



*With salutations for the 64th anniversary
OF
India's tryst with destiny on 15 August, 1947*

Presented herewith is
A Template for Those at Risk: India's Response to Maritime Piracy 2010-11
by
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In moving from reactive, to supportive, to proactive 2010-2011 marks a turning point in India's response to maritime piracy. Between early 2010 to mid 2011, more Indian nationals were taken hostage aboard non-Indian flag merchant ships for larger ransom amounts than in all piracy assaults on Indians in recent memory.

A little over half way through 2011, the policy pronouncements and actions of Indian stakeholders are providing outlines of a template for those at risk. To foresee its immediate impact would be as premature as ignoring its multi-faceted potential. Conceptually, for nudging the global counter-piracy strategies more towards risk mitigation than a current pre-occupation with risk assessment. Operationally, in moving anti-piracy actions mostly by connecting the dots in the existing bilateral, regional and *ad hoc* fora for functional collaboration. Institutionally, for leaning towards the United Nations as the epicenter of an anti-piracy architecture for global governance by rule of law: through the agreed international norms and as a forum for multilateral consensus for action on sea and ashore. Nationally, for fixing the lacunae in the existing domestic response system through: enacting new legislation; coordination within and among various authorities; updating old or making new regulations for mercantile safety and port management. And reducing the accumulated deficit of interaction between the key stakeholders at home in combating piracy at sea: the security establishment; the shipping industry, and the sea-faring community.

The year 2010-2011 provided an outline of a template for action. The next year is a window of opportunity for Indian stakeholders as they push the envelope and engage with international maritime stakeholders in a variety of ways including:

- the 2012 BRICS summit in India of Brazil, Russia, India, China and South Africa;
- the 2012 biannual conclave of 35 navies in the Asia-Pacific Indian Ocean Naval Symposium in the waters off South Africa;
- a reactivation of the geostrategic potential of the dormant 18 country economic grouping that is the Indian Ocean Rim –Association for Regional Cooperation (IOR-ARC);
- by getting some attention from the Shared Awareness and De-confliction program;
- by pushing to deliver a quantifiable success story of shipping industry - seafarer combined efforts within the mandate of the Contact Group on Piracy off the Coast of Somalia (CGPCS) possibly in collaboration with Denmark as a founding co-member;
- and as a non-permanent member of the UN Security Council for 2011-13 where there will be prospects for implementing the broader recommendations of the Jack Lang report for also constructively engaging and redeploying not just dealing with the Somali pirates.

Public debate in India is as yet inconclusive about the nature and the size of the challenge posed by maritime piracy and the national energies to be devoted for dealing with it. Is it a threat to maritime security looming on the horizon? Is it a danger that is already over the acceptance water-mark for the safety of the sea-lanes for the maritime industry? Or is it an act of crime at sea against the Indian sea-farers that calls for national and international actions in a preventive, punitive and remedial response ? Or is it a wake-up call to relate the nature and size of the risk it poses to those at risk on the western and eastern coasts of peninsular India.

Intended more to highlight than to chronicle, given below is a review of India's four-tiered response to Maritime Piracy for 2010-2011:

- I. Maritime security and sea-piracy: major policy pronouncements.**
- II. Hostage taking of sea-farers: a grave and immediate concern.**
- III. National response system: fixing the loopholes.**
- IV. An anti-piracy action grid: key connecting points.**

The review concludes by highlighting the apparent and implicit potential of the IOR-ARC as an overarching link to move along the key connecting points in India's anti-piracy action grid.

I. Maritime security and sea-piracy: major policy pronouncements

A heightened vigil, a strengthened United Nations, and centrality of the Indian Ocean

2010-2011 Report of the Ministry of Defence

17 March 2011

“India is in favor of strengthening multilateral cooperation under a UN framework to meet the complex challenges of maritime security,” says the Annual Report of the Ministry of Defence for 2010-11. Presented to the Indian Parliament on 17 March 2011, the report views the spread of Somali piracy closer to India's western sea coast as a threat that requires to be met with a heightened vigil. “The linkages between terrorists based in Somalia and transnational organized crime is also a cause of major concern globally,” says the report. Designating the

Indian Ocean Region as “central” to India’s maritime interests, it highlights the role of the Indian Navy on its own and in coordination with the coalition forces in the Gulf of Aden.

The report describes India’s maritime interests as safeguarding its coastline and island territories, upholding its EEZ, and securing the openness of Sea Lines of Communication (SLOC). It refers to the ASEAN Defence Ministers Meeting Plus forum of ten ASEAN and eight non-ASEAN countries, including India as an effort to establish open and inclusive security architecture for the region.

For text see: pib.nic.in/newsite/erelease.aspx?relid=71061 - [Cached](#)

A proactive role and a five point agenda for action at the United Nations

India’s Permanent Representative the United Nations Ambassador Hardeep Singh Puri

25 January 2011

“ Since October 2008, when it commenced anti-piracy patrols there, the Indian navy has deployed 23 ships in the Gulf of Aden and escorted to safety 1487 ships , including 1321 foreign flagged vessels from different countries, “ India’s Permanent Representative the United Nations, Ambassador Hardeep Singh Puri informed the Security Council on 25 January 2011. Indian naval patrol thwarted 26 piracy attempts and no ships under Indian escort were hijacked. India has a 24x7 Communication Centre to coordinate and facilitate prompt anti-piracy action. It has banned operation of Indian Dhows in piracy infested areas and made additional deployments off Eastern and North Eastern Arabian Sea to check the piracy movement west ward. Indian Navy is on patrol in the EEZ of Seychelles and Mauritius and its ships and aircrafts routinely visit waters off the Maldives. Following these actions, there have been no hijack incidents in the east Arabian Sea since December 2010 except one or two stray incidents briefly occurring November 2010.

Ambassador Puri expressed India’s support for the comprehensive report and the useful recommendations made by Jack Lang, Secretary General’s Special Advisor on the Legal Issues Relating to Piracy off the Coast of Somalia. In this context, he proposed a 5 point agenda of action:

- i. Reinforcement of tracking the trail of ransom money as was entrusted to the Interpol in the 6th CGPOS;
- ii. Prosecution of the beneficiaries of ransom money for abetting piracy;
- iii. Consideration of the conduct of the naval operations under the UN as the preferred option;
- iv. Sanitization of the Somali coast line through identified corridors and buffer zones and tracking of fishing vessels around the Somali coast;
- v. Enactment of national laws on priority to criminalize piracy as defined in the UNCLOS prosecution of suspected, and imprisonment of convicted, pirates as required under Resolution 1918 (2010)

For full text see www.un.int/india/2011/ind1815.pdf

Maritime Dimensions of India’s Foreign Policy and Somali piracy

Foreign Secretary Nirupama Rao

28 July 2011

“India is naturally a maritime nation” said Foreign Secretary Nirupama Rao on 28 July 2011 at the Eminent Lecture Series organized by the National Maritime Foundation of India. She cited its 7500 Kms coastline, the Lakshadweep and the Andaman and Nicobar chains of over 600 islands, its southernmost tip just 90 nautical miles from Indonesia and the northernmost less than 10 nautical miles from Myanmar, an EEZ of more than 2.5 million square Kms and mining areas

of over 150,000 sq Kms allotted by UNCLOS as far as 2000 Kms from its southernmost tip with significant interests in Antarctica. Projected to be the world's single largest importer of oil by 2050 with a steadily high rate of growth, India's mercantile trade constitutes 41% of its GDP with 77% of it by value. She related India's stakes in freedom of navigation through the choke points in the SLOC to its sea-bore trade accounting for 90% of its total trade.

Viewing piracy off the Somali coast as a serious problem for safety of maritime traffic, Ambassador Rao emphasized India's abiding interest in the safety and security of seafarers, 7% of their worldwide workforce coming from India. India was instrumental in the adoption of the UN Security Council Resolution 1976 of April 11, 2011, that for the first time strongly condemned the growing practice of hostage-taking by Somali pirates, the inhuman conditions they face as hostages in captivity, and the adverse impact on their families to call for the immediate release of all hostages. Again it was on Indian intervention that the CGPOS in its Communiqué, of 14 July 2011, expressed outrage at the suffering of innocent seafarers and called for comprehensive counter-piracy strategies.

