local recruitment which will take considerable time. When asked about the latest position of the above mentioned induction programme, the Ministry replied as under:-

Extensive efforts have been undertaken by the organization to increase the awareness of Coast Guard in the youth both through electronic and print media. In addition, the recruitment centres for selection of officers have increased from 4 to 7. This has enabled the organization to increase the enrolment of officers. Overwhelming response is received from the candidates for recruitment as enrolled personnel.+

74. The officers and enrolled personnel post enrolment are sent to Naval training establishment for basic and downstream training. The details of officers and enrolled personnel who have completed the basic training batch wise since 2005 is as follows:-

Sl. No.	Year	Officers	Enrolled Personnel			Total
			YTK	Nvk(GD)	Nvk(DB)	
(i)	2005	23	33	85	15	156
(ii)	2006	43	46	220	48	57
(iii)	2007	47	36	267	39	389

			57	312	52	450
			102	338	12	533
(vi)	2010	130	115	450	115	810
(vii)	2011	60	71	255	66	452

Note. The manpower induction has increased during the year 2009-10.

Training

75. During the course of deliberations, the Committee have been informed by the Ministry of Defence that one of the factors for slow pace of induction is non-availability of a dedicated Training Academy for Coast Guard Organisation. On the issue of latest position with regard to setting up of its own training Institute, the Ministry has informed as under:-

Presently, the ab-initio training of Coast Guard Officers and Enrolled Personnel is undertaken by the Navy. The training of Coast Guard Personnel on Coast Guard related subjects is imparted at Coast Guard Training Centre located at Kochi. The setting up of dedicated Coast Guard Academy has been envisaged in Coast Guard Revised XI Plan (2007-12) and approval in principle had been accorded by Gol on 12 October, 2010. Subsequently, the location for ICG Academy has been identified at Azhikkal, Kerala. 164 Acre land has been acquired at Azhikkal, Kerala on February, 2011. The Honble Raksh Mantri had laid the foundation stone for the Academy on 28 May, 2011. The Academy will cater for all Coast Guard oriented courses except the ab-initio training. The training courses will be conducted for the following :-

- Coast Guard Officers and Enrolled Personnel.
- Courses for personnel from the other Services.
- Courses for ART members & Foreign countries.
- Courses for personnel from Corporate/PSUs.+

and of programmes that have been organised in the training to the officers/sailors. The Ministry has

furnished the following details:-.

The Coast Guard officers and men are undergoing two types of training:-

- Initial Training.
- Mid Career/refresher professional training.

The initial training prepares a person to perform as a full-fledged staff in assigned Coast Guard roles. This varies between 71 - 139 weeks in case of officers and 43- 130 weeks in case of EPs depending upon their branches. The Mid Career Professional training is imparted to the officers and men at the Army/Navy/Air Force training establishments and even abroad for some selected officers. Besides, the Coast Guard outsources its training to reputed Civil Institutions in India for conducting short courses for its officers and men.+

77. The Coast Guard is a non-military constabulary force mandated for security of Maritime zones of India. This means the service is required to acquire, operate and maintain a variety of ships, aircraft, sensors, special equipment/ weapons for the envisaged roles. The maritime law enforcement and humanitarian SAR beside security are the primary roles of the Coast Guard. The Coast Guard is broadly manned by two categories of personnel namely, General Duty (General services, Pilots, Navigators, Seaman, Mechanics) and the Technical (Marine Engineers, Electrical Engineers, Aeronautical Engineers, Electronics Engineers and their corresponding diploma holder assistants) for proper functioning of the force. Two more branches of Enrolled Personnel namely Domestic and Enrolled Followers are positioned for support services. The general pattern of training of all personnel is as follows:-

Orientation Training	-	09 to 24 weeks as per branch.
Sea Training	-	02 to 60 weeks as per branch.
Professional Training	-	43 to 97 weeks as per branch.
Mid Career Training	-	Different durations as enquired.
Promotion linked Training	-	Different durations as required. for enrolled personnel



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AMONG VARIOUS AGENCIES AT SEA

78. There are a large number of maritime agencies associated with and operating in the maritime environment. These include shipping companies, port authorities, fishing community, offshore development operators, oil companies, ocean research agencies, customs, Environment and Forests Ministry, immigration, marine police, Intelligence Bureau and the Indian Navy and the Coast Guard. Effective coordination, collaboration and cooperation between all these agencies that operate under different Central and State regulations, has not happened in the past but has become an inescapable requirement today. On the issue, the Ministry has replied as under:

Indian Coast Guard has been additionally designated as the authority responsible for Coastal Security in territorial waters and the Director General Indian Coast Guard has been designated as Commander Coastal Command, responsible for overall coordination between Central and State agencies in all matters related to Coastal Security. Coast Guard as the Lead Intelligence Agency for the maritime coastal borders is responsible and is coordinating intelligence with all stake holders at the State as well as Centre. Further, sharing of information has resulted in timely exchange of information leading to quick corroboration as well as to ascertain the actionable intelligence.

During the oral evidence, the representative of Coast Guard Organisation has informed that the Navy and the Coast Guard have been taking up this case for about 10 years at least that every maritime State must have a State Maritime Board. At the moment, three maritime Boards have been established out of the nine coastal States and one more in Kerala has been sanctioned by the Cabinet. Further, the DG ICG assured that by next year all the nine States have got State Maritime Boards because the Government of India has been very categorical about this. In the written note the Committee have been informed that the State of Gujarat, Maharashtra and Tamil Nadu have set up State Maritime Board.+

79. While elaborating on the initiatives being taken by the Ministry for expediting setting up of State Maritime Board in the Coastal States, the Ministry enumerated the various steps as detailed below:-

Governments have been advised for setting up of the Coastal Security Exercise debriefs.

- (b) The issue has been flagged in the MSDC Meetings.
- (c) The issue has been raised in the NCSMCS Meetings Chaired by Cabinet Secretary.
- (d) Honble Raksha Mantri has written letter to Chief Ministers of 06 Coastal states for early setting up of State Maritime Boards.

IN-CG Coordination

80. The Coast Guard and Navy together are responsible for overall maritime security and safety, therefore, abundance of synergy is inevitable and also coordination and systematic delegation of functions between the two agencies is quintessence for the systematic effectiveness. While replying to this issue the Ministry has stated as below:

The two services operate in common maritime domain, and participate in tandem, not only in real-time operations such as Ops Swan, Tasha, Vijay, etc. but also in periodical joint exercises that are held annually, to validate procedures and rehearse preparedness.+

81. The Ministry has also informed that NAVGUARD is the apex body for IN-CG coordination. The two services start with training of the Coast Guard officers and personnel at Naval training Institutions including the basic sea training and cross-deputation of officers and personnel between the two services. The other issues relating to IN-CG cooperations are as under:-

82. Regular participation of Indian Coast Guard ships with the Naval fleet units during exercises.

- i) An annual meeting viz. NAVGUARD, is held between the two services since Apr 1990, to enhance inter-service cooperation. NAVGUARD is the apex body for IN-CG coordination.
- ii) With the Indian Navy and the Indian Coast Guard being given additional responsibilities for overall maritime security and Coastal Security in territorial waters respectively, to avoid duplication of efforts and to enhance the corporation between the two maritime services,

- Coastal Security were prepared by the Indian Navy and the Indian Coast Guard, with the VCNS and the DGICG signing the same in a special NAVGUARD meeting. In addition, both the services have joint working groups to coordinate issues of routine nature relating to operations, planning, Human resource development.
- iii) To further develop the synergy between the two services at Command/Regional levels, Command level NAVGUARD meetings have also been instituted.
 - iv) The Indian Navy and the Indian Coast Guard conduct regular exercises to prepare and validate the compatibility and procedures at the time of war.

