



SAGAR Discourse 2017
Security And Growth for All in the Region
Ocean Partnership

Brief Report

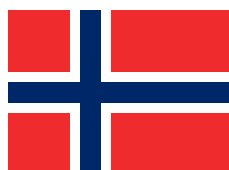
In Association with
The Ministry of External Affairs
Government of India



Partner Country
Norway



Norwegian Embassy



Index

1. Introduction	3
2. Scope of the report	5
3. Conference Highlights	6
4. Session Highlights	7
5. Conclusion	26
6. Way forward	27
7. Photographs	28
8. Conference Partners	54

SAGAR Discourse 2017

Security And Growth for All in the Region

Ocean Partnership

Introduction

SAGAR Discourse is the first in the series of annual international conference planned by India's Forum for Integrated National Security (FINS) for providing an opportunity of discourse and fruitful dialogue among likeminded partners in the strategic sphere across the world. The chosen terrain for this year's discourse was the Ocean from where it all began billions of years ago on this blue planet.

The objective of SAGAR Discourse is a scholarly examination of the issues related to integrated ocean governance for the advantage of all parties in a win-win situation invoking the concept of ocean property comprising ocean advantage (strategic and tactical benefits of the ocean), ocean resources, oceanic islands, and ocean environment and climate. Maximisation of ocean property related to a geopolitical entity is the desired outcome of integrated national security governance. Participation is the key in dealing with a colossal and multidimensional global commons such as the ocean with comparatively limited jurisdictional averment. Though the strategic perimeter is vast—as vast as the ocean itself—the discourse aims at selecting topics of importance related to the ocean as presentations, panel discussions and guest dialogues.

Ocean—the Topic of the Discourse (2017)

The World Ocean is a single and unique global commons that is indomitably linked with humans since the most ancient times. It took many decades for mankind to realize the importance and seriousness of the ocean for charting the ocean within an international legal regime. The United Nations Convention on the Law of the Sea (UNCLOS) concluded in 1982 after many deliberations defined the rights and duties of the nations, including landlocked and geographically disadvantaged, with respect to the use of the ocean and the governance thereof in an internationally accepted manner. The Convention also

called the Law of the Sea Treaty replaced all previous treaties. UNCLOS entered into force in 1994. It gave legitimacy to every nation in the world as a maritime nation and prosper through participation in ocean governance.

Notwithstanding, a closer look will reveal that UNCLOS is a beginning and need not be the end to resolve maritime issues that the world faces today which is also extendable to the future. UNCLOS reflects the character of the period it was defined. There are geostrategic entities that are yet to accept it by ratification and customary practice. There is also the danger of nations pulling out of the treaty making the ocean a violent space. There can be huge credibility gaps that may impact the good order and discipline of the ocean. All these and more demands a descriptive discourse in a continuing format around the world by people who matter—governments, decision makers, scholars and academia, who count in the game of national and global security.

The Forum for Integrated National Security (FINS)

The Forum for Integrated National Security, founded in 2003, is a fast-emerging nongovernmental think tank in India engaged in the studies of integrated national security. Apolitical and humanitarian in approach, the forum has already conducted various research studies in strategic governance through its study groups on select topics of national and international interest. The objective of FINS is to share the information based on research with the governments and organisations with a concern for the wellbeing of people for quality life and peaceful coexistence. FINS initiatives influence policy makers, political leaders and executors to rethink with an unbiased perspective on grave national and international security concerns leading to a strategic shift in dealing with those issues. The Organisation is evolving at a fast pace to ascertain firmly as one of the credible think tanks on national security governance in India. FINS will soon establish an institute for strategic studies along with various centers for strategic research around the country with the sole purpose of education and research on the key subjects of national and international governance. In this process, FINS aims to serve as an intellectual and knowledge based interface between governments and the people.

Scope of the Report

This report purports to

1. Record, document and disseminate the deliberation that took place during SAGAR Discourse 1.0
2. Form the basis for further interaction among the dignitaries' present.
3. Enlist actionable suggestions
4. Lay down a framework for way forwards.

This report therefore is meant for all the delegate, sponsors including Ministry of external Affairs and, stakeholders who can contribute in propagating the thought process.

This report does not frame an action plan, but lays down the foundation for developing an action plan.



Conference Highlight

SAGAR Discourse 1.0 was held on October 12th, 2017 to Oct 14th, 2017 in The Leela Goa, India. This was attended by Shri M J Akbar (Hon. Minister of state for External affairs), Shri Manohar Parrikar (Hon Chief Minister of Goa), Shri Nitin Gadkari (Hon. Minister for Transport & Highways, Shipping and Water Resources, River Development & Ganga Rejuvenation). Amongst others were delegates from 22 countries, scholars, industrialists, thinkers and diplomats. Admiral Sunil Lanba (Chief of Naval Staff, Indian Navy) graced the occasion. Shri Nitin Gokhale anchored the conference.

Between lighting of lamp by the kids to valedictory address, there were seven technical sessions during which scholarly discussion took place on the given topic.