In answering questions about the judicial process for handling captured pirates, Ambassador Rao expressed India reservations in principle; on the establishment of any international judicial tribunal under Chapter VII as such action would interfere with the national legal sovereignty of States. "On the basis of legal opinion, India is inclined to support the establishment of a special chamber within the national jurisdiction of a State or States in the region with UN participation," she said and considered it suitable besides being cost effective. Such arrangement provides proximity for transfer of suspects by patrolling naval states and also the transfer of those convicted to third States for imprisonment. "We in the ministry are also at an advanced stage of drafting a new bill on piracy that would help in the prosecution of captured pirates," she said.

For full text see: meaindia.nic.in/mystart.php?id=530117885 - Cached

Indian-Pacific oceanic domain and the Indian Ocean Naval Symposium

National Security Adviser Shiv Shankar Menon

5 June 2010

"India has begun a process of consultation and cooperation among littoral navies in the Indian Ocean Naval Symposium (IONS). To be truly effective, this effort needs to encompass the entire Indian-Pacific oceanic domain. India would be happy to work with the other littoral states and naval powers in this domain to see" how to address "the threats at sea from terrorists, pirates, proliferators, and organized crime," said National Security Adviser Shiv Shankar Menon at the Shangri-La Dialogue, a conference in Singapore organized by the International Institute for Strategic Studies on 5 June 2010.

The IONS is an initiative of the Indian Navy for maritime cooperation in the Indian Ocean as the world's third largest body of water after the Pacific and the Atlantic Oceans. Naval chiefs and officers from 35 countries, including India, met in Abu Dhabi on May-12 of 2010 for a second biannual conclave of IONS. "There is going to be a session on anti-piracy that may finally lead to a joint fight against the menace," said Rear Admiral S.Y.Shrikhande, Assistant Chief of Naval Staff for Foreign Cooperation and Intelligence ahead of the Abu Dhabi meeting.

As created in 2008, the IONS membership is open to any country whose territory abuts or lies within the Indian Ocean and others can become observers if they meet the agreed criterion. Australia, Bangladesh, Bahrain, Comoros, Djibouti, Egypt, Eritrea, France, Indonesia, India, Iran, Kenya, Kuwait, Malaysia, Madagascar, Myanmar, Mauritius, Mozambique, Maldives,

Oman, Pakistan, Qatar, KSA, Seychelles, Singapore, Sri Lanka, South Africa, Sudan, Tanzania, Thailand, UAE & Yemen are members. At the first biannual summit of the IONS in New Delhi in February 2008, Pakistan was represented by its naval attaché to India. Despite its earlier reservations, Pakistan is now interested to attend it. Navies from the US, Britain and Japan have since expressed interest to be included as observers. With the Navy and the Ministry of External Affairs working closely on the initiative, IONS members are expected to approve the membership Charter and future activities during its next meeting in 2012 to be hosted by South Africa. At the 2010 meeting, India handed over the Chairmanship of IONS to the UAE.

The UAE is the fifth largest import source of crude oil for India with an import of 11.60 MMT crude oil. With an estimated \$ 1.8 billion, the UAE is the tenth biggest investor in India in terms of FDI.

Read more at : www.iiss.org/conferences/the.../shivshankar-menon/ - [Cached](#)

Also. www.indiafenceupdate.com/news89.html - [Cached](#)

Resources and rules of engagement for the Indian Navy

Chief of the Naval Staff Admiral Nirmal Kumar Verma

28 April 2011

“Today, there is no outright situation of a conflict, as we understand it. The challenge that came to us two years ago —coastal security — continues to be a challenge for us. Similarly, piracy is a new challenge that has come to us. Yes, it does require a fair amount of resources, but the task of the Navy is to ensure that the nation's maritime interests are met, and if it requires me to use the resources, that has to be done,” said Chief of the Naval Staff Admiral Nirmal Kumar Verma at Kochi, the Southern Naval Command on 28 April. He was responding to a media inquiry about the merit of the Navy deploying a chunk of its resources to combat piracy.

On the Cabinet Committee on Security-approved new rules of engagement (ROE) of sea pirates, he said: “The ROE should be something in the minds of the commanding officer [of warships]. I don't think there is any need to talk of it publicly, as it would benefit the other side.” Asked about pirates enjoying support of other forces, he said: “As a nation, we need to factor in these matters in the worst-case scenario. It is true that the pirate ships we have captured up till now had hostages who were forced into running the ship for the pirates.” Not ruling out the possibility of “inimical forces” engaging pirates he said that there is a thorough and detailed investigation in any access to pirates and hostages that can yield useful information in tackling this problem better.

Read more at: www.thehindu.com › News › National - [Cached](#)

International forces in the Gulf pushing piracy closer to India

Defence Minister A.K. Antony

27 June 2011

“Unless a united and a combined effort under the United Nations takes place, I do not think it will be easy to defeat this threat of piracy,” Defence Minister A.K. Antony told reporters in responding to questions on the increased incidence of Somali pirates taking Indian sea –farers as hostages for ransom and/ or bargain the release of Somali pirates in Indian custody.

“When the international forces are pushing them away from the Gulf of Aden, they are pushing too far” he said referring to the ongoing anti-piracy operations in the Gulf of Aden by navies of almost all the important countries in the world, including India. ”That is why, recently, in the last one year, there were more than a dozen incidents of (piracy) attempts near our shores

in the Lakshadweep area,” leading to a strengthened surveillance and increased deployment of the Indian navy and coast guard in the Arabian Sea, he said. In the first six months of 2011, Indian Navy and Coastguards captured 120 pirates in the Arabian Sea and held them in custody in Mumbai.

The volume of India's trade through the Gulf of Aden is estimated close to US\$ 110 billion annually with 24 Indian-flagged merchant ships transiting it every month.

Read more at: www.indianexpress.com/news/not-easy-to...without.../809355/ - [Cached](#)

Ministry of shipping plan of action

Union Minister of Shipping G. K. Vasam

8 March 2010

According to the Minister of Shipping, GK Vasam, the Government has taken following steps to avert incidents of piracy of ships/vessels:

- i. Advisories by the Directorate General of Shipping to ships/vessels transiting through Gulf of Aden on patrol convoy timing followed by the Indian Naval patrol;
- ii. Forwarding to the Indian shipping fraternity the information obtained from the international forces regularly in the area.
- iii. Deployment of an Indian Navy warship in the area to escort Indian and other ships seeking assistance.
- iv. Taken a position that the death and injury compensation for seafarers is the responsibility of ship owners who obtain insurance through Protection and Indemnity Club. (To date there is only one Indian seafarer reported killed by pirates and the flag state is Panama)

As proposed by the Ministry of Shipping, the Indian Cabinet has approved making Port Blair in the Andaman and Nicobar into a major port for development of backward areas in the islands and also to reflect “the strategic location of these Islands.”

Read also. pib.nic.in/newsite/PrintRelease.aspx?relid=72311 - [Cached](#)

More Search and Rescue Missions for the Indian Coast Guard

Chairman of National Maritime Search and Rescue Board Vice Admiral Anil Chopra

28 January 2011

As the primary agency responsible for Maritime-Search and Rescue (M-SAR) in the region the Indian Coast Guard (ICG) views the maritime security situation off the Somali coast as a continuing challenge for safe and secure maritime commercial activities. In introducing its 2011 Bi-annual Report, Chairman of National M-SAR Board., Vice Admiral Anil Chopra takes serious note of the recent spurt in incidents of hijacking of Indian sailing vessels (Dhows). The M-SAR report makes extensive references to the ‘Djibouti Code of Conduct’ (DCOC) in countering acts of piracy against ships in the Gulf of Aden, the Red Sea and the Western Indian Ocean. It cites the International Maritime Organization (IMO) established *ad hoc* trust fund (The “IMO DCOC Trust Fund), to support the IMO directed technical cooperation and capacity-building programmes for repression of piracy and armed robbery against ships off the coast of Somalia.

The Indian Navy and the ICG have placed their ships on anti-piracy vigil around the Lakshadweep Islands due to heightened pirate activity in the Arabian Sea since November 2010.

The ICG has opened a new district headquarters in Kavatti and a station in Minicoy in the Lakshadweep Islands in December last.