Indian Navy and Indian Coast Guard Synergy in a Changed Environment

83. Unity of Command is one of the ten accepted principles of war. Duality of responsibilities may result into ambiguities and imprecision, which was evident during the 26/11 terrorist attacks in Mumbai. Therefore, a distinct and unified patrolling, reporting and executing network at sea cannot be denied any more. However, with two distinct Head Quarters of Navy and Coast Guard respectively may lead to two channels of execution which may be at times overlapping and on the other hand may leave lacunae. The Ministry in their replies have ascertained that The Indian Navy has been designated as the authority responsible for overall maritime security which includes coastal security and offshore security. The Indian Navy will be assisted by Coast Guard, State Marine Police and other Central and State agencies for the Coastal defence of the nation.

84. The Group of Ministers Report, 2001 on Reforming the National Security System recommended for setting up of a Federal Apex Body to deal with maritime affairs so that institutionalized linkages between the Navy, Coast Guard and the concerned Ministries of the Central and State Governments take place. However the same is yet to be considered.

ANTI PIRACY

85. On the reason for occurrence of anti-national incidences the Ministry has furnished the following details :-

India is endowed with coastline of 7516 Kms and 2.01 million square kilometers of Exclusive Economic Zone (EEZ). Further the vast coast line of India has got numerous creeks, uninhabited islands and is thinly populated with dense forestation and rocky topography. Hence, the coastline is vastly porous. The security agencies besides customs are not having adequate ships and aircraft to undertake effective maritime surveillance, and to curb disruptive activities like smuggling, pilferage, piracy, infiltration and terrorist threats. Human resources and infrastructure for establishment of foolproof coastal security is not existing presently especially with the Indian Coast Guard. The Coastal Surveillance Network (CSN) is being implemented by way of static radar chain for electronic surveillance all along the coast line to overcome existing shortcomings and address all issues especially pertaining to gaps amongst concerned agencies. In addition, the vulnerability and gap analysis carried out by the Maritime State Government/Union Territories with the assistance of the Indian Coast Guard has resulted in planning additional 131 Coastal Police Stations 180 in number 12 ton boats besides 10 large vessels for Andaman and Nicobar Islands.+

86. The Ministry has further added that the concerned authorities pertaining to anti-smuggling activities are Customs, Narcotics Control Bureau (NCB), Directorate of Revenue Intelligence (DRI), Indian Coast Guard (ICG) and State Marine Police. Whenever ICG receives intelligence regarding smuggling activities from these agencies, necessary assistance is provided by way of ships and aircraft for joint operations, in order to affect apprehension of personnel involved and seizure of contraband at sea. The apprehended vessels along with contraband seized are handed over to the nearest Coastal Police Station for further legal proceedings.

87. The Group of Ministers Report, 2001 on Reforming the National Search System suggests that laws and procedure relating to detention and prosecution of poachers and confiscation of boats need to be tightened. The concerned Ministries/Departments of the Government of India should consider setting up Maritime Courts or alternatively, giving powers of prosecution and detention to the Coast Guard and to the proposed Marine Police.

many Indians have been held hostages by the the last three years and the efforts made by Coast Guard Organisation in this regard, the Ministry has replied as under:-

No separate record/statistics are available with Indian Coast Guard (ICG) for Indians taken hostages by Somalian pirates. However, a total of 490 Indian crew were taken as hostages by the Somalian Pirates in last three years. While 437 crew have been released, 53 are still in captivity. The ICG has no role in negotiating with Somalian Pirates for the release of Indian crew. The negotiations are initiated by the concerned shipping company.+

ATIONAL OBLIGATIONS

89. When enquired about the regional and international cooperation/alliances to tackle the emerging issues related to Maritime Zone, the Ministry in the written note has furnished the following information:-

India as a country has been the largest democracy, peace preaching, Sovereign Republic. We have always promoted peaceful co existence, nuclear use only for peaceful gains, no first strike policy and possessing second strike capability. Our democratic set up, sense of regional cooperation, good neighbourly relations, acceptability and tolerance have forced us with three conflicts, a few crisis and uninterrupted terrorism since ages. Whereas, in the near future, with the regional realignment as well as the global orientation, India has to re-evaluate her perspective, policies and practices to face all threats to her sovereignty instantly, sharply and smartly, thereby outwitting the enemies in any form.

The Geo political and the Geo strategic issues bring to fore the issues of regional cooperation, division on the basis of the geographical areas, commonality in the perception of the threat, and application of Geo economics in the plan to effectively combat the acts of terrorism, in the present day context. The most salient aspect that dictates the Geo situations is the need for oil, its presence and its stocking for a better tomorrow. One better method of combating the asymmetric warfare is to show presence by our reach and the sustainability. The proximity of India to the Indian Ocean has to be considered in every analysis concerning the aspects of security. This is because, besides the choke points, the ocean contains the American, British and the French colonies. It also has the connectivity to Antarctica, has abundance of resources and contains the maritime connectivity between the East and the West.

Based on the commonality of threat, economy of a country, combat power and proximity to a support base, most of the countries have started to get together as a regional team. These countries are pooling in their resources for Maritime Search and Rescue, Maritime Environment Security, Trans national crimes like Anti-Piracy, etc. and other humanitarian tasks. Indian Coast Guard has at present institutionalised joint exercise programme with Japan Coast Guard (JCG), Korea Coast Guard (KCG) and Maldives Coast Guard. The service is also in the process of signing MOUs with Coast Guards of many countries for assisting each other in case of Search and Rescue, Anti-Piracy and other trans-national crimes and issues pertaining to oil spill disaster. Ships and delegation visits with many neighbouring countries and ASEAN countries has also become a regular feature to boost mutual cooperation and jointness to deal with various maritime issues concerning to law enforcement and humanitarian assistance.+



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informed that under SAR Convention, 1979 ratified in 2001, the parties to the Convention are required to establish ship reporting systems, under which ships report their position to a Coast Radio Station. This enables the interval between the loss of contact with a vessel and the initiation of search operations to be reduced. It also helps to permit the rapid determination of vessels.

PART-II

RECOMMENDATIONS/OBSERVATIONS

SETTING UP OF REGIONAL HEADQUARTER (NORTH-EAST)

The Committee observe that as per the existing Organisational Structure, the Coast Guard operates from its headquarters located at New Delhi. The field functions of the Coast Guard are executed by the four Regional Headquarters located at Mumbai, Chennai, Gandhi Nagar and Port Blair along with 12 District Headquarters set up under these Regional Headquarters located at the Coastal States of India. The Committee during the course of deliberations have observed that the maritime States of Orissa and West Bengal are located adjacent to Bangladesh and of late there has been a large number of refugee influx and anti-national activities in this area. Not only that the sea area adjoining these two maritime States is rich in marine biotic resources and the Coast of Orissa is known for nesting of endangered species of Olive Ridley Turtle which needs to be protected. To add to the importance of this area the Sand Heads approach in river Hooghly is the gateway to the ports of Kolkata handling large amount of import-export trade. This being the restricted water, there is persistent risk of oil pollution. Besides large exploration activity is being undertaken in sea adjoining West Bengal and Orissa. The Ministry itself has acknowledged that there is inescapable need for establishing Regional Headquarters (North-East). The Committee have further been informed that the case for Regional Headquarters (North-East) along with co-located station at Kolkata is being examined.