FINS takes this opportunity to thank all participants, delegates and sponsors for their generous support.

Session Highlights

12th October 2017 - DAY 1

Inaugural Session

1. Speakers

- Shri M. J. Akbar – (Hon'ble Minister of State for External Affairs, Govt. Of India)
- Shri Manohar Parrikar – (Hon'ble Chief Minister of Goa)
- Lt. Gen. (Dr) D.B. Shekatkar (Retd.) (President, FINS)
- Dr. Prabhakaran Paleri – (Convener SAGAR Discourse & Vice President, FINS)

2. Takeaway Highlights

- SAGAR Discourse was inaugurated in a traditional way, but indicating the futuristic goals by lighting the Lamp at the hands of small school going children, who are the future of this world. So, whatever we think, plan, decide, act will be for the future generation, thereby setting the tone for the Conference.
- Anybody who will influence the Sea & the Space will conquer the World.
- To ensure peace, stability and security of the marine / coastal environment, India is better placed to play a strategic role with an ideal geographical location in the IOR.
- Since 60% of the world population is governed by very few nations, temptation/ambition for power is a natural consequence, thereby leading to frequent regional conflicts.
- Security and Growth for all the members in the region, here it could extend to a Globe. SAGAR Discourse is an initiative to bring like-minded partners on board in achieving co-operation and meaningful co-existence with growth and prosperity.
- Climate change is proving danger to the very existence of certain island states and to add to it man made tensions in the IOR on both the coast of India highlights the need of security not only from a military perspective but also from Marine/SAGAR perspective.
- Security means not only of the elites, but of the masses in its true sense in the changed world complexity post world war outcomes.
- History also testifies that Goa was the first colony in Asia of Portuguese not because of its land mass, but because of its strategic location advantage of the ocean. Sea

blindness is developed from our childhood wherein we have been taught only about land map of India and largely unaware about Marine boundaries and surroundings. Land map of India is far more secured as compared to Sea map from a security perspective. As land map of India suggest the size of India whereas Sea map of India suggests reach of India.

- Meaning of Peace has not changed since the beginning of Human life on this planet, but the concept of War has undergone frequent and major changes in last 100 years.
- In today's world probably, there are no big or small countries, what exist is differential capabilities and intentions.
- Faith in quality v/s Faith supremacy believes that the masses are second class citizens.
- In 21st Century masses will demand freedom of speech, expression and economic freedom.

3. Action Points

- To set up a common platform for regional co-operation in IOR.
- Based on deliberations and discussions, to suggest guidelines to the Govt. In its consideration and action/initiatives by way of policy decisions.
- Consolidate ideas for security in a terrain specific manner.
- SAGAR Discourse in its true sense should churn out Amrut in the form ideas, programs for sustainable development of all the players in the IOR, respecting the sovereignty and mutual benefits.
- Challenges of the century would be in 4S – Seas, Space, Security and sky AND the answer to the problem of 4S is in 5th 'S' i.e. SAGAR. All these S's don't have boundaries. Use reality to create harmony to overcome conflict. World requires Doctrine- some philosophy of co-operation with co-existence to overcome the problems of boundary-less areas of conflict.
- Release of Compendium compiled on the occasion of this SAGAR Discourse 1.0 at the hands of Shri. M.J. Akbar and Shri. Manohar Parrikar.

4. Session concluded with a vote of thanks proposed by Capt. Sanjay Prashar.

13th October 2017- DAY 2

A. Session 1 – Ocean Trade & Trade Routes

1. Speakers-

- Mr. Nitin Gadkari (Hon'ble Minister for Road Transport, Highways and Shipping, Government of India. – Session Chair.
- Mr. Krishna B. Kotak – (Chairman – JM Baxi Ltd)
- Mr. M. Monwar Hossain, PhD – (Director General (South Asia) Ministry of Foreign Affairs, Bangladesh)
- Dr. Priyadarshi Dash – (Research Associate, RIS)
- Mr. Jan Fredrik Danielsen – (Deputy Director General, Dept. Fisheries & Aquaculture, Norway)
- Capt. Sanjay Prashar – (Co-convener, FINS Maritime Study Group)

2. Takeaway Highlights-

- India's Policy initiatives touching Ocean trade- Clean up Ganga and Brahmaputra Rivers for its extensive use for public transport and for cost effective internal waterways for transport of cargo across the country. Development of Ferry and Ro-Ro services, 40 minor river ports with 3 meters depth for ships. Focus on Varanasi – Saheb Ganj route which can extend to Myanmar and Bangladesh thereby boosting sea transport of goods and services. Providing Trawlers to fishermen with subsidy and provide deep sea fishing technology with tie-ups with Russian and Korean companies. Measuring to reduce logistic cost from present levels of 18% to about 12%. With measures like - encouraging the use of green fuel – Methanol. Formation of Port – Rail Connectivity Corporation Ltd. With foreign loans at very cheaper price. Development of JNPT, Mumbai as special Economic Zone to boost Ocean Trade.
- It is imperative that for efficient conduct of Ocean Trade & development of Trade Routes, we need to pay attention to our Maritime Assets which can be broadly categorised into Hard Assets and Soft Assets. More specifically direct hard assets in the form of Berths, Equipments', Yards, Navigation Channels, India with its implementation of ongoing expansion projects is well equipped to meet the challenges of increased volumes of Trade till 2025. However, because indirect hard assets in the form Warehousing, Roads 7 Rail connectivity, India needs vigor to

aggressively undertake such support projects which will facilitate easy and faster movement of cargo. Maritime Soft Assets in the form of Technology, Research & Development, ease of doing business need some structural changes to keep pace with ever increasing demand of Ocean Trade.