Read also. frontierindia.net/.../coast-guard-holds-10th-meeting-of-national-maritime-search-and-rescue-board/ - [Cached](#)

Safety in port management

Jawaharlal Nehru Port Trust

1 June 2011

The Indian Coast Guard demanded jetties for its ships at Jawaharlal Nehru Port Trust in Mumbai and asked for land to set up bases in the Thane and Raigad districts. The Maharashtra government recently allotted its airport at Ratnagiri to the Coast Guard. The latest request was made to the Maharashtra Home Minister RR Patil and Opposition leaders Eknath Khadse and Pandurang Phundkar by the Coast Guard after taking them all for a visit into the Arabian Sea off Mumbai on India's west coast that is closest to the recent piracy assaults farthest from the Somali east coast. The Coast Guard wants the state government police "to improve the flow of intelligence exchange with them, and not have interactions only at the time of joint exercises." The Congress party led government of Maharashtra has been under pressure from the opposition parties to beef up coastal security since 26/11/2008 when Mumbai shook under the first ever sea-borne act of terror ever committed on the Indian soil.

"Ensuring the security, safety of life, equipment and cargo" is critical to port management according to the Jawaharlal Nehru Port Trust responsible for the administration of Nhava Sheva or Jawaharlal Lal Nehru Port (JNP). The Central Industrial Security Force is the designated security agency for JNP. Located just six nautical miles east of the Port of Mumbai across the Thane Creek, JNP was created in 1989 to ease the pressure of Mumbai's increasing cargo volumes. Accounting for 40% of the total maritime trade of India, and the capital of Maharashtra state, Mumbai is the busiest of the Indian ports.

With all the major ports now governed by the central government and others almost entirely by the state governments, Indian port management is opening up for private sector participation in a big way. Including the latest addition of Port Blair, India has 13 major and 181 minor/ intermediate ports out of which 139 are operable. A major overhaul of port management in India is expected with a new Act, titled, "Indian Ports (Consolidated) Act, 2010" drafted by the Ministry of Shipping.

There are more than 2,000 active seaports worldwide for the sea borne cargo volume of around 5.3 billion tonnes. Of the top 100 container ports 88 conform to the Landlord Port model with port authority retaining the infrastructure and regulatory functions and port services being provided by private operators that own the assets required for service provision including equipment.

*Read more at: IndiaCore.com - *The Online Resource for Information on the Indian Infrastructure & Core Sectors.**

Also see www.thehindu.com/news/national/article45512.ece - [Cached](#)

Working with the African countries to deal with piracy and restore stability in Somalia.

Prime Minister Manmohan Singh

20 May, 2011

"The Horn of Africa is today faced with threats from piracy and terrorism. International piracy in the Red Sea and off the coast of Somalia has become a well-organized industry," Prime

Minister Manmohan Singh said to the joint session of Ethiopian Parliament on 20 May, 2011. The first-ever Indian Prime Minister to visit Ethiopia Mr. Singh expressed India's readiness, as a littoral state of the Indian Ocean, to work with Ethiopia and other African countries to deal with piracy and restore stability in Somalia. "We would all like the Indian Ocean to remain a secure link between Asia and Africa through which international maritime trade can take place unhindered," he said and reiterated the importance of a lead role by the United Nations in developing a comprehensive and effective response to this threat.

Ethiopia, Kenya and 13 other African nations represented the 53 member African Union (AU) for the second summit meeting of the India-Africa Forum (I-AF) in Addis Ababa on 24-25 May, 2011. The Summit Declaration welcomes India's efforts to stop hostage taking, unequivocally condemns terrorism and pledges to work to eradicate the threat of piracy to shipping in the Gulf of Aden, Arabian Sea and the Indian Ocean.

A recent Indian initiative to consolidate a strategic partnership with the AU, the I-AF is a first of its kind with the AU choosing its members for each summit. The inaugural 2008 summit in New Delhi was attended by the heads of state and governments of 14 African countries. India has offered USD 5 billion for the next three years under the line of credit to help achieve the development goals of Africa. "We will offer an additional USD 700 million to establish new institutions and training programmes in consultation with the African Union and its institutions," the Prime Minister announced at I-AF summit in Addis Ababa.

Read more in OBP-India on "Key border states of Somalia support India to combat piracy in the Arabian Sea."

New initiatives for the welfare of sea-farers

25 Jun 2011:

In the presence of the Chief of Naval Staff Admiral Nirmal Kumar Verma, Secretary Shipping, K Mohandas and representatives of maritime sector G K Vasani, Union Minister of Shipping inaugurated the first "International Day of Seafarers" in Mumbai on 25 June 2011. He lauded the silent but pivotal role played by the 1.5 million seafarers in the service of mercantile seaborne trade worldwide. Expressing concern for their safety, he thanked Pakistan for the rescue of Indian seafarers from Somali pirates and said that Pakistan is working closely to fight piracy.

Mr. Vasani announced a new set of welfare initiatives for the Indian sea-farers. To be implemented before the next Day of Seafarers on June 25, 2012, these include:

- i. A Contributory Annuity Scheme to assure a steady monthly income to sea-farers.
- ii. The issuance of a biometric identity document to all seafarers as per the ILO Convention.
- iii. A grievance redressal day twice a year in every district office of the Mercantile Marine Administration.
- iv. The establishment of Seamen Clubs in all major ports on land to be given by the ports at concessional rates.

The ex-seafarers are presently being paid only Rupees 200 per month under the Monthly Ex-Gratia Monetary Scheme (MEMA). It is proposed to increase this amount and also extend the scheme to all categories of seafarers. The issue of granting IT exemption for seafarers is also under consideration by the ministry of finance.

*Read more at : www.dnaindia.com › INDIA - *Cached**

II . Hostage taking of sea-farers; a grave and immediate concern

Somali pirates took 495 Indian sea-farers as hostages in 4 years

March 2011

While no Indian ships got hijacked in the last four years, 7 came under attack by the pirates off the Somali coast between 2007 and 2011. According to the information released by Ministry of Shipping, 495 Indian seafarers were held hostages by the Somali pirates since 2007. Of them, 200 were taken captive on board foreign flag ships and 295 from about 20 Indian Motor Support Vehicles (MSVs). Barring 64, the rest of 495 hostages were released safely by March 2011. The 64 sea-farers to be rescued were crew members of 6 ships: MV Iceberg, MV Rak Afrikana, MV Suez, MV Asphalt Venture, MV Savina Caylyn, and MV Sinin that were high-jacked in 2010-2011. Two of the foreign flag ships MV Savina Caylyn, and MV Sinin, with 26 Indian hostages were hijacked in January and February 2011.

Read more at: http://www.dnaindia.com/india/report_495-indian-sailors-held-hostage-by-somali-pirates-in-4-years-government_1515157

All Indian seafarers in captivity were taken hostage aboard non-Indian merchant ships

June 2011

There were 39 Indians among the 550 seafarers of different nationalities under captivity of the Somali pirates through 165 incidents including 45 hijackings in the last two years, according to Maritime Security Asia citing Indian government sources as of June 2011.

“We have been providing security to all our merchant ships. Indians in custody of the pirates are those who were on board ships belonging to other countries,” according to official sources reported by Maritime Security. They also said the government cannot provide security to every single sailor nor pay ransom “If we pay ransom for one, then all Indian soldiers will become sitting ducks for pirates as they will know that government will pay.”

Read more at maritimesecurity.asia/.../39-indians-still-being-held-hostage-by-somali-pirates/ - [Cached](#)

Treated badly in captivity to extract larger ransoms.

1 February, 2011

Tying upside down, dragging in the sea, locking in freezers, beating and using them as human shield are among the systematic torture methods used by the pirates on the hostages in captivity. Major-General Buster Howes, the top commander of the European Union Naval Force told the Associated Press in Nairobi that if warships approached a pirated ship too closely, the pirates drag hostages on the deck and beat them in front of naval officers until the warship went away. Basing his comments on hostage debriefings, naval intelligence and liaison with commercial shipping companies, he said that as compared to a few years ago, the pirates are showing a willingness to “to use violence much more quickly and much more violence.”

Pirates are also using more violence because they have become more aware of the value other nations place on the lives of hostages, said Major General Howes. Negotiations are dragging on for longer as pirates hold out for bigger ransoms, and torturing a crew member could be one way of putting pressure on a ship owner to settle up quickly.