While taking note of the strategic and important location of the maritime States of Orissa and West Bengal, the Committee are of the firm view that there is an urgent need to take the immediate action with regard to setting up of Regional Headquarter (North-East) at the proposed site i.e. Kolkata so that the environment, sea life and property are protected besides meeting the strategic need of checking the influx of refugees, anti-national activities and poaching. The expeditious



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be taken by the Government and the Committee

ADHOCISM IN LONG TERM PLANS

2. The Committee during the course of examination have been informed that the long term planning for the Coast Guard Organisation is being made since inception. The detailed analysis of the information furnished by the Ministry indicates that various long-term plans envisaged by the Coast Guard could not be finalized. The proposed Coast Guard Perspective Plan (2007-22) initially had an outlay of Rs. 49377.33 crore and post 26/11, it was decided to ensure a comprehensive CGPP 2012-27 instead of revising the CGPP 2007-22. As such, as per the Ministry, the envisaged expenditure involved in the upgradation of ICG force level during CGPP 2007-22 shall have no relevance. With regard to Five Year Plans, the Committee on the one hand have been informed that Eleventh Plan was approved by the Ministry of Finance with an outlay of Rs. 7,000 crore which was consequently revised to Rs. 7930.22 crore, on the other hand, the approved figures have been stated to be purely indicative. When the Committee specifically enquired about the deadline for the proposed upgradations post 26/11 scenario, the Committee have been informed that the deadline for upgradation would be made on the approval of CGPP 2012-27. The Committee conclude from the aforesaid scenario that long-term Plans envisaged are not being finalized and the revised plans are taking so much time thereby leading to uncertainty over the annual allocations for the Coast Guard and the whole plans of upgrading the infrastructure and the force level.

While expressing serious concern over the ad-hocism in the whole planning process, the Committee strongly recommend that Coast Guard Perspective Plan 2012-27 should be finalised within the stipulated time frame. Besides the allocations for the Twelfth Plan according to the set targets as per the CGPP 2012-27 should be finalized expeditiously by the Coast Guard Organisation/Ministry of Defence so that the approval of the Ministry of Finance is obtained before the start

The Committee may again like to emphasize that there is an urgent need to give priority to the long-term plans so that the proposed upgradations are made so as to enable Coast Guard Organisation of India to meet the responsibilities bestowed to it owing to change in maritime scenario and increased incidents of terrorism and poaching at sea over the years.

COASTAL SECURITY SCHEME PHASE – I AND PHASE –II

3. The Committee observe that a comprehensive and integrated Coastal Security Scheme (CSS) was formulated in consultation with all agencies concerned with the objective of strengthening infrastructure of marine police force for patrolling and surveillance of coastal areas, particularly in shallow water areas close to the post. The CSS Phase-I was approved by the Cabinet Committee on Security in January 2005 and was to be implemented over the five years starting from 2005-06. The Committee further note that the date of completion of CSS Phase-I has now been extended by one year i.e. till March 2011. The data furnished by the Ministry with regard to the physical progress of Phase-I further indicates that there are gaps between the sanctioned buildings and the buildings made operational. Such gap is of No. 2 with regard to coastal police stations no. 5 in respect of check posts and out posts and no. 2 with regard to barracks. Besides in a good number of projects construction has not yet started. With regard to coastal police stations although 71 out of the 73 sanctioned police stations have been made operational, as per the information furnished by the Ministry, the construction in respect of 42 out of 48 buildings has been completed and for 11 buildings the construction is in progress. In respect of 14 buildings the construction has not yet started. It indicates that Phase-I may require further extensions. Not only that a good number of police stations seems to be working without buildings. With regard to Phase-II even the financial implications have not been yet finalized and the approval of CCS is yet to be obtained.

The Committee observe that post 26/11 scenario, there is an urgent need to increase patrolling and surveillance infrastructure in coastal areas. With the status of infrastructure projects, the details of which have been given above it would take more years to complete the projects targeted under Phase-I and Phase-II. Keeping in view the strategic requirement the Committee strongly emphasize

er Phase-I should be completed expeditiously.

Phase-II should be finalized expeditiously so that

Phase-II can start expeditiously.

UNDER UTILISATION OF OUTLAY DURING ELEVENTH PLAN

4. The Committee note from the data furnished by the Ministry that Rs. 20134.901 crore under the capital head for different projects have been earmarked to be spent by the end of the Twelfth Plan. Out of the allocated outlay, Rs. 5293.093 crore would be spent by the end of the Eleventh Plan and Rs. 12855.982 crore would be carried forward to Twelfth Plan. The detailed examination of the data further reveals that likely expenditure for the new schemes is Rs. 2631.270 crore out of Rs. 5293.093 crore for the Eleventh Plan which means that almost 50 per cent of the outlay is earmarked for meeting committed liability, replacement schemes and civil works. The analysis further indicates that there is under utilization of outlay, particularly under the capital schemes during each year of Tenth Plan and Eleventh Plan. During the first three years of Eleventh Plan overall expenditure is 92.81 per cent of the total outlay whereas under the capital head, the expenditure is Rs. 1667.86 crore out of the allocation of Rs. 1916.71 crore i.e. 87.01 per cent.

The Committee at one place have been informed by the Ministry that the annual allocations would depend upon resource availability. On the one hand the allocations earmarked are not being fully utilized on the other hand the deadlines for proposed up-gradations have been stated to be dependent upon resource availability. The Committee again emphasize that there is an urgent need to ensure that up-gradation, modernization of various plans of Coast Guard are completed within the stipulated deadline so as to address the challenges before the Coast Guard Organization. As such all the initiatives should be taken to ensure that the allocations made for the different projects are fully utilized. Besides keeping in view the long-term plans, the adequate outlay for the new

the Government. The concerns of the Committee in this the Ministry of Finance.

INFRASTRUCTURE

5. The Committee find that a lot of infrastructure is being upgraded with a view to enhance the coastal surveillance network. At present, there are 27 Coast Guard Stations along the coast line and as per the information furnished by the Ministry, Coast Guard Station generally covers a range of approx. 75 to 120 km. The Ministry itself has acknowledged that the present arrangements are considered inadequate for surveillance keeping in view the long coast line of India and adverse topography. To monitor the coastal boundaries, the Ministry has taken up the case with the Government to enhance the stations from 27 to 41 by 2012. Besides, 204 Coastal Police Stations have also been sanctioned which would be operating in the Hub and Spoke concept with the Coast Guard Stations for filling gap identified after carrying out vulnerability and gap analysis by the State Government/Marine Police of the State along with the Indian Coast Guard. With regard to upgrading Air Stations, Air Enclaves and Squadrons, the Committee have been informed that at present there are two Air Stations, three Air Enclaves and three independent Squadrons operating from strategic locations along the coast line. Additional three Air Stations and four Air Enclaves are being planned to be established by 2012. As such by 2012 the Coast Guard would be having total five Air Stations, seven Air Enclaves and one Helibase and two independent Squadrons which according to the Ministry would meet the effective air surveillance of the entire coast. In addition a total of 46 coastal radar chains are in the process of being started.