- In the pursuit of meeting with the demands of ever increasing Ocean Trade, Trade Routes and its complexity, India need to pay attention to its impact on Blue Economy. In fact, Blue Economy can contribute sizeable in the country's GDP. Blue Economy covers resources like Fisheries, Marine Biotechnology, Marine ICT, Marine Minerals, Marine Tourism etc. Development of measurable indicators to capture the benefits of blue economy to the society (type and income generating activities, restocking of ocean resources, women's participation, etc.) will help country to map its revenue and employment generation prospects. India can concentrate on formally developing one or two sectors of Blue Economy and based on the results can expand its scope. Target Sector modality will help the nation in the development of more effective policy on Blue Economy.
- Development of National Waterways Act, 2016 increasing the scope of prestigious project 'SAGARMALA' – Skill development of Coastal Communities, monitoring of data, Coast Ships and partnering with stakeholder countries for safe Ocean Trade and safety of Seafarers.
- National Fisheries Action Plan 2020 to significantly improve fish production with prudent/ethical fishing policies.
- India's initiatives on nurturing commonalities like culture, values with Bangladesh and development of mutual respect and confidence with bilateral visits of high level dignitaries from both sides.
- Investment in Infrastructural development projects in Bangladesh, especially in the dredging of rivers to improve internal waterways and its increasing use for Trade and Tourism.
- India shift in focus for improved relationship from West to East with emphasis and hand-holding of neighboring countries.

3. Action Points-

- Expedite dedicated Rail and Road connectivity projects to major ports in India

- Integrated approach by using update technology for the Indian Navy, Coast Guard and Merchant/cargo shippers to provide better security for safe transport of sea cargo and safety of men at sea.
- Development of National Blue Economy Policy and then integrates with the National Economic Policy & Planning Policies.
- As a part of overall environment protection policy measures, we need to pay attention to areas like over fishing, Beach Pollution, high investment and poor commercialization of exploration technology.
- How to use standard global database for systematic record of progress and monitoring of blue economy activities and accordingly develop measurement indicators suitable for India Region.
- Need to revamp multi-layered EXIM Cost structure.
- Increasing use of E-Clearance of Cargo ships by using GPS and other satellite based technology.

B. Session 2 – Ocean Resource Management

1. Speakers-

- Admiral Dr. Jayanath Colombage (Director – Centre for Indo-Lanka initiatives – Sri Lanka) – Session Chair
- Mr. Jan Fredrik Danielsen – (Deputy Director General, Dept. Fisheries & Aquaculture, Norway)
- Mr. Ole Henaes – (Regional Director – Asia, Innovation Norway)

2. Takeaway Highlights –

- As a part of ‘Innovation Norway’, a dream project for the Norwegian Government, it looks upon as India, as one of the important player for and hence full- fledged Office in India. Norway – India can partner in give and take relationship whereby Norway can part with and share technology for deep sea mining vessels and India can contribute in research and development exercise for the same. Ethical policies and standards followed by Norway in fishing can help India, draft its National Policy on deep sea fishing keeping the protection of the environment as a top priority. India can take a cue from Norway in turning its fishing industry into a Hugh export earner.

- 'Ocean – Space Industries is a high priority agenda for Norwegian Government and externally setting up of full-time offices in at least nine other countries (India is one of the nine countries) thereby strategizing bi-lateral relationships, working out win-win situations/proposals for partner states in the areas of research and development, deep sea mining technology- keeping the protection of the environment as a high priority.
- Partnering in Seminars/conferences like the one – 'SAGAR Discourse' for spreading awareness on ocean trade and ethical practices and exploring possibilities on Blue Economy Exports of Norway to other potential importing states.
- The World's oceans are under an unprecedented level of pressure from human activities and commercial exploitation like fisheries, shipping, marine culture, and extraction of minerals, natural gas and oil.
- Global warming, a real threat to Ocean Trade, Coastal states and communities with visible and irreversible impacts like melting Arctic Sea Route though look beneficial in the immediate future for ocean trade.

The possible impacts of these could be sea level rising, changes in hydrodynamics, changes in ocean temperatures and salinity, water quality deterioration and ocean weather anomalies thereby causing to the very existence of some of the nations.