Read more at: www.komonews.com/news/national/115039804.html - [Cached](#)

Kin of Indian hostages try to raise \$4 million ransom

7 March 2011

There were 6 Indians among the 24 crew members taken hostages on merchant vessel MV Iceberg in the Gulf of Aden in March 2010. Then in August, there were another 6 Indians among the 23 crew members of MV Suez. After waiting for 7 months to a year for government intervention to rescue the hostages, the families of the Indian hostages wanted to themselves raise the 4 million dollar ransom demanded by the pirates. Among those who tried to raise the ransom is Sampa Arya of Rohtak the wife of Ravinder S Gulia, a third officer on the pirated MV Suez and Shamsher Singh of Ambala. The families of hostages complained that the ship owners of MV Iceberg and MV Suez washed their hands off the issue, saying they can't cough up the ransom. MV Suez is owned by Egyptian firm Red Sea Navigation and Iceberg is owned by a Dubai-based company registered in Panama. They also claimed that the pirates are torturing their captives with "hardly any food and water," and keeping them in "inhuman conditions."

Read more at : indiatoday.intoday.in/site/story/somali-victims.../131694.html - [Cached](#)

External Affairs Minister assures families of Somali pirates' hostages

2 March 2011

A week before the deadline for payment of ransom expired, External Affairs Minister S M Krishna met representatives of the families of 6 Indian hostages on MV Suez since August 2010, to say "This is a matter of grave concern to the Government of India... Their safety and welfare is of highest priority to the Government." The Ministry of Shipping is the nodal agency as far a merchant navy is concerned. But the External Affairs Minister promised that his ministry would do "all in its power to ensure safe the safe return of the Indians."

Read more at: www.deccanherald.com › [National](#) - [Cached](#)

Maritime unions warn withdrawal of labor from risk prone countries

27 April 2011

"There is a strong possibility that a collective international boycott by the seafarers coming from the labor-supplying countries like the Philippines, India, Indonesia, Russia, Bangladesh, etc. is around the corner" warned a joint letter to India's shipping regulator by the National Union of Seafarers of India (NUSI), Maritime Union of India (MUI), Indian National Ship-owners Association (INSA) and six other representative bodies of shipping companies and ship owners. The warning followed a protest march in Mumbai by 200 sailors against a spate of incidents against Indian crew.

The protest march came after Mohammed Abdullahi Omar Asharq, the Somali transitional government's foreign minister told a counter-piracy conference in Dubai on April 18 that the world was losing the battle against the pirates.

Read more at: safewaters.wordpress.com/.../indian-unions-warn-inaction-against-piracy-can-lead-to-seafarers-boycott/ - [Cached](#)

Industry raises alarm as pirates retain hostages despite ransom delivery

18 April 2011

The shipping industry expressed disdain at the continued detention of 7 Indian seafarers in Somalia, despite the payment of the ransom in a major shift in expected practices between ship-owners and pirates. Following an agreement for the full release of MV Asphalt Venture pirated on 28 September 2010 with all of the 15 crew aboard, the ship was released on April 15. But 6 officers and 1 rating were

taken off the tanker by the pirates, who ordered them ashore.

In a joint statement, the International Chamber of Shipping, ITF, INSA, NUSI, MUI, IMEC, InterManager, Intertanko and BIMCO condemned the actions of the Somali pirates to say that "Our thoughts are very much with these seafarers and their families as well as with all the other seafarers who are being held by the Somali pirates and with their families. As the state of lawlessness spirals downward in the Indian Ocean and the level of violence that pirates are prepared to use to coerce seafarers and to influence the hostage negotiation increases, this breach of the ransom agreement sets a precedent that is of the utmost concern." Speculations over the pirates' decision not to release all the hostages are related to the recent arrest of Somali pirates by the Indian Navy. The shipping industry views this development as a precursor of significant change in piracy negotiations, from being between the ship owner and pirates, to between pirates and government.

Read more at: www.shipmanagementinternational.com/.../industry-raises-alarm-as-pirates-retain-hostages-despite-ransom-delivery/ - [Cached](#)

Government rules out military intervention in the ransom/ hostage crisis

19 April 2011

With pirates still holding 7 of the 15 Indian sailors as hostages despite receiving an undisclosed ransom for releasing all, the Indian government rushed a warship to the Somali coast to monitor the situation. Ruling out any military intervention, it entrusted the task of rescuing the hostages to the inter-ministerial crisis management group co-ordinated by Cabinet Secretary K.M. Chandrasekhar. The pirates are reportedly seeking to use the 7 held back hostages as a lever to seek release of over 120 of their comrades held in Indian prisons after being captured by the Indian Navy in the Indian Ocean in the last six months.

Refusing to disclose the means the government would adopt to get the sailors released, External Affairs Minister S.M. Krishna ruled out use of India's special forces in an offensive operation. "No. Let us not speculate on this and thereby give the pirates an additional hand to hold on to the hostages," he said when asked about a possibility of the commandos from the Navy storming the cargo ship to rescue the sailors. The Navy's Talwar-class frigate was diverted from its anti-piracy patrol in the Gulf of Aden to the Somali coast to keep an eye on the sailors hostage crisis with the 8 Indian sailors already released from captivity by Somali pirates refusing to return home until their 7 colleagues are freed.

Read more at: www.hindustantimes.com/Govt...hostage.../Article1-687254.aspx - [Cached](#)

Ex-hostages seek regulations in hiring of sea-farers by ships with flags of convenience

7 July 2011

Following the release of the crew of MV Suez after a \$2.1 million ransom to Somali pirates, the Indian government is being urged to set out and enforce clear regulations for merchant seafaring including hiring of sailors. The reported ransom came from MV Suez owner Abdul M Mathar of Egypt and a welfare trust run by former Pakistani Human Rights Minister Ansar Burney who helped to negotiate the pay-off. The hostages aboard MV Iceberg were in captivity for 16 months and those on MV Suez for 10 months.

Released hostages attest to expert opinion that pirates typically target ships flying Flags of Convenience that are ill-equipped, and thus easier to overwhelm. Merchant ship owners often register their vessels in a foreign sovereign country to reduce operating costs and avoid regulations in force in their own countries. More than half of the world's merchant ships are registered under Flags of Convenience, with Panamanian, Liberian and Marshallese registries accounting for almost 40 per cent of

the world fleet in deadweight tonnage.

More than a dozen countries currently operating 'open registries' are reported to have sub-standard regulations that allow ship-owners to be legally anonymous and difficult to prosecute in civil and criminal actions. Such ships are also alleged to be engaged in other profiteering activities such as illegal fishing and give substandard wages and working conditions. They find easy recruits from countries with high levels of unemployment and low insurance protection from ship owners. But given the level of unemployment and state of regulation in developing countries such as India finding sailors is hardly a problem. Indian sea-farers are among those often getting employed through unlicensed agents.

Read also : www.newkerala.com/news/2011/worldnews-22729.html - Cached

III. National response system: fixing the loopholes

High level inter-ministerial mechanism to coordinate policies and action

11 March 2011

India's Cabinet Committee on Security (CCS) established a high level inter-ministerial group to address the legal, administrative and operational aspects of combating piracy. To be headed by Cabinet Secretary KM Chandra Shekhar, the group would coordinate medium and long term actions by the ministries of shipping, external affairs, defense, home and law.

Among the proposals it examined to tackle increased piracy in the Arabian Sea was whether to deploy armed commandos in plainclothes on merchant vessels along the lines of sky marshals deployed in the U on commercial aircraft. Another option would be to allow ship-owners of Indian merchant fleet to hire armed guards to deter or repel piratic attacks. Great Eastern Shipping Co Ltd, India's largest private sector shipping company, is among the most vocal to urge the Indian government to allow armed guards on the merchant ships going through piracy-affected sea.

Read more at : www.telegraphindia.com/1110312/jsp/nation/story_13703550.jsp - Cached

New anti-piracy law ready for parliament

28 June 2011

The draft of a new anti-piracy law was ready to be tabled in the monsoon session of parliament beginning on August 1. The ministries of shipping, external affairs, defense, law, home affairs, the Indian Navy and Coastguards collaborated in preparing the draft. Expected to plug the gaps in the Indian legal system and criminal laws, the draft legislation draws upon international laws against piracy, provisions of the Indian Penal Code and the admiralty laws.