The representatives of Coast Guard Organisation during the Study Visit of the Committee to Mumbai, Goa, Bangalore and Vishakhapatnam from 29 June to 04 July, 2011 made certain suggestions to upgrade the infrastructure at each of the existing port and airport. The suggestions made include providing 200 meters of dedicated jetty for unhindered 24x7 CG Operations, 5-10 acres of seafront land adjacent to jetty for creation of logistics, administration and technical support complex to support CG operations and 20-30 acres of land for creation of hoverport within port limits. Suggestion was also made to provide 150-200 acres land for administrative complex for married accommodation and other allied facilities outside port limits. For airports, the representative suggested that 50-100 acres of land for creating dedicated dispersal, hangers and air operation support facilities should be provided. The Committee recommended the Ministry of Defence to consider the suggestions of Coast Guard Organisation.

The Committee during their study tour to Mumbai, Goa, Bangalore and Vishakhapatnam from 29 June to 4 July 2011 have observed that keeping current security scenario into consideration, Coast Guard force level is being enhanced at a much faster rate. Towards this purpose the Coast Guard requires infrastructural facilities in a larger scale viz., support for berthing place for ship place for

tions maintenance facilities, land for creation of centres, Administrative Complexes, Married Accommodation. The present assets with the Coast Guard are negligible and are on temporary arrangements with other organizations at most of the places. Respective State Governments port authorities and airport authorities are being approached to provide such support. The Committee are of the strong view that infrastructure are the backbone for maintaining a strong force level for Coast guard organization to meet the current security scenario. This type of stop-gap arrangement will weaken not only the capacity of CG but also the morale of the Coast Guard Personnel. This matter need to be dealt on war footing stage. The State Governments have to play an important role in setting up the proposed infrastructure primarily on the issue of acquisition of land for various types of infrastructure projects. As such, there is an urgent need to sensitize the State Governments about the urgency of upgradation of coastal network. The issue needs to be taken up at the highest level with the State Governments. The Ministry has to play a proactive role in motivating the various State Governments. Concrete initiatives on the suggested lines should be taken by the Government and the Committee apprised accordingly.

FORCE LEVEL

6. The Committee observe that the existing strength of aircraft and other surveillance force level of Indian Coast Guard includes 44 ships, 6 hovercrafts aircrafts, 24 boats, 20 Chetaks and 4 ALH. The Coast Guard during the year 2007-08 had 42 ships, 18 boats and 45 aircrafts as informed to the Committee during the course of examination of Demands for Grants 2007-08. The comparison of the status of surveillance force level of Coast Guard during the year 2007-08 and the strength, at present, indicates that there has been addition of only 2 ships and 6 boats during the past four years. The Committee have been given the impression that a lot of efforts are being made to upgrade the capacity of Coast Guard Post 26/11 Mumbai attack. However, the aforesaid scenario with regard to up-gradation

progress in this regard is slow. Even if the data level is compared to the assessed requirement during the year 2007-08 as informed to the Committee during the course of examination of Demands for Grants, the Committee note that there are huge gaps between the required and the existing force level. The assessed requirement of ships at that time was 154 and 93 boats while the Indian Coast Guard at present has only 45 ships and 27 boats.

The Committee further note from the Information furnished by the Ministry that a large number of gadgets/helicopters/aircraft available with Coast Guard Organisation are lying non-operational for long time and repair/servicing seems to be a very slow process. The Super Rapid Gun Mounting (SRGM) installed onboard ICG ships Samar, Sangram are not working since 2006 and on ICG Sagar since Jun 2009. The SRGM onboard ICGS Sarang is partially operational. The Electronically operated fire control system (EOFCS) of all the SRGM had become obsolete and OEM had expressed inability to provide product support. The existing strength Donier and Chetak are 28 and 20 respectively, out of which one-fourth of the fleet is undergoing major servicing/repairs.

The Committee take serious note of the huge gaps between the existing and the required force level as well as the slow progress of acquisition of the force level in Coast Guard. Not only that whatever limited capacity of force level the Coast Guard possesses, is not fully operational as is apparent from the information furnished by the Ministry. The Committee would like to emphasize that with the increasing perceived threat levels from various quarters, the country cannot afford delay and shifting of deadlines in respect of acquisition of various types of force level. As such the Committee strongly recommend that all out efforts should be made to ensure that the inductions are in place within the stipulated time frame. The requisite allocation should be made available to Coast Guard so as to meet the gaps between the required and existing strength to enable the Coast Guard to meet the emerging security challenges as well to handle the peace time operations particularly during natural calamities. Besides, it

various systems and the aircraft, equipments, become non-operational due to various reasons are repaired/ serviced within the shortest possible time. In this regard, the Defence capacity to repair/service the various equipments, aircraft systems also need to be augmented.

The Committee further express serious concern over almost one-fourth of the total strength of Donier and Chetak undergoing major services/repairs. The Committee would like to be informed whether the Defence has tried to find out the reasons for such a large number of aircraft going non-operational. The detailed reasons in this regard should be furnished to the Committee so as to understand the issue of such a large number of Donier and Chetak going non-operational.

The Committee during the Study Visit to Goa observed that the accommodation provided to the officials of Coast Guard Organisation/Navy was in a dilapidated condition. The Committee note that on the one hand there is shortage of accommodation for the officials of the services, on the other hand, whatever accommodation is provided is not being maintained properly. The Committee take serious view of the poor maintenance of the residential accommodation provided to the officials of Coast Guard and Navy. The Committee strongly recommend the Ministry to look into the matter urgently. Besides the outlay required for proper maintenance of the residential accommodation should be provided.

SURFACE PLATFORMS

7. The Committee note that the Coast Guard has been performing the delegated charter of duties with a force level of 72 commissioned surveillance platforms out of which, as per the Ministry's own admission, 50 per cent of the platforms have exceeded their designated life. The Ministry has informed that 131 surveillance platforms are already under construction in Indian Shipyards and another 200 platforms are in the process of being

ituation indicates that there are huge gaps
e existing

strength of surface platforms. What is more disturbing is the fact that whatever limited capacity of platforms Coast Guard has, have already exceeded their life. While expressing serious concern over the existing situation, the Committee strongly recommend that all the initiatives should be taken so that additional platforms are inducted within the stipulated time frame and the out dated platforms are phased out thereby strengthening the force level of Coast Guard.

ISSUE OF BIOMETRIC IDENTITY CARDS TO FISHERMAN

8. The Committee note that for centuries people were free to go for fishing without any regulation. Post 26/11 scenario, the move to issue license has started. The Committee appreciate that fishing community is understanding the need to regulate the fishing. One of the initiative being undertaken to regulate the fishing in the country is issue of biometric identity cards to fishermen. So far as the status of the task in this regard is concerned, the Committee find from the information furnished by the Ministry that 16,75398 coastal fishermen have been identified for issue of biometric identity card. Data in respect of 10,15,001 i.e. 64.34% of the fishermen have been collected. So far as the issue of biometric identity cards to the individuals is concerned, the Committee note that the position is not very satisfactory. Only in Puducherry, Tamil Nadu, Gujarat and Andhra Pradesh more than 30% of the identified fishermen have been issued biometric identity card. In six States/UTs the percentage of the task completed has been shown as nil, as per the data furnished by the Ministry. In Karnataka, only 1.7% of the task has been completed. In Kerala which has large number of fishermen population only 20.9% of the task has been completed. The Committee express serious concern over the tardy progress of the task of issue of biometric identity card to fishermen. The Committee strongly recommend that Coast Guard Organisation should monitor and pursue the State Governments and Ministry of

Biometric identity cards are issued within the stipulated timeframe. The Committee in this regard should be duly communicated to the respective Ministries/State Governments.