- Human caused pollution in the form of dumping of waste, including plastic waste, noise pollution, deep sea oil exploration has been expediting the global warming which requires all nations to come on one platform and work out more cohesive regulatory regime and more importantly to adhere to the agreed multi-lateral treaties, placing greed on the backseat.
- Need to balance Economic growth, ocean health and sustainability with maritime security implications.
- Need to deal with traditional security threats emanating from state vs state rivalry and non-traditional threats coming from transnational maritime crime and other nefarious activities committed mainly by non-state actors by adopting collaborative approach.
- Need to look beyond state jurisdictions of territorial and Exclusive Economic Zones (EEZ) and to treat oceans as a maritime common.

- Policy on Ocean resource management addressing issues including IUU fishing, over fishing, ocean pollution, reducing ocean acidification etc.
- Bigger states to take initiatives for Increase economic benefits to small island developing states and least developed countries from the sustainable use of marine resources.
- SAGAR could be considered as a suitable platform to create a healthy discussion and come up with a plan of action to sustainably exploit the ocean resources in the IOR, in support of 'Jakarta Concord'.

3. Action Points-

- To strengthen India – Norway bond with strategic tie-ups in the areas like deep sea fishing vessels/trawlers technology, exploration of deep sea mineral, research and development for more authentic data on Blue Economy, development green ports and harbors etc.
- To enter strategic industry tie-ups for technology for Desalination of Sea water to meet with acute shortage of drinking water problems in many parts of India.
- To establish an expert committee under SAGAR, representing various stakeholders to study and discuss the issue of ocean resources and sustainable exploitation, and to come up with a legally binding multi-lateral framework.
- To expand the scope of India's ambitious project 'SAGARMALA' to cover its operations and impact by including neighboring island countries like Sri Lanka in IOR.
- Relook at Sea Routes of communications policy to explore possibility of vessels passing thru' Sri Lanka – Colombo Port, rather than roundabout route which will save time and cost for Merchant Ships and increase/boost trade possibilities with Sri Lanka, thereby win-win for both countries.

C. Session 3 – Governance at Sea

1. Speakers-

- Dr. Bimal Patel (VC, Gujarat National Law University, Gandhinagar, Gujarat) – Session Chair
- Rear Admiral ASM Abdul Baten (VC, Bangabandhu Sheikh Mujibur Rahman Maritime University, Bangladesh)

- BG Zakariyya Mansoor (Director General, Counter Terrorism, National Counter Terrorism Centre, Maldives)
- Dr. Vo Xuan Vinh (Deputy Director, Institute of Southeast Asian Studies, Vietnam Academy of Social Sciences, Hanoi, Vietnam)

2. Takeaway Highlights-

- UNCLOS is the accepted policy by at least 167 nations and EU Countries. But the EU is the largest consumer of Fish and ocean food products, it has adopted policies to regulate role industries & Eco-system opportunities based approach. For some reasons it is not successful. But certain principles India can still adopt like Good governance practices, stakeholders' involvement, right based fishery system, rights of fishing communities to name a few.
- Due to climate change, the world needs an urgent examination of existing maritime laws, geographical zones, coastal lines, maritime SEZs and related policies. As UNCLOS understanding was inked in 1960-70 decades with the main aim to respect geographical maritime zones, but probably did not anticipate the gravity and speed with which global warming taking place, proving danger to many coastal states its very existence, thereby an urgent need to relook at UNCLOS relevance.
- Underwater Cultural Heritage – India is yet to sign the UNESCO Convention on the same. So, India needs to have consensus with at least 7 other neighboring nations on Under water culture heritage.
- Low civil obedience in IOR amongst member states has led to undermining the threat/menace of drug trafficking, piracy etc. Thereby proving danger to the safety of the cargo and seafarers.
- Sharing of genetic resources for future growth and for this reason, states need matured negotiations and settlement of related issues.
- Since 1991, India and Maldives have joint exercises of its respective coastguards to symbolize unity and support. Indian Ocean National Security initiative undertaken by India under the leadership of Navy Chief Admiral Arun Prakash with Maldives.
- Concerns for Maritime Security in IOR is well founded but it is equally important to pay close attention to the maritime security in South China Sea, as it will have major impact on Sea lines of Communication and ocean trade and commerce.

3. Action Points-

- India should take initiatives, at least amongst neighboring states for technical know-how and standardization of maritime trade laws to avoid conflicts arising out of the uncertainties of interpretations of different legislations.
- Maritime Archaeology should get status of scientific research.
- Need urgent review of existing fragmented and outdated in many cases, maritime laws within India and re-negotiation of international conventions and resolutions in this regard.
- Maritime Trade and Security strategy to be converted into Maritime Ambition and accordingly develop multipronged strategy to equally protect its Trade thru' South China Sea.