As enacted, the new law would define what actions constitute piracy, who would be called a pirate, spell out the legal framework for apprehending pirates in Indian or international waters, authorize their prosecution in Indian courts, and prescribe punishment for different acts that constitute piracy as defined.

The process of drafting the legislation got a jumpstart after the Indian Navy began apprehending the pirates in the Arabian Sea and off-loaded them in Mumbai to remain under police custody to face prosecution. Since 2008 when it started anti-piracy actions, there were times when the Navy had to let the pirate's speed boats adrift in the high seas with little fuel, as nabbing them would raise questions as to where they would be prosecuted and which foreign port would take them into custody. All this, however, changed since November 2010 when India began capturing the pirates after they shifted operations closer to the Lakshadweep Islands in the Arabian Sea.

Read more at <http://www.thaindian.com/newsportal/uncategorized/new-anti-piracy-law-ready-for->

parliament_100546085.html#ixzz1SZj7CfOs

Armed guards on Indian merchant fleet

23 May 2011

Pending the finalization of Standard Operating Procedures (SOP) for their recruitment and Rules of Engagement (ROE) for their use of firearms, the Indian government has decided to allow armed guards aboard the Indian flagged merchant vessels. The ship-owners would be mandated to use former defense personnel as armed guards. “We are not comfortable with the thought of allowing private security guards as their unknown background can pose a risk to the lives of crew members,” said the Director General of Shipping S. B Agnihotri.

Until now, armed guards are not allowed on Indian merchant vessels despite a drive by maritime security firms worldwide to launch the Security Association for the Maritime Industry (SAMI). With a surge in security providers, some with questionable backgrounds, Indian shipowners are keener to hire security guards recruited for experience on sea rather than at ashore.

India’s decision follows upon the approval by the IMO of Maritime Safety Committee (MCA) circular on interim guidance for the use of privately contracted armed security guards on board ships in the high risk piracy area. According to Captain M. M. Saggi, Nautical Advisor to the Government of India, the specifics of SOP and ROE would have to determine what happens if there is an exchange of fire and a fisherman gets hurt or killed or some damage is caused.

Read more at: contemplatingsnot.blogspot.com/ - [Cached](#).

www.indiandefence.com/forums/f8/naval-force-news.../index8.html - [Cached](#).

Armed guard hiring by shipowners and flag states

25 May 2011

INSA represented to the Government insisting as “a first option “ for armed naval guards from flag states. If this is not possible then they insisted that Indian shipowners be permitted to employ armed private guards with thorough investigation in the selection of a reputable company with “due diligence,” said S. Hajara the President of INSA and the CMD of the Shipping Corporation of India, the largest state owned shipping company in the country. He clarified that INSA wanted the government to allow armed guards on board “our vessels” and asked “But why should every ship passing through the pirate-prone waters carry armed guards?” How should it be done? This is the sovereign responsibility of all the governments and not the responsibility of the ship owners. “It is like a citizen under threat – should he carry armed guards and everyone who feels threatened should go about carrying armed guards? I don’t see the logic,” he said.

www.maritimeprofessional.com/.../Indian-ship-owners.../Indian-ship-owners-demand-Armed-Guards-on-ships.aspx - [Cached](#)

Indian Seafarers and insurance companies

August 2010

“The criminalization of the Seafarer and Piracy are the twin evils that plague Seafarers today. The blame game starts every time a marine casualty occurs and invariably the Ship Master is often made the Scapegoat,” says A.W.J. Fernandez, Average Adjuster, Risk Management Consultant and Arbitrator in the Shipping, Offshore and Insurance Industries. The efforts of some ex-seafarers to form the Indian Association of Average Adjusters found no support from the Indian Shipping and Indian Insurance industries who insisted on hiring “qualified” Average Adjusters.

“ The Insurance Regulatory and Development Authority (IRDA) does not even mention the

profession of Average Adjusting in their Rules and Regulations and has made the adjustment of averages the role and function of Insurance Surveyors,” says Fernandes. Citing instances of insurers telling ship-owners to get their prior approval for appointing Average Adjuster, he points out that Ships in India are actually covered under Institute Clauses of “English Law and Practice.

“There is not a single Indian in the approved list of Special Casualty Representatives under SCOPIC (Special Compensation Protection and Indemnity Clause) for Salvage Operations. Despite our Tonnage, India does not have our own Salvage Agreement leading to the irony that for Maritime Salvage Operations involving an Indian Flag Ship on the Indian coast, by an Indian Salvor, a Lloyds Open Form of Salvage Agreement, if signed, has to be arbitrated in London.”

Read more at : www.maritimebridges.com/Fernandez.html - [Cached](#)

Indian Shipping Industry Protests Lloyd’s Extended Piracy Zone with 300 fold Insurance Jump

2 June 2011

With a 300 fold jump this year in insurance costs, India is protesting the risk assessment by the Lloyd’s of London to include almost the entire Indian west coast as a piracy prone sea. The Joint War Committee (JWC) which assesses insurance risks, extended the risk zone in December 2010 about 900 miles east following increased hostage taking farther east from the Somali coast and closer to the west coast of the India’s peninsula in the Indian Ocean. “A reversal by Lloyd’s would reduce insurance costs after some premiums skyrocketed to as much as \$150,000 per voyage from \$500,” INSA “hurting shippers’ earnings according to INSA. Essar Shipping Ltd. and Varun Shipping Co. are among the companies affected by eroding profit margins due to overcapacity and rising costs.

Read more : [by Andrew MacAskill and Karthikeyan Sundaram at www.bloomberg.com](http://www.bloomberg.com)

Indian ship-owners make own arrangements to fight piracy

17 March 2011

Increasing the ships speed and making strong rooms are among the steps taken by the Indian ship-owners for protection from piracy. “Whatever best market practices we have got, we are putting it to protect ships such as putting barbed wires on ships, creating a ‘safe house’ in one of the engine rooms where, in case pirates board the ship, crew members gather and lock themselves, out of the reach of pirates, and guide the Navy to undertake a rescue operation,” said Anil Devli, Chief Executive Officer of INSA. “The Indian government should set up a north-south corridor along the Indian coasts, which will ensure that the corridor and exclusive economic zones (EEZs) are manned by our security force,” he added.

Two years ago a consortium of 11 industry groups, including the International Chamber of Shipping and the Baltic and International Maritime Council, began publishing a set of Best Management Practices (BMP) for vessels passing through high-risk areas. The speed of a ship and its freeboard (the distance between sea level and the deck) are paramount in following BMP as vessels with decks more than 25 feet above the water and traveling at more than 18 knots are rarely assaulted. Oil tankers, the most lucrative, are also the most vulnerable as are ships known as VLCCs (for Very Large Crude Carriers) that typically move at a maximum speed of 14 knots and, when fully loaded, their decks are only 12 feet above the waves. BMP suggests a citadel, or secured space below deck where the crew can shut down the engines while they hide and wait for help to arrive or for the pirates to abandon the ship. But even the most secure citadel would be useless if even one crew member is left outside.

Read more at: www.maritimesun.com/.../indian-ship-owners-make-their-own-arrangements-to-fight-piracy/ - [Cached](#) -

IV. An anti-piracy action grid: key connecting points

Bilateral, regional, and *ad hoc*

11 January 2011

With a pronounced push towards its west coast by the Somali pirates in 2010, and its peninsular geo-strategic location atop Indian Ocean virtually separating the Gulf of Aden from the Straits of Malacca, India took a multilinear approach to tackling piracy. More active naval patrolling through joint action, though critical, is but one of the prominent lines in an emerging Indian anti-piracy action grid. India is now actively engaged in promoting consultative mechanisms and joint actions that factor piracy into the existing fora and encourage a non-military approach to manage or mitigate the risk of its spillover into the Indian Ocean.

The fifth largest in the world, the Indian Navy takes joint exercises with all the major navies of the world that either already cover or can adopt anti-piracy operations. This includes the littoral navies as well as navies of countries that depend upon an uninterrupted global supply chain of seaborne trade. Maritime security is an important dimension of India's bilateral relations with all Indian Ocean Littoral states and almost all regional bodies based in or bordering the Indian Ocean region. - ranging from the SAARC, BIMSTEC, ARF, ASEAN, GCC, SADC and the AU to which India has now added a new I-AF and a reactivated IOR- ARC.