9. The Committee observe that the Ministry of Agriculture has provided Rs. 72 crore to the consortium led by M/s BEL, Bangalore to undertake the data gathering and issue of biometric identity cards to more than four lakh fishermen. From the information furnished by the Ministry, the Committee note that more than 16 lakh of the fishermen have been identified for issue of biometric identity cards. The Committee would like the Ministry to clarify whether the remaining task of issue of biometric identity cards would be undertaken by BEL or some other agency has been identified/proposed to be identified to undertake the remaining task. The Committee would also like that the necessary outlay should be provided to the Ministry of Agriculture so that the task is completed within the stipulated timeframe.

REGISTRATION OF FISHING BOATS

10. The Committee find that besides issue of Biometric identity cards the Government is registering fishing boats for effective surveillance in coastal areas. In this direction, the Government has given directives in February, 2009 that all fishing boats should be registered under the provisions of the Merchant Fishing Act, 1958. NIC in cooperation with the State Governments is undertaking the task of registration of boats and the necessary funding assistance has already been provided by the Ministry of Agriculture in this regard. The Committee are concerned to note that the initiative of registration of boats started in February 2009, and even after passage of more than three years, the Coast Guard which is the nodal Organisation is not even aware about the number of fishing vessels and their status of registration. The Committee believe that identification and registration of boats is the first initiative to monitor/track the vessels in the sea. As such it is utmost necessary that the task is completed within the stipulated

Therefore, strongly recommend that Coast Guard
te with the respective Ministries/NICs/State

Governments and monitor the status of registration of boats in Coastal States. The periodic information about the task being undertaken should be obtained by the Coast Guard and furnished to the Committee. Besides the concerns of the Committee in this regard should be conveyed to the concerned Ministries, State Governments and NIC so that the task is completed within the definite time frame.

VESSEL TRAFFIC MANAGEMENT

11. The Committee have been informed during the course of examination that the Coast Guard is coordinating with the Director-General Shipping for fitment of vessel, tracking system on board for all fishing vessels in accordance with the decisions taken by the Cabinet Secretary post 26/11. To achieve the task, the Government is examining some of the proposals to regulate the movement of fishing boats in and out of all landing points along the Indian Coast which include the fitment of shipping harbor/landing points with Radio Frequency Identification Device (RFID), fitment of satellite based transponder on each fishing boat below 20 mts in length, fitment of vessel monitoring system (VMS) for deep sea fishing vessel and fitment of AIS(B) for all fishing vessels above 20 mts in length.

The detailed examination of the subject by the Committee has revealed that some headway has been achieved in respect of fitment of vessel tracking system in fishing vessels less than 20 mts. However, in respect of fitment of transponders for fishing vessels above 20 mts and for deep sea fishing vessels as well as for fitment of RFID tags, the proposals seems to be still at the conceptual stage. The Committee feel that an effective vessel monitoring and tracking system is utmost necessary for monitoring the operation of all types of vessels in the sea. As such there is an urgent need to fast track the process of identification of technologies, trials so that various types of proposed monitoring systems are fitted in all types of vessels. So far as the constraint being felt with regard to the

power supply to provide power to the monitoring committee feel that the constraint can be addressed by fitting the rechargeable batteries.

The Committee strongly recommend that all the proposed initiatives should be fast tracked so that the monitoring and tracking systems/transponders RFID tags are fitted in all types of vessels expeditiously. The Committee may also like to recommend to take the help of DRDO a premier Defence Research Organisation of the country in identification of various technologies and to address to the constraints being faced in various trials.

DISASTER MANAGEMENT

12. One of the mandated duties of Coast Guard Organisation is to provide assistance and protection to fishermen at sea while in distress. As informed to the Committee during the course of deliberations, humanitarian assistance, search and rescue and fishermen helping are the daily operations of the Coast Guard. The Committee note that at the time of a natural calamity in the coastal areas, various Ministries/Departments play an important role. There is a National Disaster Management Cell. The Indian Meteorological Department, Lodhi Road, New Delhi is the main Department for weather forecast for Tsunami. Besides, the Government of India has got a Tsunami warning centre. The task of off-shore evacuation has been stated to be the responsibility of the concerned State Governments. The Committee find that a lot of lessons need to be learnt post recent Tsunamis which have played havoc and costed many lives. The most important task during a natural disaster like tsunami is to disseminate the warning of impending disaster and to evacuate the people residing in the area to a safe location so as to avoid the large scale loss of life and destruction in such areas. The Committee observe that during a natural calamity like Tsunami the Coast Guard is the organisation which first comes in direct contact with the coastal areas. As such all the initiatives should be taken to have a full proof coordinating mechanism between the various agencies, Ministries, Departments of Union

ents. There should be a structured mechanism
sation is immediately alerted about the predicted
natural disaster. The warning of the natural disaster should be telecast on real
time basis on Radio and Doordarshan. Coast Guard Organisation can also
disseminate the warnings through some other mechanisms like public address
system, etc. The Committee strongly recommend that the Ministry of Defence,
Coast Guard Organization should take up the issue with the concerned Ministries,
Departments, State Governments and related organisations and convey the
concern of the Committee so that the immediate action is taken up.

13. The Committee further observe that full proof telecommunication and
internet connectivity is the pre-requisite for a proper coordination mechanism
amongst various Ministries, Departments, State Governments and other
authorities responsible for warnings, evacuation and post Tsunami operations.
The Coast Guard Organisation can play an effective role in discharging its various
activities only when the warnings regarding disasters are instantly communicated.
Further, as suggested above, the news about the expected disaster can be
broadcast on Radio and Doordarshan on real time basis, only when various
technologies, telecom and internet connectivity, power supply remains intact
during a critical situation. The Committee may further like to emphasize that the
emerging state-of-the-art technologies over the world have actually redefined the
emerging threats from the sea. The positioning of latest and the state-of-the-art
force levels on our coastal borders to some extent act as a deterrent. However, for
proper functioning of all the technological equipments it is utmost necessary that
our connectivity which include telecommunication, internet and power
connectivity remains intact during the disaster which may be natural disaster or a
war like situation. As such there is an urgent need to have layers of alternate
telecommunication, internet and power supply networks. The Ministry of
Defence, Coast Guard Organisation should take up the issue with the concerned
Ministries/Departments so that Coast Guard Organisation remains connected even
in worst situation, particularly in the natural disasters.

CONTROLLING MARINE POLLUTION

14. The Coast Guard Act, 1978 specifically mentions that one of the roles and responsibilities of Coast Guard Organisation is taking such measures as are necessary to preserve and protect the maritime environment and to prevent and control marine pollution. The Coast Guard besides the charter of duties enumerated in section 14(2) of the Coast Guard Act, has to undertake many other duties. These include Protection of endangered species such as Whale Sharks, Olive Ridley Turtles, etc and Coordination of international Coastal Clean-up Day in September every year with the inter-governmental organization viz. South Asia Cooperative for Environment Protection (SACEP).