D. Session 4 – Guest Session-

1. Speakers-

- Mr. Ravi Kumar Ayyar (Author and Expert on Maritime History, India – Session Chair)
- Ms. Sayedahajar Hejazi Dehaghani (Research intern at Human Rights at Sea, Iran)
- Mr. Sarosh Zaiwalla (Founder and Senior Partner- Zaiwalla & Co. Solicitors, UK)
- Mr. Helge Tryti (Commercial Counselor and Director of Mumbai and New Delhi Office, Innovation Norway)

2. Takeaway Highlights –

- Innovation Norway is a maritime cluster, which leads the way in a new space race – one that takes place in the ocean and thrives on collaboration. In the Norway's maritime industry, value creation and ability to compete is not based on the use of natural resources, but exclusively on competence. This competence has accumulated through generations. It is this competence and the access to specialized services (and goods) that comprises Norway's advantage – the complete maritime cluster. The Cluster has 15 design companies, 18 ship-owning companies, 14 shipyards, 159 equipment suppliers with support industries like ICT, Banking & Finance, legal etc.
- Barents Watch was established as part of the Norway Government's focus on the High North and is located in Tromsø. In 2011, the Norwegian Coastal Administration was put in charge of establishing Barents Watch. It has 25 Partner organizations.

- New Opportunities in Ocean Space -Renewable Ocean Energy -Wind, Wave, Tidal wave energy, Offshore Aquaculture, Ocean Biotech, CCS Ocean-based Carbon Capture and Storage
 - Ocean cage Farming - To provide food and energy, sustainable harvesting from the sea. Focus on the whole value chain: Efficiency
Full utilization, Waste management.
 - The Norwegian Ferrosilicon producer Finnfjord AS has established a mini algae factory aiming at mass cultivation of diatoms at the same time removing CO₂ and NO_x from the factory's emissions and the production of omega-3.
 - The Seafarers plight on high-seas during voyage – denied of some of the basic human rights. They are many a times subjected to abandonment, including no accommodation, no medical treatment etc. Ship owners many a times, shrug their responsibilities with disregard to IMO's resolution.
 - India's rich Maritime History - The world's first tidal dock is believed to have been built at Lothal around 2300 BCE. Even a sextant was used for navigation and was called Vruttashanga-Bhaga. Long before seafaring developed in the limited "Aegean" waters, oceanic navigation was common in peninsular India. India conquered and dominated China culturally for 20 centuries without ever having to send a single soldier across her border.
 - Though Indian Industrialists have rich historical past business ventures in ship building like Walchand Hirachand & Wadias but there after we have not established our footprints in Shipbuilding Industry.
3. Action Points-
- Explore possibilities of cross countries, cross continents – bi-lateral & multi – lateral agreements in the areas of future technologies - be it deep sea mining, use of ICT, reducing pollution and treatment of sea contaminants, etc.
 - Develop maritime clusters by involving partner states across the Indian Ocean and attracting FDI to improve Blue Economy - technology, equipment, fishing etc.
 - To encourage Cage Farming and for this purpose create awareness amongst fishing communities in India.
 - Give ship building and allied business – Infrastructure Industry status, so that it can enjoy benefits of various incentives offered by Govt. Of India.

- One of the measures to improve Seafarers' plight could be - the Seafarers home country should provide support and assistance through its consulate offices wherever seafarers need support.

14th October 2017- Day 3

E. Session 5 – Marine Environment and Climate

1. Speakers-

- H.E. Ambassador Nils Ragnar Kamsvåg (Norwegian Ambassador to India) – Session Chair
- H.E. Barry Faure (Secretary of State for Foreign Affairs of the Republic of Seychelles)
- Dr. Prabhakaran Paleri (Convener- SAGAR Discourse & Vice president – strategic Research, FINS)

2. Takeaway Highlights-

- In the absence of a regulated system, there can be chaos in the world with collateral issues in the future, arising out of displacement of people due to sea level rise as they will be deprived of their Geo-properties, settlements and livelihood.
- Under UNCLOS - The maritime zones are depended on base lines. The baseline is a variable under UNCLOS and depended on sea level
- Formation of the Arctic continent by 6 nations to study and keep watch on development in the Arctic / Polar Region. India has formed a study group. All this attention to Polar Region is because of Organic changes – melting of icebergs – though it may be beneficial to ocean trade as travel time to say Bahamas may cut down to 70 days. But Geo-strategic changes will be far more important.
- Most of the time technology is good for mankind, but it also has a downside and may lead to undesirable effects on the environment, so technology development and its management and prudent disposal of plastic, E-waste etc. is need of the hour. Tough provably global warming is considered inevitable, but mankind can try reducing its speed or at least do not add to it.
- Ocean pollution is more from the land-based and not so significant from merchant ships and seafarers.

3. Action Points-

- Considering the test case (Auckland 2013) – as UNCLOS doesn't mention its applicability under sea level rise – urgent need to create domestic and international response legislations, rules and regulations.