Read also statement by Foreign Secretary Nirupama Rao on 28 July. Op.cit.

Russia: strengthening traditional cooperation in defense

18 January 2011

The maritime environment in the Indian Ocean region amidst the enlarging threat of piracy was on the agenda of talks on 17 January between the visiting Commander-in-Chief of the Russian Navy Admiral Vladimir Sergeevich Vysotskiy and the Chief of the Naval Staff Admiral Nirmal Kumar Verma. Visiting India at the invitation of his counterpart, the Russian Commander in Chief discussed possibilities for the two navies to cooperate in fighting piracy. India, like Russia, operates independently in the Gulf of Aden region against piracy.

Detailed discussions included the training of Indian naval personnel for the operating the INS Vikramaditya aircraft carrier (formerly the Admiral Gorshkov) that is expected to be inducted into the Indian Navy by the end of 2012. The possibility of regularizing the navy-to-navy interaction with "staff talks" and the feasibility of enhancing the scope of the Indra series of joint naval exercises between the two countries was taken up.

Defence cooperation between Russia and India goes back over 50 years with recent moves towards a strategic partnership with joint developmental projects such as the BrahMos cruise missile and the latest agreement for jointly developing a Fifth Generation Fighter Aircraft. The Indian and Russian navies have regularly conducted the Indra joint exercises since 2003, with five editions held so far. The last exercise Indra-2009 was conducted off Goa, while the guided missile frigate INS Beas made a port call at St. Petersburg in Russia last year.

Read more at: rusembassy.in/index.php?...2211%3Aindian...bilateral-relations... - Cached

USA: exploring a joint bilateral mechanism

19 July 2011

Progress in bilateral Indo-US defense cooperation, combating piracy, engagement in maritime

security, defending freedom of navigation, and a US welcome for India to chair a plenary of the Contact Group on Somali Piracy next year were among the topics discussed by Secretary of State Hillary Clinton during her visit to New Delhi on 19-20 July when she met External Affairs Minister SM Krishna. Both sides agreed to continue consultations with regard to the Indian Ocean region in the existing fora, such as Defence Policy Group and its appropriate sub-groups. This sector stands codified in the 2006 Indo-US Framework for Maritime Security Cooperation and since then both countries have cooperated in addressing Somalia-based piracy, disaster relief, illicit trafficking in weapons of mass destruction and enhancing maritime domain awareness. Of all the navies in the world, the Indian Navy has held the maximum bilateral joint exercises with the US Navy.

The US State Department is reported to have approached the Indian Ministry of Defence in March this year for a bilateral maritime security framework involving joint mechanisms against piracy in the sea lanes from the Gulf of Aden to Strait of Malacca, multi-lateral exercises and close cooperation between the two Navies in the Indian Ocean and the Pacific. A key element in this offer is to fight

Somali pirates now operating just 500 nautical miles from the Indian coastline and increasing their activity in the Nine Degree Channel off Lakshadweep. The bilateral cooperation under consideration, even if limited to fighting piracy, would necessarily involve sharing of secure codes, logistics and command and control. These are among the issues that withheld India from placing its naval operations under the chain of command for the US and NATO led multinational task forces in the Gulf of Aden and the Horn of Africa region.

Read more at: www.indianexpress.com/news/lets-fight...us-to-india/761712/ - [Cached](#)

still4hill.wordpress.com/2011/.../secretary-clintons-remarks-at-u-s-india-strategic-dialogue/ - [Cached](#) –

Norway: alternative sea routes and willingness to contribute to operations in Western Indian Ocean

2 Mar 2010

With the sixth largest merchant fleet in the world, providing vital maritime services all over the globe, Norwegian-controlled ships calling frequently at India's long coastline ports, and the Royal Norwegian Navy becoming one of Europe's most modern, Norway is capable and willing to contribute to anti-piracy operations in the western Indian Ocean.

“Taking a direct route from Europe to Asia straight across the Arctic may reduce the distance between Rotterdam and Yokohama by 40% compared with sailing through the Suez Canal. The result would be a significant overall reduction in emissions from maritime transport and an increase in vessel productivity. Already today some 300 oil tankers sail from the oil fields in the Pechora Sea off northwestern Russia every year, crossing the Barents Sea towards European and global markets,” said the Minister of Foreign Affairs of Norway Jonas Gahr Store on March 2 at the Institute for Defence Studies and Analyses in New Delhi.

The Foreign Minister drew attention to the melting of the polar ice in the Arctic region as opening up new potential shipping routes in not too distant future and possibly by 2040. In meeting challenges like climate change and piracy that call for civil-military cooperation, Norway, Russia, Sweden, Finland, Denmark and Iceland have developed innovative new and schemes for High North cooperation in the Barents region. With the USA and Canada within the framework of the Arctic Council – it is now the only circumpolar cooperation forum in the north.

Read more at: www.regjeringen.no/en/dep/.../maritime_safety.html?id... - [Cached](#)

Australia and New Zealand : participating in India led MILAN

4 February 2010

The Royal Australian Navy (RAN) and New Zealand participated in MILAN hosted by India to safeguard the Asia-Pacific sea lanes from poaching, piracy and terrorist activities, promote interoperability to the extent possible and engage in joint search and rescue and humanitarian operations. “The Indian Navy has experience of combating piracy in the Gulf of Aden and the Australian Navy has maritime experience, which they can use to work together to solve the problems,” said Lieutenant Commander Shane Doolin, the commander of HMAS Glenelg joining MILAN with the navies from Singapore, Sri Lanka, Thailand, Australia, Bangladesh, Indonesia, Malaysia and Myanmar, and representatives from navies of Brunei, Philippines, Vietnam and New Zealand the Asia Pacific Region.

Asked about MILAN, New Zealand's Maritime Component Commander Commodore Ross Smith said, "Indian Ocean is your (India's) ocean. You need to man it. We are always looking for opportunity for joint exercises with Indian Navy, which is big in size," he said. MILAN (that means a get-together in Hindi) was initiated by India with navies of 5 countries participating in its first joint exercise in 1995. Since then it has been held in 1997, 1999, 2003, 2006, and 2008 with a larger participation in each exercise. Its areas of concern have grown from disaster and humanitarian relief to smuggling, drug trafficking and other sea-borne problems facing the Asia-Pacific region with piracy dominant in the MILAN 2010.

Read also: news.rediff.com/.../milan-exercise-to-become-asia-pacific-taskforce.htm - [Cached](#) –

Seychelles: a strategic island nation with an anti-piracy agenda

24 February 2011

India has deployed a Dronier maritime patrol aircraft at Victoria and provided Seychelles with two Chetak maritime choppers for its anti-piracy patrol tasks in the Indian Ocean Region (IOR) besides guarding its EEZ. India and the Seychelles agreed to enhance cooperation in maritime security after a two-day visit by defense minister A K Antony to the island nation in July 2010.

“Maritime Security: the Seychelles Experience to Fight Piracy,” was discussed at an international conference organized by the British Foreign and Commonwealth Office in London on 7-10 July 2011. Devoted to “Building Local Capacity for Maritime Security,” the Conference was attended by high-level representatives and technical experts from the EU, NATO, IMO and RECAAP as well as country representatives from Denmark, India, Kenya, South Africa, and the USA. Representing the High Level Committee on Piracy in Seychelles, Jacques Belle reviewed the progress in fighting piracy since the first attack in February 2009 with plans to host a Regional Piracy Unit.

Located close to India's Western chain of islands, Seychelles has recently signed Memorandums of Understanding and Prisoner Transfer Agreements with the various Somali authorities, and harmonized its national legislation to bring it on line with UN Convention on Law of the Sea.

With the financial and technical help of the UNODC, Seychelles is more at ease as an island nation to house regional courts to try pirates whereas Kenya is facing some issues over extending the country's piracy trial court facilities to countries from the EU and the USA that would allow them to take the prisoners to Mombasa or other courts for prosecution.