The Committee appreciate the effort of the Coast Guard Organisation regarding protection of the endangered species, viz. the Olive Ridley turtles off Orissa coast. Such exclusive efforts may be initiated in connection with protection of mangrove forests, coral reefs and other onshore as well as offshore natural assets.

OIL SPILL

15. The Committee observe that oil spill is one of the major factor for marine pollution. Besides, contaminating the sea water, oil spill causes great environmental hazards and is harmful for flora and fauna in the ocean. The Committee during the course of examination have been given the detailed position of the oil leakage cases reported from 1982 to 15 August, 2010. The analysis of the information reveal that 80 cases of oil spill have occurred in Indian water during the aforesaid period. The Coast Guard coordinated oil spill response in 75 cases of oil spill incidents. Out of these 75 cases in as many as 16 cases,

could not be assessed. Besides only in 11 cases, could be received from the polluter. The aforesaid scenario indicates that more needs to be done to strengthen our post oil spill investigation and adjudication mechanism in case of oil spill. The various laws related to compensation/adjudication need to be examined and reviewed. As such the Coast Guard Organisation should take up the issue strongly with the concerned Ministries, including the Ministry of Shipping.

16. The Committee understand that the Coast Guard is the Central Coordinating Agency for combating oil spills in Indian waters in accordance with 'Allocation of Business Rules, 1961'. One of the initiative taken by the Coast Guard is to get established the contingency plan and tier-I (upto 700 tons) pollution response facility by relevant ports, oil handling agencies and the State Governments to enable them to take up action systematically in the event of an oil spill. The Committee during the course of deliberations have been informed that most of the ports and oil handling agencies have established the contingency plan and tier-I facility. However, the coastal States have not undertaken the task so far. The Committee while expressing serious concern over the delay in finalizing the contingency plans and establishing pollution response facility by the State Governments would like the Ministry to pursue the matter so that such contingency plan and pollution response facility are established within the definite time period. Besides, the Committee would also like to know the name of the ports and oil handling agencies which have not established the contingency plan and the tier-I oil response facility. The Committee would also like to emphasize that such ports and oil handling agencies should be directed to finalize the contingency plan and pollution response facility without any further delay.

17. The Committee further note that entry of the ships/vessels who have outlived their life is one of the important factor for oil spill in the ocean. When the issue was raised during the course of deliberations, the Committee have been apprised that it is under the administrative domain of the Ministry of shipping. One of the suggestion made by the Coast Guard to prevent operation of sub-

entry of vessels more than twenty five years in age. The Committee find that sea has no boundaries and as such the issue of entry of sub-standard ships in the ocean need to be addressed internationally through various conventions and treaties. The Committee during the course of deliberations have been informed that India is likely to sign the OPRC HNS 2010 Protocol. The Ministry of Defence/Coast Guard should take up the issue with the Ministry of Shipping and the issue of restricting entry of ships/vessels more than 25 year old should be taken up at the international fora/conferences so that some way out can be found to address the matter.

18. The Coast Guard during the course of deliberations have made various other suggestions to address the issue of operation of sub-standard ships in the Indian waters. Such suggestions include increasing the number of ship inspections, targeting the vessels that are operated by flags which has history of violating the standards of shipping vessels, strict checking of loading operations at ports, avoiding loading operations of iron ore during monsoon and establishing Emergency Towing Vessels during monsoon to assist the vessels in emergency. The Committee feel that the aforesaid suggestions merit consideration and need to be pursued with the concerned Ministries/Departments. Besides guidelines need to be prepared with regard to periodic checking, inspections of ships, etc. The concrete initiatives in this regard should be taken and the Committee informed accordingly.

19. The Committee have been apprised that the Coast Guard has recommended MoS to establish the necessary framework and modalities for implementation of the HNS response system, prior acceding to the OPRC HNS protocol. In this connection, the Committee find that the Coast Guard has certain constraints. The Coast Guard has intimated MoS that the service is not ready at present to shoulder the responsibility of HNS pollution as it requires specialized training, skill, equipment, protective gears, monitoring gadgets, availability of scientific inputs and enormous coordination to undertake any response actions. The Committee may again like to emphasise that the Coast Guard has been designated

capacity for combating oil spills in Indian waters. The Coast Guard is well equipped to take up the responsibility of HNS pollution is the matter of serious concern. The Committee strongly recommend that capacity building of Coast Guard in this direction should be given utmost importance and the officials should be imparted specialized training, besides creating the desired infrastructure so as to enable it to address for the challenge of HNS pollution.

MANPOWER AND TRAINING

20. The Committee have been informed that the acceptable teeth to tail ratio maintained by any maritime force is normally 1:2 i.e. for every one person at sea two are placed ashore, so that they can replace man at sea at regular intervals. Whereas Indian Navy generally maintains the set 1:2 ratio which is the minimum requirement but in case of Coast Guard the teeth to tail ratio is 2:1 resulting into longer sea time and frequent transfers. What is more disturbing is the fact that there are huge gaps between the sanctioned and the existing strength of personnel at various levels. The Coast Guard has a sanctioned strength for 12446 personnel whereas the borne strength is 8718, the overall shortage being 34.94%. If the shortage category wise is taken into consideration, the said shortage in civilian category is more acute i.e. 41.84%. In case of officers the shortage is 36.23% and for enrolled personnel the shortage is 26.77%.

The Committee during the course of deliberations have been informed that the major constraint in bridging the gap between the sanctioned and borne strength is non-availability of a dedicated training academy for the Coast Guard Organisation. As per the existing system the officers and enrolled personnel are sent to naval training establishment for basic and downstream training. The Committee have further been apprised that the setting up of dedicated Coast Guard academy has been envisaged in Coast Guard revised Eleventh Plan and approval in principle has been accorded by the Government on 12th October, 2010. Subsequently, 164 acre land has been acquired at the identified location at

le Raksha Mantri has also laid foundation stone

1. The Committee strongly recommend that the dedicated Coast Guard Academy should be set up expeditiously which would certainly pace up the induction of Coast Guard personnel at various levels.

21. The Committee have been apprised that efforts are being made for filling up the post of 649 civilian personnel through SSC/local recruitment which according to the Ministry would take considerable time. The Committee may like to recommend that the vacancies should be properly advertised through press and electronic media. The advertisement may, particularly, be given in the regional newspapers. With regard to the shortage of officers in the Coast Guard, the Committee may like to emphasize for filling the vacancies by recruitment examination and campus placements. The Committee feel that the Ministry/Coast Guard may consider the persons living in shore areas/coastal villages and river estuary areas for the post of sailors as they are well-versed with water. The Committee strongly recommend that all the suggested measures should be taken so as to fill the gap between the sanctioned and borne strength of the Coast Guard at various levels within the definite time frame.

22. The Ministry during the course of deliberations has acknowledged that there is no second alternative for physical patrolling at sea. Not only that the incidents/threats from sea have increased over the years. The challenges for the coast guard have increased manifold post 26/11 scenario. The Committee, therefore strongly recommend that the existing teeth to tail ratio of 2:1 with the Coast Guard should be immediately reviewed to 1:2 i.e. at par with Navy and is the acceptable teeth to tail ratio for any Maritime force.