F. Session 6 – Guest Session

1. Speakers-

- Admiral R.K. Dhowan (Retd.) (Chairman – National Maritime Foundation)
- Rear Admiral (res.) Oded Gour Lavie (Research Fellow Haifa Maritime Strategy & Policy Center, Israel)
- Mr. Arun Kumar Gupta – (Managing Director – India Ports Global Limited.
- Mr. M. Ashraf Haidari (Director-General of Policy & Strategy, Ministry of Foreign Affairs of Afghanistan)
- Dr. Ram Thapaliya (Faculty of Master's Program in Conflict, Peace and Development at Tribhuvan University, Nepal)
- Mr. Atul Kulkarni (Convener, FINS Maritime Security Study Group India)

2. Takeaway Highlights –

- Key developments in IOR like - KYUMPL port, Natural gas pipeline and oil pipeline for importing crude oil for China from the Middle East and Africa via Myanmar, China-Pakistan Economic Corridor / One Belt One Road, The Sri Lankan cabinet recently approved to sell 70% stake in Hambantota Port to China Merchant Port Holdings AND I) since India imports about 70% of its oil through the Indian Ocean Region, II) More than 80% of the world's seaborne trade in oil transits through Indian Ocean Choke points. It is of strategic importance that India pay attention to these Choke Points in Sea lines of communication in IOR like Bab el Mandeb, Strait of Hormuz, Strait of Malacca.
- INSTC (Russia, India & Iran) is one of the corridors that India is working on as part of connectivity initiatives parallel to China's One Belt One Road strategy. The INSTC is a multi-modal transportation route linking the Indian Ocean and Persian Gulf to the Caspian Sea via Iran to CIS countries and then onwards to northern Europe.

- INSTC would substantially reduce the time taken and cost for the transport of goods between India and Eurasia once fully functional and increase economic activities between India and resource-rich Russia as well as markets of Europe.
- INSTC route via Iran is expected to be 30 percent cheaper and 40 percent shorter than the current route via Suez Canal.
- MOU on Chabahar Port was signed between India and Iran on 06.05.2015 and the Agreement was entered on 23rd May, 2016.
- In Chabahar Port Project -India to equip & operate two terminals in Phase 1 with proposed investment of about USD 85 Million and will be responsible for providing infrastructure facilities.
- Chabahar Port is expected to be a game changer because of some of the benefits like Geographical location – outside the Hormuz Strait, Proximity to the west coast of India, Deep draft, can not only serve landlocked Afghanistan but also CIS countries through Turkmenistan.
- Bilateral protocol on inland water transit between India and Bangladesh allows movement of vessels between the river ports of Haldia and Kolkata (West Bengal), Pandu, Karimganj and Silghat (Assam) and Bangladesh's Narayanganj, Khulna, Mongla, Sirajganj and Ashuganj, MoU between India and Bangladesh for the fairway development along the India-Bangladesh protocol route by undertaking joint dredging activities.
- Better logistics is the dominant theme of India's neighborhood outreach.
- Shift in Israel's Electric Fossil Fuel Consumption from Coal to Natural Gas in last one decade whereby it has reduced its consumption of coal from 71% to 51%.
- In Ocean Trade and protecting Sea lines of communication, it is important to understand the role of Effective risk management and capacity building, which in turn leads to community resilience, especially when in the developing world, vulnerability is high, and capacity is low.
- In the developing world, the challenge is to ensure that proposed economic solutions address the basic needs of people and are good to the environment.

- SAGARMALA to address the issues of improving port infrastructure and increasing economic benefits to coastal community Port led development, reducing logistic cost, improve export competitiveness and many more.
- SAGAR Discourse is the beginning of India vision of “SWACHHA SAGAR MOVEMENT” and all the stakeholders should take a pledge to work in this direction as the current century is the Century of SEA.
- India has signed agreement with 26 countries for sharing of “White Shipping data exchange – unclassified data on the movement of ships” Indian navy carries out coordinated patrols in the neighboring countries, extending help of coastal radar system to the small states etc.
- As Growth and Security are the paramount important goals for any country, and it is also dependent on neighboring states which enjoy long coastlines, So Maritime security in terms of sea wealth and resources is of equal importance to even landlocked countries.

3. Action Points-

- Stronger connectivity is at the heart of the ‘Neighborhood First’ policy of the Government and hence a lot more focus on warehousing, cargo handling, logistics activities need priority and single window approach for clearances from respective Ministries.
- India can constitute ‘Study Group’ to study and learn from Israel- on how the shift to Natural Gas should be implemented.
- Even joint task force can work on areas of mutual interest like fighting terrorism& Pirates and protect maritime assets against these threats and work on creating opinions and pressure on the players on reducing abuse of UNCLOS.
- To constitute institutions, courses to create awareness in the community, especially fishing community for capacity building and in turn reduce vulnerability to maritime threats.
- To integrate International Maritime laws, protocols, resolutions with National Maritime laws and to review its efficacy in the light of ever changing international equations, changing technology, global warming, sea contamination etc.

- The corner stones of capacity building in the maritime domain should be “Identification of potential areas of conflict, Preparedness, mitigation and prevention of maritime conflicts and threats.