Read more: <http://timesofindia.indiatimes.com/india/Indian-Navy-deploys-surveillance-aircraft-in-Seychelles/articleshow/7564087.cms#ixzz1EvVcWp7N>

China: maritime rivalry and anti-piracy *ad hocism*

6 May 2011

Maritime rivalry is as real a constraint as the inevitability of a functional collaboration between India and China to safeguard the SLOC's in the Indian Ocean and the South China Sea. Projected to account for nearly half of a threefold increase in global energy demand by 2020, India and China have a shared interest in the uninterrupted passage of oil tankers from the Middle East through the Indian Ocean. Seaborne trade is growing significantly between India and China. The latter recently entered into a new \$100 billion bilateral trade target with India by 2015, up from \$60 billion in 2010. In parallel, India and China each are heavily committed to assist Bangladesh for modernizing and expanding the docking facilities of the over-crowded Chittagong, a strategic piracy-prone port en-route shipping lanes on Indian East Coast and China through, beside, and beyond the Straits of Malacca.

In May 2011, the Indian Navy neutralized a Somali pirate attack on the Chinese vessel MV Fu Cheng some 450 miles off the Karwar coast of Karnataka. An Indian aircraft already on anti-piracy patrol in the area responded within 30 minutes to an SOS by the 24 Chinese crew who barricaded themselves in safe rooms while the pirates took control of the ship. Until the pirates left the ship, the Indian aircraft repeatedly strafed the deck of Fu Cheng with radio messages to the pirates to release any hostages and leave or face the NATO, Chinese, and Indian war vessels only moments away.

A year earlier, at the third Sino-Indian Annual Defence Dialogue in Beijing, both sides decided to maintain the tempo of high level exchanges and send officers for courses in each other's military training institutes. Led by the Defence Secretary Pradeep Kumar of India and the People's Liberation Army Deputy Chief of the General Staff Gen. Ma Xiaotian, the two sides also agreed to information sharing in conducting anti-piracy measures in the Gulf of Aden, and begin groundwork for a joint military exercise in China in 2011. In April 2009 four Indian warships visited Quindago for the Chinese International Fleet Review and the Chinese warship Schenzan visited Kochi after an anti-piracy drill.

Read more at : www.idsa-india.org/an-aug9-9.html *Cached.* www.bbc.co.uk/news/world-south-asia-12006092 - *Cached.*

www.whiteoutpress.com/.../china-urges-ground-troops-to-stop-pirates421/ - *Cached.*

www.thehindu.com › News › National - *Cached*

www.menasaforum.ae/research.../Oxford_Analytica_INDIA_CHINA_Friendly_gestures_mask_competition_at_sea_tmp77F.pdf.

Also see forthcoming: "Maritime Piracy in the Bay of Bengal," an OBP study.

India- Pakistan: rescue of each other's nationals from Somali pirates

29 June 2011

It took 10 months and 2.1 million dollars in ransom to rescue the 22 crew members of MV Suez taken hostage by the Somali pirates on August 2, 2010. Only 4 of the hostages are citizens of Pakistan. There the Ansar Burney Trust, run by a former federal minister for human rights, actively negotiated for the release of the entire crew with 11 Egyptians, 6 Indians and 1 Sri Lankan. Pakistan repatriated all the rescued crew to their countries within days of their release from long captivity. A week after the return of its rescued citizens, India repatriated the 5 Pakistanis it rescued from the Somali pirates in March 2011 along with 12 Iranians aboard the

fishing trawler Al Murtaza. The Iranians went home while the Pakistanis remained in an Indian prison in Bombay for close to 3 months before returning home.

Speculation continues on whether the procedural delays in return of the rescued Pakistanis had something to do with their being from Sind and Baluchistan, the latter being a known home base for a separatist movement with some sympathizers in India. The Indian Government has not clarified its role in the ransom paid by the Ansar Brunei Trust to rescue its citizens. Much clearer are the public expressions of gratitude for Pakistan from the rescued Indian crew and their families. And vice versa from the families and rescued Pakistani crew by India.

Taken from "Citizen diplomacy in India- Pakistan rescue of each other's nationals from Somali pirates" in obp-india, org. .

South Africa: spurred into action by direct exposure

16 May 2011

"Somali pirates, rather than Zimbabwe's political instability, poses the biggest threat to Southern Africa's security," said Defence Minister Lindiwe Sisulu in April this year. Lieutenant-General Carlo Gagiano, Chief of the South African Air force (SAAF) is now on an "urgent and important" mission to replace the SAAF's 68-year-old Douglas C47 Dakota by new aircraft more suitable for maritime surveillance to bolster their anti-piracy capacity.

Last September, South Africa hosted IBSAMAR in the international waters off Durban for two weeks with warships, aircraft and helicopters from India, Brazil and South Africa (IBSA). The second in a series started in 2008, IBSAMAR includes anti-piracy drills, visit-board-search-seizure operations and anti-air and anti-submarine exercises. Founded in 2003 at India's initiative, IBSA is essentially a tri-continental political grouping with a recent accent on anti-piracy in its agenda. During the IBSA summit in Brazil in April 2010 all its three partners agreed to establish a trilateral satellite programme for general observation. It could have anti-piracy applications such as monitoring sensitive shipping lanes, and land borders, to help prevent coastal and land frontier incursions by profiteers like illicit arms traffickers, drug smugglers and pirates.

With the global merchant fleet trying to avoid the high piracy Gulf of Aden, 30% of the Persian Gulf oil now sails around the Cape of Good Hope and the tanker traffic on this route has gone to 100 a month compared to 30-50 a decade earlier. Despite its strategic location between the Indian and Atlantic Oceans, South Africa resisted prodding by the Southern African Development Community (SADC) from assuming an active anti-piracy role until later in 2010 when Somali pirates, chased off the Gulf of Aden, moved southward to target more ships in the Mozambique Channel in waters around Seychelles, Mauritius, Madagascar, Tanzania and Mozambique.

Added piracy risk pushed up insurance costs by roughly \$30,000 a day and resulted in shipping to be diverted elsewhere. Indian coal importers accounting for 30% South Africa's lucrative coal export market, and citing piracy risk, started buying coal from Australia and Russia to avoid the Indian Ocean. Or to taking a costly additional three days of sailing to diverting ships around Madagascar, away from Somalia's coast and straight to Tuticorn at India's southern tip.

*Read more at: www.leadershiponline.co.za/articles/politics/1318 - *Cached.**

Denmark: expanding ties between ship-owners and training of sea-farers

4 January 2011

Tackling piracy jointly and enhancing the supply of Indian seafarers for the shipowners figured prominently at a seminar in New Delhi between the Danish Shipowners' Association and the Indian National Shipowners Association. The event coincided with a visiting delegation headed by Brian Mikkelsen, Minister for Economic and Business Affairs to look into investment opportunities into terminals, ports infrastructure and shipping in India. The visit and the seminar was a follow up of the decisions taken at the first session of the India – Denmark Joint commission for Cooperation held in New Delhi on 14th December 2010. “As agreed the Joint Working Group on Shipping formed under this Joint Commission will consist of business leaders and participants from government agencies involved in shipping. The group will *inter alia* explore cooperation in areas such as best practices in ship design and maritime training and education.

“The number of ships under the Danish flag has...increased despite the economic melt down,” said Mr. Brian Mikkelsen in drawing attention to the expected growth of Indo – Danish trade by 8 per cent. “But piracy continues to be a real threat to maritime world and the maritime industries. It is essential to combine our efforts to fight piracy.” He emphasized the need of education and training for sea-farers in “raising the quality of seafarers and add value through continuous improvement in effective operation of vessels and ensuring their safety” by matching technology with talents while undertaking various projects.”

Read more at : www.maritimeprofessional.com/...fight-piracy.../Indo-Norwegian-pact-to-fight-piracy-develop-ship.aspx - *Cached*

Kenya: keen on Indian cooperation for a broader approach

24 May 2011

“Its proximity to this region also opens a window to support the African Union’s comprehensive strategy on maritime security,” said President Mwai Kibaki of Kenya while lauding India’s role in fighting piracy. Speaking at the second India- Africa Forum Summit 2011 in Addis Ababa, the President said that piracy, waste toxic dumping, and illegal fishing were among the many challenges facing the Horn of Africa that remains fragile due to numerous threats to international peace and security.

Sharing a 680 km long and porous border with Somalia, and home to a large Somali population, Kenya is trebly vulnerable:

- To the direct spillover of Somali piracy hitting its fishery and tourism;
- To the indirect impact of ransom money laundering on property prices and the banking system.
- To an overstretch by international efforts to make it a hub of anti-piracy actions. Two years ago, the Central Bank in Kenya found more dollars floating around in the economy than it could account for.