23. The Committee find that the Coast Guard Organisation is a multi task agency. Besides, the challenging role of the Coast Guard in war time situation, the mandate of Coast Guard includes multiple peace time operations of various types like preservation and protection of marine environment and anti smuggling operation, protection of fishermen at sea, etc. To handle the multi task it is utmost necessary that Coast Guard personnel are provided the requisite training.

...e of examination have found that the service is the responsibility of HNS pollution. As such the Committee strongly recommend that the training curriculum of Coast Guard personnel should be such that it results into capacity building of the personnel to handle the multiple tasks which include certain technical tasks. The Committee may further like to add that besides the proposed inductions of latest state-of-the-art force level, it is utmost necessary that persons behind these machines equipments are well trained. As such while signing various agreements for acquisitions it should be ensured that the deals contain provisions for training of the Coast Guard personnel in manning/handling and maintenance the latest technology.

ANTI PIRACY

24. The Committee find that the constant piracy/robbery threats by Somalian pirates in the Indian Ocean is an area of concern. The major volume of India's trade is through sea route. The issue of vulnerability to piracy/robbery need to be addressed on an urgent basis since it affects our strategic maritime interests. As such all the desired initiatives need to be taken to create safe and secure maritime environment. In this context, the Committee in 12th Report on Demands for Grants (2011-12) have recommended the Government to consider setting up of a separate unit to deal with the anti piracy operations. The Committee while reiterating their earlier recommendation would like the Government to consider the aforesaid recommendation on an urgent basis.

The Committee find from the information furnished by the Ministry of Defence that the Ministry of Defence/Coast Guard has not maintained record/statistics for Indians taken hostages by Somalian pirates. However, with regard to Indian crew, the Committee have been informed that a total of 490 Indian crew were taken as hostages by the Somalian pirates in the last three years. So far as the position with regard to crew Members still in the custody of the pirates

ve been informed that 437 crew members have captivity. The Committee are concerned to note the response of the Ministry of Defence that the Coast Guard has no role in negotiation with Somalian pirates for the release of Indian crew. The negotiations are initiated by the concerned shipping company. The Committee observe that the efforts made by the Government for release of the Indians held hostages by the Somalian Pirates are insufficient and even today many of the Indians have been held hostages for considerable period of time. The Committee would like to strongly recommend to the Ministry to coordinate with the concerned Ministries/agencies so as to ensure that the Indians held hostages are released without any further delay.

25. The Committee may further like to refer to the Group of Ministers Report, 2001 on Reforming the National Security Systems, whereby it has been suggested that the laws and procedures relating to detention and prosecution of poachers and confiscation of boats need to be tightened and the concerned Ministries/Departments of the Government of India should consider setting up the Maritime Courts or alternatively giving powers of prosecution and detention to the Coast Guard and the Marine Police. The Committee while endorsing the views of the Group of Ministers would like the Government to consider the aforesaid suggestion keeping in view the increased threats of piracy and robbery by the poachers/ pirates.

LEAD INTELLIGENCE AGENCY

26. The Coast Guard Organisation has been additionally designated as the Lead Intelligence Agency for maritime, coastal and sea borders. The representative of the Ministry has informed that the DGICG will be designated as Commander Coastal Command and will be responsible for overall coordination between Central and State agencies in all matters related to Coastal security. Besides the Coastal security, other mandated duties of the Organisation are providing

other authorities in anti-smuggling operations, during the VIP visits to the various metros as requested by various Police Authorities/State Governments, seaward clearance around the area whenever there is a satellite launch or missile is tested (Sriharikota and Chandipur), enforcement of anti-poaching measures, monitoring and surveillance of Deep Sea Fishing etc. All these tasks involve intelligence gathering and quick dissemination of information .

In this connection, the Committee may like to observe that there is an urgent need to have a structured mechanism whereby the information by different intelligence gathering agencies is shared instantly with the Coast Guard Organisation which has been designated as the lead intelligence agency for maritime coastal and sea borders. Intelligence gathering and sharing is a technical task and as such the Coast Guard personnel need to be imparted specialized training to ensure that the Coast Guard perform the task of lead intelligence agency for maritime coastal and sea borders effectively. The Committee may also like to recommend that the fishermen and the coastal communities living in the coastal areas are the first to notice any suspicious activity in area. As such the confidence should be built in them so that they are more involved in intelligence gathering and sharing.

FEDERAL APEX BODY

27. Coastal Security involves many agencies and proper coordination among those agencies is quintessence for fool proof coastal security. And specially under the present circumstances, no stone may be left unturned to gear up zero tolerance coastal security network. The Committee comprehend that lack of appropriate coordination and information sharing between the concerned agencies is a relevant problem in strengthening the Coastal security chain. This was previously apprehended in the Group of Ministers Report on Reforming the National Security System in 2001 wherein it was recommended to form a Single window federal apex body. However, no such body has yet been formed.

the recommendation made in the Group of Minister's Report for a single window federal apex body merit consideration and as such the recommendation should be considered positively by the Government.

INTERNATIONAL COOPERATION

28. The Committee during the course of examination of the subject have been apprised that Indian Coast Guard has institutionalized joint exercise programme with Japan Coast Guard (JCG), Korea Coast Guard (KCG) and Maldives Coast Guard. The service is also in the process of signing MoU's with Coast Guards of many countries for assisting each other in case of search and rescue, anti-piracy and other trans-national crimes and issues pertaining to oil spill disaster. The Committee again emphasize that sea has no boundaries and as such threat from the sea need to be addressed internationally. While appreciating the aforesaid initiatives being taken by the Indian Coast Guard, the Committee may like the Indian Coast Guard to continue the efforts and joint exercise programmes may be undertaken more regularly and with other countries having coastal areas.

NEW DELHI;

7 December, 2011
16 Agrahayana, 1933 (Saka)

SATPAL MAHARAJ,
Chairman,
Standing Committee on Defence

**MEETING OF THE STANDING COMMITTEE ON DEFENCE
(2010-11)**

The Committee sat on Thursday, the 21st October, 2010 from 1500 to 1745 hrs. in
Committee Room `Dq Parliament House Annexe, New Delhi.