G. Session 7 – Panel Discussion

1. Speakers

- Dr. P S Goel (Dr. Raja Ramanna Chair Professor at National Institute of Advanced Studies (NIAS), Honorary Distinguished Professor at ISRO HQ, Chairman, Technology Research Board at Ministry of Earth Sciences, Govt of India)
- Dr. V. Bhujanga Rao (ISRO Chair Professor, National Institute of Advanced Studies (NIAS) and former Distinguished Scientist & Director General of DRDO for Naval Systems and Material)
- Prof M. Ravindran (The Founding Director of the National Institute of Ocean Technology (NIOT), Ministry of Earth Sciences, Govt of India)
- Admiral Arun Prakash (Retd.) (Former Chief of the Naval Staff of the Indian Navy)
- Mr. V V Bhat (IAS) (Retired as Secretary to Govt of India and Finance Member in Atomic Energy, Space and Earth Sciences Commissions, He is also Advisor to Ministry of HRD on Development of Indian Languages and Member of Board of Directors of BSNL)

2. Takeaway Highlights-

- Threats perceived not very far, but about 2 decades back have now become reality like -Penetration by non-state actors and terror attacks on population centers along the coast, vital installations like atomic power plants, oil platforms, naval/military/coast guard bases and industrial centers. Indirect, yet consequential threats; including vulnerability of the Indian coast to illegal inflow of migrants and refugees. In Europe it is already a menace.
- As a part of underwater surveillance, a long range underwater warning system against the threat of submarines and smaller submersibles, can be installed along critical coastlines, maritime borders and at harbor entrances. Active transmit and large passive SONAR arrays on the sea bed provide a real-time situational picture of the underwater protected area.

- Ocean food can be a solution to a problem of Food Security in the ever-increasing population in countries like India and therefore increasing the use of Mariculture Technologies like Fish emplacement devices, Artificial Reefs etc.
- Implementation of the sea floor based autonomous coring system which is a cost-effective tool (in place of costly drill ships) for ground truth validation/spatial extent estimation of the gas hydrates presence in the Indian waters.
- Protecting Sea lines of communication is critical because Malacca strait links Indian Ocean to South China Sea & Pacific; Strategic choke point; About 70,000 ships transit annually; AND Hormuz strait connects the Arabian sea to Gulf countries; About 17 million barrels of oil pass daily; 35% of world oil trade, Critical for Indian trade and hence looking for alternate solutions/Routes on Sea Choke Points is of paramount importance.
- Indian ocean Rim Association (IORA) 1997- focuses on – some of the areas are - Renewable ocean energy, Tourism, Seaports and shipping
Ocean bed Exploration, Disaster and Risk management (Ocean – Sat, weather forecasting)
- Despite 70 years of independence, now, though a rising economic power, largest democracy still suffers the ignominy of the biggest importer of Arms.

3. Action Points-

- Need of increasing use of update technologies like Non-Intrusive Inspection (NII) technologies which allow the screening of a larger portion of the stream of commercial traffic in less time while facilitating legitimate trade and Large-scale gamma ray and x-ray imaging systems are to be used to safely and efficiently screen conveyances for contraband, including weapons of mass destruction.
- MOUs/strategic tie-ups with smaller coastal states leading to Regional Co-operation by sharing of resources, including technology like Under Water Surveillance System.
- More joint projects like Coastal Radar System Project with Seychelles.
- Overcome Sea Blindness by being more sensitive to marine stakeholders, including coastal island, coastal community, ocean wealth, thwarting attempts by some players to intimidate Maritime security.

- Annual summits between Naval Officers and Scientists for sharing of first information on technology used by the state and non-state actors posing maritime threats and to bridge the gap between what is available and what needs to be done.
- Establish versatile defense establishment at Great Nicobar and setup satellite umbrella over IOR.
- Setup second Launch pad at Tuticorin.
- Need to improve on coastal preparedness to prevent sea bound terror attacks.
- India needs to assume a larger role and build Soft Power in IOR to bring about ocean governance, respecting respective state sovereignty, mutual growth, reduce sea pollution and harness Ocean wealth for better tomorrow.

H. Session 8 - Day 3 – Valedictory Session-

1. Speakers-

- Prof. Rajiv Gupte – PhD. In International Relations.
- Gen. V. M. Patil (Retd.) – Vice President, FINS
- Dr. Sheshadri Chari (Secretary General, FINS)
- Admiral Sunil Lanba (Chief of Naval Staff of the Indian Navy) – Valedictory Address

2. Takeaway Highlights-

- The ocean is universally shared resource and so the regulation has to be arrived at by consensus amongst various stakeholders.
- The sinister nexus between various maritime criminals like narcotics, flesh traders, terrorism to say a few. Since the problem is of trans-national character, even solutions are also to be arrived by cooperation between all stakeholders with integration of various rules, regulations, resolutions.
- Regulating coastal security, the Navy has undertaken centralized command and control, communication and control network mechanism
- India's initiatives with its friendly neighboring include Training, Hydrography and technical support.
- Prof. Rajiv Gupte gave a brief background and explained the thought process behind launching of new E-Quarterly Scholastic Journal – “FINS Journal of Diplomacy & Strategy” – a platform for interaction and regional co-operation.

