

## **ANNUAL SEMINAR REPORT:**

### **'Port Sector – Developments and Security'**

One of the key objectives of the National Maritime Foundation is to study factors affecting our maritime security with a view to assist the formulation of national security strategy. In keeping with this objective, the Foundation conducts an annual seminar under the aegis of Maritime Power Seminar series. This year a Seminar on 'Port Sector: Development and Security' was held at Gulmohar, India Habitat Centre Delhi on 19 and 20 Feb 09.

The maritime sector has been the catalyst in the recent economic surge in the country's growth during the last decade. Whilst development in the maritime sector was a much needed boost to our economy, the world in the last decade has witnessed, with increasing alarm, significant deterioration of global maritime security environment. The seminar provided an ideal forum to deliberate and put forth issues concerning port development and security. The salient aspects and the important issues raised during the seminar are given in the succeeding paragraphs.

#### **Inaugural Session:**

During the inaugural session, on the 19 Feb 09, after the welcome address by Director NMF, the keynote address was delivered by Chief of the Naval Staff, Admiral Sureesh Mehta, PVSM AVSM ADC. Highlighting the remarkable Chinese port development, he stressed the need for holistic and integrated port development programme whilst acknowledging the 20 year Perspective Plan put forth by MoSRTTH. Recommending detailed and continuous examination of security mechanisms through effective leveraging of technology, he highlighted the need to ensure implementation of ISPS across our ports. He also welcomed the formulation of Maritime Security Framework which would improve command control, coordination and information exchange amongst maritime stakeholders.

#### **Session One:**

The First Session on Industry Development and Prognosis was chaired by Shri AK Mohapatra IAS (Retd) former Secretary Shipping. Shri Rakesh Srivastava JS (Ports) gave a comprehensive picture on the official vision with respect to development plans of the ports and its concerns. He highlighted the various developments envisaged through the NMDP, the rechristened Sagarmala project.

#### **Session Two:**

The Second Session on International Security Regimes and Initiatives, chaired by Shri S Hajara, CMD SCI, included two papers that highlighted issues concerning ISPS and SUA, from the ships perspective, as well as insight into CSI and PSI. The session saw vigorous debate on the CSI initiative and the Indian stand.

#### **Session Three:**

The Third Session on Port Security Policies, chaired by Shri RB Budhiraja former Chairman JNPT, deliberated the relevant security concerns in our ports. While Deputy Chairman Chennai Port Trust raised

the concerns on the major ports, Head Security Pipavav Port highlighted the prevalent issues with Pipavav as a case study. It was clear that the private port environment faced huge challenges in addressing the security concerns and the state needed to provide adequate support to address these issues. Minor and private ports too seemed to be grappling to address the security issues concerning access to port.

#### **Session Four:**

The Fourth Session on Inland and Privatisation Aspects was chaired by Captain MM Saggi, Nautical Advisor to GoI. In his address he brought out the coastal security issues and highlighted concerns emerging through unregulated operation of the minor craft. He enumerated the initiatives underway in addressing such challenges. During the session, Controller Stores, SW Railways also brought out the issue of Container Security inland. The presentation whilst highlighting the progress brought out the vulnerability of present security measures in force in our ICDs and Railways infrastructure. In another paper, representative from Chennai Port highlighted issues concerning cost implications in meeting the security requirements.

#### **Session Five:**

The penultimate session on 'Securing Indian Ports: A Way Ahead' was followed by a panel discussion which was chaired by VAdm Anil Chopra, DGCG included all the chairpersons of the preceding sessions. The panel discussion drew good debate on the issue of formation of an apex body. Differing views emerged with regard to vesting the control of such a body. The need for India to embrace CSI with greater resolve was also debated.

#### **Closing:**

In his closing address, VAdm DK Joshi, AVSM, YSM, NM, VSM, DCNS raised issues that needed to be addressed for ensuring port security. He highlighted the need for secure port environment for maximizing port output citing Singapore's example. Stressing the need for the synergy amongst maritime stakeholders for port waterfront security, he called for speedy implementation of various schemes proposed by DG shipping. He also sought the formation of state Maritime Boards for better interaction at local level. Further, he called for addressing the security of ships at anchorage and recommended that fishing harbours should not be co-located with the ports.

#### **Conclusion:**

The seminar was well attended and generated keen debate during the discussions. It clearly emerged that the need for ensuring port infrastructure security was essential for sustenance of maritime trade and the country's economic growth. The security concerns were acknowledged by all and the seminar threw open several issues that are enumerated below:

- (a) Need for India to put in place measures and legislations in place governed by its own security concerns and not only as an international effort.
- (b) Need for a central body to achieve synergy in addressing maritime security concerns. Where should the control rest? With the Navy or the DG Shipping?
- (c) Need to address the minor craft operations within the port for comprehensive security.
- (d) Need for forming State Maritime Boards in all coastal states.
- (e) Does CSI only address the security concerns of US inbound container traffic? Need for India to encourage greater compliance of CSI in light of muted success of

the programme. Does compliance of CSI by India actually result in sanitizing all the container traffic inbound to Indian ports?

# **NATIONAL MARITIME FOUNDATION**

*Advancing India's Maritime Interests....*