PRESENT

Shri Satpal Maharaj - Chairman

MEMBERS

LOK SABHA

- 2 Shri Harish Chaudhary
3. Shri Kamal Kishor Commando
- 4 Dr. Sucharu Ranjan Haldar
- 5 Shri Kapil Muni Karwariya
- 6 Shri Bhaskar Rao Patil Khatgaonkar
- 7 Shri Asaduddin Owaisi
- 8 Shri A.T. Nana Patil
- 9 Shri Amarnath Pradhan
- 10 Shri C. Rajendran
- 11 Shri J. Ramesh
- 12 Shri Mahabali Singh
- 13 Rajkumari Ratna Singh

RAJYA SABHA

- 14 Shri Avinash Rai Khanna
- 15 Prof. P.J. Kurien
- 16 Shri Mukut Mithi
- 17 Shri Birender Singh
- 18 Shri M.V. Mysura Reddy

SECRETARIAT

1. Shri T. K. Mukherjee - Joint Secretary
2. Smt. Sudesh Luthra - Director
3. Smt. Jyochnamayi Sinha - Deputy Secretary

NON OFFICIAL WITNESSES

1. Dr. N.S. Sisodia, IDSA
2. Shri Vinod Misra, IDSA

WITNESSES

REPRESENTATIVES OF THE MINISTRY OF DEFENCE

1. Shri Pradeep Kumar - Defence Secretary
2. Smt. Nita Kapoor - Secretary (Def.Fin.)
3. Shri R.K. Mathur - Addl Secy. (M)
4. Shri Vivek Rae, - Director-General (Acquisition)
5. Shri Binoy Kumar - JS(O/N)
6. Smt. Preeti Sudan - JS&AM(MS)
7. Shri Ramesh Kumar - JS&Addl. FA(R)

Representatives of the Indian Coast Guard

1. V Adml. Anil Chopra, DGICG
2. IG Rajendra singh, DDG CG
3. IG S.K. Goyal, DDG (M&M)
4. IG K. Natarajan, DDG (P&P)
5. IG VSR Murthy, TM, DDG (Ops)
6. DIG B.K. Patasahani, PD (HRD)
7. DIG K.R. Suresh, Director (Ops)
8. Commdt T. Sashi Kumar, CGA to DG

2. At the outset Hon^{ble} Chairman welcomed the members to the sitting of the Committee convened to take oral evidence of the representatives of the Institute of Defence Studies and Analyses on the subject 'Performance of Defence Research Laboratories' with special reference to 'Indigenisation and self reliance in Defence Production' and also to take oral evidence of the representatives of the Ministry of Defence on the subject 'Performance of Coast Guard Organisation'

**'The representatives of Institute of Defence Studies and Analyses
were then called in'**

welcomed the witnesses and drew their attention to the by the Speaker, Lok Sabha regarding maintaining confidentiality of the deliberations and requested them to furnish their views on the various aspects related to examination of the subject Performance of Defence Research Laboratories with special reference to Indigenisation and self reliance in Defence Production.

4. Dr. N.S. Sisodia and Shri Vinod Misra, representatives of the Institute of Defence Studies and Analyses thereafter deposed before the Committee and made valuable suggestions for the effective functioning of DRDO Laboratories. One of the expert while presenting his views also made reference to Dr. P. Rama Rao Committee Report on restructuring of DRDO. The experts also responded to the queries made by the members of the Committee during the deliberations.

‘The representatives of Institute of Defence Studies and Analyses then withdrew.’

‘The Representatives of Ministry of Defence and Indian Coast Guard Organisation were then called in.’

5. The Hon^{ble} Chairman welcomed the representatives of the Ministry of Defence and Indian Coast Guard Organisation and drew their attention to Direction 58 of the Directions by the Speaker, Lok Sabha regarding maintaining confidentiality of the deliberations. The representatives then deposed before the Committee on the subject Performance of Coast Guard Organisation. Various issues related to the functioning of the Coast Guard Organisation which include Organisational setup, roles and functions, enhanced role after 26/11 Mumbai Attack, Recent Coastal Security initiatives, pollution response, lead intelligence agency, community interaction, force level, infrastructure and manpower were elaborated by the witnesses through power point presentation. The representatives also responded to the various queries raised by the members during the deliberations.

Committee expressed serious concern over the non-Committee Report on restructuring of DRDO by the Ministry of Defence as desired by the Committee on the earlier occasions due to confidentiality. The members observed that whereas the recommendations made in the aforesaid report are being quoted in the media reports, they are being deprived of the same. The Defence Secretary stated that the matter would be discussed with the Hon^{ble} Minister of Defence due to report being classified in nature.

The witnesses then withdrew

7. The Committee after deliberations decided to undertake on the spot study visit to the Defence Research Laboratories located in Delhi to know about the functioning of these laboratories in a better way which would help the Committee in making various recommendations in the report on the subject `Performance of Defence Research Laboratories with particular reference to indigenisation and self reliance in defence productionq taken by them for examination during the year 2010-11.

8. In connection with examination of the subjects ~~Functioning of Military Cantonment and Stationsq~~ and ~~Management of Defence Landsq~~ which have been selected by the Committee (2010-11) from the stage the predecessor Committee had left, the Committee desired to seek the opinion of the State Governments having large number of Military Cantonments, Stations and Defence Land followed by evidence at a later stage to understand the problems of Military Cantonments as also decided by the predecessor Committee for better understanding of the subjects after obtaining the requisite permission of Hon^{ble} Speaker in this regard.

The Committee then adjourned.

The verbatim record of the proceedings has been kept.

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**MINUTES OF THE SECOND SITTING OF THE STANDING COMMITTEE ON
DEFENCE (2011-12)**

The Committee sat on Friday, the 4th November, 2011 from 1500 hrs. to 1545 hrs.
in Committee Room Bq Parliament House Annexe, New Delhi.

PRESENT

Shri Satpal Maharaj - **Chairman**

MEMBERS

LOK SABHA

2. Shri Kamal Kishor `Commandoq
3. Shri Harish Choudhary
4. Shri Sher Singh Ghubaya
5. Shri Ramesh Chandappa Jigajinagi
6. Shri Ajay Kumar
7. Shri Mithlesh Kumar
8. Shri Sadashivrao Dadoba Mandlik
9. Shri Asaduddin Owaisi
10. Shri A.T. Nana Patil
11. Shri Kadir Rana
12. Shri Adhalrao Patil Shivaji
13. Rajkumari Ratna Singh

RAJYA SABHA

14. Shri Avinash Rai Khanna
15. Professor P.J. Kurien
16. Shri T.K. Rangarajan
17. Shri Mukut Mithi
18. Shri Birender Singh
19. Shri Ram Kripal Yadav
20. Shri Naresh Gujral

- | | | | |
|----|------------------------|---|------------------|
| 1. | Shri T. K. Mukherjee | - | Joint Secretary |
| 2. | Shrimati Sudesh Luthra | - | Director |
| 3. | Shri Sanjeev Sharma | - | Deputy Secretary |

2. At the outset, the Chairman welcomed the members to the sitting of the Committee. The Committee then took up for consideration and adoption the draft Report on the subject Performance of Coast Guard Organisation

3. After some deliberations the Committee adopted the report with the following modifications:-

(i) **Page 60, Para No. 26 last line**

After the words `in manning/handling` the words `and maintenance` be added to read the sentence as `As such while signing various agreements for acquisitions it should be ensured that the deals contain provisions for training of the Coast Guard personnel in manning/handling as well as maintenance of the latest technology.

(ii) **On page 60 Para No. 27,**

This para to be amplified so as to emphasise to strengthen the anti-piracy initiatives being taken by the Coast Guard so as to ensure the release of the persons held hostages by the pirates after getting the requisite information from the Ministry on the number of Indians who have been held hostages by the Somalian and other pirates and the efforts made by the Government for release of the Indian hostages.

(iii) **Page 48, Para No. 6,**

After the end of the para 6, a new para expressing the concerns of the Committee on the number of equipments, sensors, communication equipments, other sophisticated gadgets and fleet such as



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with Coast Guard lying non-operational may be added
site information from the Ministry.

4. The Committee also authorised the Chairman to finalise the above draft report and present the same to the House on a date convenient to him during the ensuing session of Parliament. The Committee, then, decided to hold their next sitting on 16th November, 2011.

The Committee then adjourned.