- We don't inherit the World from our parents, but we borrow it from our children.
- The session ended with a Vote of Thanks proposed by Shri Atul Kulkarni.

3. Action Points-

- Devising universally acceptable Indian Ocean Order, as law of a Sea unfinished model of international laws.
- Stakeholders need to work in IOR, toward Nuclear Weaponry Free Zone
- Indian Ocean Order –IOO, should become a role model for other oceans stakeholders based on time tested philosophy of “Vasudhaiva Kutumbakam”.
- Transformation from uni-polar to multi-polar world gives rise to a new set of problems, so international cooperation is of utmost importance. India can play lead role in the IOR.
- SAGAR Discourse will be an Annual conference at Goa covering 6 different terrains of conflict and cooperation.
- SAGAR Discourse 2.0 – the theme would be “SPACE”. **In fact, some suggestions were made to consider broadening the theme as “SPACE & OCEAN”, as experts believe that ‘those who will dominate ‘SPACE & OCEAN’ in 21ST Century, will influence the World.**
- Starting of Online Courses in Strategic Study and Security- on complex issues
- Setting up separate Secretariat at Goa with the help Goa State Govt.

Conclusion

This discourse was first of its kind, organized by FINS. This was very well attended, and all the technical sessions were of high scholastic standards. This discourse provided a platform for delegates from a plethora of nations for informal discussion and stimulated dialogues. Informal discussion enabled the delegate to understand the views and counter views.

The key learning included the appreciation of ocean as resource, mode of transportation and security aspect. Need for mutual co-operation for growth and security for all in the region was well accepted by all. It was thought that, in future there could be a legally enforceable ocean management framework and India needs to take a lead towards that. This was the beginning.

Way Forward

The way, in further, be an action plan towards,

1. Legally enforceable ocean management framework.
2. GPS system for the fishermen and navigators so that, they don't trespass EEZ
3. Inclusion of Sri Lanka and other likeminded nation in India SAGARMALA project.
4. To devise an action plan for more fruitful and continuous engagement amongst all the participants.
5. **Enlarging the scope of 'Look East Policy' of Govt. of India by paying close attention to geographies like Myanmar, Thailand, Malaysia & Indonesia, even considering these countries for base for 'Act East Policy' of our country.**
6. **Andaman Nicobar be our forward outpost to Act East by positioning unsinkable Aircraft Carrier to reach up to Pacific Ocean and even up to Australia.**



Release of Compendium compiled on the occasion of this SAGAR Discourse 1.0 at the hands of Shri. M.J. Akbar and Shri. Manohar Parrikar.



Shri M. J. Akbar (*Hon'ble Minister of State for External affairs, Government of India*)



Shri Manohar Parrikar (*Hon'ble Chief Minister of Goa*)



Lt. Gen. Dr. D B Shekatkar (Retd.) (*President, FINS*)



Dr. Prabhakaran Paleri (*Convenor SAGAR Discourse & Vice President – Strategic Research, FINS*)



Shri Nitin Gadkari (*Hon'ble Minister for Road Transport, Highways and Shipping, Government of India*)



Admiral Dr. Jayanath Siri Kumara Colombage, (*Director, Centre for Indo-Lanka Initiatives, Sri Lanka*)



Mr. Jan Fredrik Danielsen (*Deputy Director General, Department Fisheries and Aquaculture, Norway*)



Mr. Ole Henæs (Regional Director, Asia, Innovation Norway)





BG Zakariyya Mansoor (*Director General, Counter Terrorism, Maldives*)



Dr. Vo Xuan Vinh (*Deputy Director, Institute for Southeast Asian Studies, Vietnam
Academy of Social Sciences, Hanoi, Vietnam*)



Mr. Ravi Kumar Ayyar (*Author & Expert on Maritime History, India*)



Ms. Sayedehajar Hejazi Dehaghani (*Research Intern at Human Rights at Sea, Iran*)



H.E. Ambassador Nils Ragnar Kamsvåg (*Norwegian Ambassador to India*)



H.E. Mr. Barry Faure (*Secretary of State for Foreign Affairs, Department of Foreign Affairs of the Republic of Seychelles & Chair of the Contact Group on Piracy off the Coast of Somalia (CGPCS)*)



Admiral Sunil Lanba (*Chief of the Naval Staff of the Indian Navy*)



Mr. Nitin Gokhale (*Author & Journalist*)



Our Partners



Norwegian Embassy



Innovation
Norway



1916 - 2016
100
YEARS OF EXCELLENCE



गोवा शिपयार्ड लिमिटेड
GOA SHIPYARD LTD



जनेपन्यास
JNPT



पावर ग्रिड कारपोरेशन ऑफ इंडिया लिमिटेड
(भारत सरकार का उद्यम)
POWER GRID CORPORATION OF INDIA LIMITED
(A Government of India Enterprise)

Please visit us at: www.powergridindia.com