In June 2010, with donations by Australia, Canada, the European Union, France, Germany, and the United States, the UNODC Counter-Piracy Programme built a new high-security courtroom in Mombasa to try cases of maritime piracy. UK, USA, Canada, Denmark, China, India, Japan and NATO are among those who approached and or were granted a facility by Kenya to accept and prosecute suspected pirates captured by them. Kenya is getting wary of this

arrangement because of the high cost of trials and the disruption they cause to the judicial system.

India is likely to ease its share of the strain on Kenya to prosecute pirates and concentrate more instead on the safety of the sea lanes between the East Coast of Africa and West Coast of India. Since May this year, the Indian Government is reported as asking the Navy not to arrest any more pirates and not to bring them to India's mainland. Instead the Navy may deploy a strategy to "hold, disarm and leave," by taking away the "piracy triggers" items such as rope, ladder, arms and ammunition and escorting them out of Indian water. Investigating officials for the pirates in Indian custody agency said the Indian approach towards piracy itself was being recast and not just because of pirates targeting Indian sailors. The pirates in Mumbai were of "no value at all" to security agencies as "they are not terrorists" but need to be looked after nevertheless.

Bilateral trade between Kenya and India registered a growth of 145 % in the last 4 years: from \$ 625 million to \$ 1,530 with a little less than 3 fold increase in Indian exports to and almost a doubling of imports from Kenya.

Read also: in.news.yahoo.com/kenya-affected-somalian-piracy-wants-indian-cooperation-034632610.html - India - [Cached](#)

Somalia: India offers to invest in job creating projects for pirates in Somalia

31 March 2011

"We have suggested to the Somali government through its Deputy Prime Minister that they should endeavor to create more jobs by taking up projects which the Government of India would be willing to help in implementing," Minister for External Affairs SM Krishna said after his talks in New Delhi with visiting Somali Deputy Prime Minister Abdiweli Ali. Mr. Ali is reported to believe that the piracy stems out of social restlessness and unemployment, which is very high in Somalia. Job opportunities for young men and could be particularly created in coastal areas where piracy is rampant.

In June this year, Somalia's Ambassador to India Ebyan Mahamed Salah appealed to the Somali pirates to release the 7 Indian seafarers they were still holding back after releasing the other 8 captured aboard Panama-flag MV Asphalt Venture in September 2010. Ambassador Ebyan earlier visited the Somali pirates detained in Mumbai and asked for their return to Somalia for trial if they were guilty and deal with them with sympathy if they had committed no crime.

Of the 105 Somali pirates detained in Mumbai, a majority were in their 20's and 30's, very few in their 40's and some in 18-19 age group. Profit motivated pirates are not always the sole or major beneficiaries of multimillion dollar ransoms they get for releasing the sea-farers they take as hostages. The share of the ransom they collect ranges between 28-30 % when the piracy is conducted with the help of mother-ships and advance alerts about expected location of an inadequately protected ship they are hired to attack.

Read more at: indiannugget.blogspot.com/2011/04/india-offers-to-employ-somali-pirates.html [Cached](#)

www.somaliareport.com/.../Somali_Ambassador_to_India_Wants_Pirates_Back?... - [Cached](#)

[IOR-ARC: a connecting link in an anti-piracy action grid](#)



Map from http://en.wikipedia.org/wiki/File:IOR-ARC_Map.PNG



The Indian Ocean Rim Association for Regional Cooperation (IOR-ARC) is emerging as a likely transoceanic and transcontinental link for India's anti-piracy action grid. In 2012, India will be holding the rotating chair of this 23 nation grouping of members and dialogue partners. The full members of IOR –ARC are Australia, Bangladesh, India, Indonesia, Iran, Kenya, Madagascar, Malaysia, Mauritius, Mozambique Oman Singapore, South Africa, Sri Lanka, Tanzania, Thailand, United Arab Emirates and Yemen. China, Japan, France, UK, Egypt are dialogue partners. Australia and South Africa foresee Pakistan joining it in not too distant a future on some shared understanding with India about the criteria of admission for new members. The seven founding members of IOR-ARC in 1997, including India, set up no strict criteria for membership. Following a request in 2009 by Philippines to join it, IOR-ARC has commissioned a working group to determine the criteria for membership.

Launched in March 1997 as essentially an economic grouping, the IOR-ARC remained dormant partly because its members traded more outside the group than within it. The absence of a clearly defined issue to pool their political energies further added to its collective lethargy. This began to change once a shared interest in its geostrategic potential became evident in safeguarding of the sea-lanes from a vigorous revival of piracy in the middle of this decade. If a wish list of partners were to be drawn today to tackle piracy as a continuum from the Gulf of Aden to the African east coast off Somalia, through the Indian Ocean to the Straits of Malacca over the South China Sea into the Pacific Ocean, it could readily use the membership directory of the IOR-ARC.

Somewhat hesitant in the past to see the IOR-ARC turn into other than an economic grouping and not too keen to step openly into a Sino-Indian maritime rivalry arena of the Indian Ocean, Australia is talking loud and clear on both counts. "Indian Ocean shipping routes are vital to Australia's economic interests, particularly for the energy and resources that meet rising demand in the Middle East, India and China. The security of its waters goes to the heart of Australia's national interests," said Australia's Minister for Foreign Affairs and Trade Honorable Stephen Smith after the last meeting of the IOR-ARC at Saana in Yemen in August 2010 when

Australia was elected as a Vice Chair to succeed India as the Chair for 2013-14. “Over the last three years, Australia has placed India in the front rank of Australia’s international partnerships. India, the world’s largest democracy, has emerged in recent years as a significant global power, both politically and economically. Recognizing the importance of India’s rise for Australia’s national interests, and the strong convergence of interests and values that we share, we lifted the status of our bilateral relationship to a Strategic Partnership last year,” added Honorable Smith.

The 2010 Saana meeting of the IOR-ARC agreed on supporting Yemen's initiative to establish a regional anti-piracy center in Yemen that currently holds the rotating chair for 2 years until 2012 India takes over. Indian preparedness to assume that role is preceded by high level policy planning consultations dating back September 2009 after its participation in a meeting in Saana where Yemen announced its interest in hosting a regional anti-piracy center.

With half the world’s containerized freight, a third of the bulk cargo and two-thirds of oil shipments using its sea-lanes, the importance of the Indian Ocean is a given in India’s maritime planning be it for economic, political, or strategic considerations. In a recent instance of an operational linkage between its security and maritime order in the Indian Ocean, India decided to set up a Far Eastern Naval Command (FENC) off Port Blair on the Andaman Islands to cover the entire Andaman Sea between the Bay of Bengal and the Malacca Strait. Scheduled to be fully developed by 2012, FENC will have a chain of small anchor stations and three main bases between Narcondam to Indira Point in the eastern Indian Ocean waters around Sri Lanka. Reported to have been quietly nodded at by Russia and the USA, the FENC model is somewhat similar to a strategic presence in the Black Sea by Russia and the US naval base at Hawaii.

Relating the concept of an Indian Ocean arc to the IOR-ARC initially took shape in a brainstorming meeting of Policy Planning Division in the Ministry of External Affairs after the 2009 meeting in Saana in which India was represented by Shashi Tharoor, India’s Junior Minister for External Affairs. Top officials of the ministries of external affairs and defense, experts associated with leading experts in think tanks and representatives of industry took part in devising a multi-faceted strategy to activate the IOR-ARC for making a diplomatic footprint through an expanding Indian Ocean arc to build upon a shared interest in keeping the world’s oceans beyond piracy. Among those who contributed to the policy planning brainstorm were Foreign Secretary Nirupama Rao, Former Foreign Secretary and President of the Observer Research Foundation (ORF) Maharaj K. Rasgotra, Director-General of the Institute for Defence Studies and Analyses (IDSA) Narendra .K. Sisodia, President of the Indian Council of World Affairs (ICWA) Ambassador Sudhir Devare and representatives of India’s Federal Chamber of Commerce Industry.

Swadesh M Rana. Former Chief. Conventional Arms Branch Department of Disarmament Affairs United Nations. New York, 14 August 2011