





Security Class 11

4th May, 2024 at 9:00 AM

BORDER MANAGEMENT: (9:12 AM)

- A border is an artificial or natural line that separates geographical areas.
- Borders are political boundaries, that is it outlines an area that a particular body controls.
- It also means that the sovereignty of the region extends to the region within its borders.
- **Borders can be classified as:**
- Open Borders.
- Controlled Borders.
- and Fortified Border.
- **Alternatively**, they can even be classified as **Hard borders** or **Soft borders**.
- **Evolution of India's Borders and the need for Border management:**
- Prior to 1947, the Indian subcontinent was a political whole.
- The **hastily** imposed partition divided the integrated landmass into new political entities.
- Some of these borders were unambiguous, while some faced the issue of demarcation and **delimitation**.
- These artificial boundaries cut across regions housed by inhabitants of common ethnicity.
- Hence, India cannot simply apply a **security template** to manage its borders.
- Therefore, there is a need for Border management.
- **Border Management:**
- Border Management means the development of border areas to **transform them into zones** promoting cultural and economic cooperation, in addition to border security.
- Border security merely means the act of safeguarding a country's political economic and social interests from external threats.
- **Types of Borders in India:**
- 1. Land Borders.
- 2. Coastal Borders.
- In terms of the administrative setup, the Ministry of Home Affairs has a dedicated Border management division that looks after both land and coastal border management.
- **Land Border Management in India:**
- India shares land borders with 7 nations:
- Pakistan.  BSF
- Bangladesh. 
- China. ITBP
- Nepal.  SSB
- Bhutan. 
- Myanmar. Assam Rifles
- Afghanistan (Through POK: Wakhan Corridor).

- **India shares 2 types of land boundaries with its neighbors:**
- 1. International Borders.
- 2. Line Of Control (LOC) /Line Of Actual Control (LAC).
- **LOC with Pakistan:** With Pakistan **Radcliffe line**, was unambiguous.
- It was extended upwards from Punjab after the Maharaja of Kashmir acceded to India followed by a Pakistani invasion.
- This led to the signing of a **ceasefire agreement in Karachi in 1949**, the result of which is called the **ceasefire line**.
- **This ceasefire line after multiple realignments especially after the 1971 war is now the Line Of Control.**
- **LAC and McMahon Line with China:**
- With China, India shares 3 land fronts: **Western, Middle and Eastern.**
- Post 1962 war, the western front was turned into LAC in the Ladakh region.
- The middle front is the least contested.
- The McMahon line on the eastern front is not recognized by China.
- **These 2 types of land boundaries present 2 different types of threats.** Across the international borders, the threats are mainly unconventional. For example, trafficking, and smuggling, while in LOC/LAC, the threats are mainly conventional, that is territorial expansion.

INDIA'S APPROACH TO LAND BORDER MANAGEMENT: (10:04 AM)

- Border management in India includes both security and developmental aspects.
- **Border Security/ Border guarding mechanisms:**
- **I. The Home Ministry has designated a specific border guarding force for each of India's land borders:**
- Pakistan: BSF
- Bangladesh: BSF
- China: ITBP
- Nepal: SSB
- Bhutan: SSB
- Myanmar: Assam Rifles.
- **Border Outpost:**
- Border guarding forces deploy border outposts for "**Area Dominance**".
- This area's dominance is achieved through constant patrolling.
- Along certain borders, especially with Bangladesh, we also have floating border outposts.
- These deployments are essentially defensive.
- **Integrated Checkposts:**
- These are authorized checkpoints, to control the movement of goods and services and People, by providing transit facilities: **Land Customs Stations (LCS)**, and **Immigration checkposts.**
- **II. Border Infrastructure (Security):**
- For border security infrastructure, we have the **Border Infrastructure Management (BIM) Scheme.**
- It is a **central sector scheme**, that seeks to enhance border security through the development of border infrastructure such as Fences, Roads, **Floodlights**, etc.
- It also seeks to deploy technological solutions where physical fencing is not possible.
- **a) Border Fencing:**
- Patrolling is carried along border fences at most parts of Bangladesh and Pakistan borders, and limitedly along the border with Myanmar.
- These fences are flood-led and in some cases also electrified.

- **b) Comprehensive Integrated Border Management System(CIBMS):**
- It shall help India overcome challenges posed by riverine terrains, swamps, marshes, and other inhospitable areas, that hinder physical movement, and finally cover an 1855 km stretch with Pakistan and Bangladesh.
- **It is a robust technological solution to address gaps in border security by integrating 3 things:**
 - 1. Human Resources.
 - 2. Weaponry.
 - 3. Hi-tech surveillance systems, such as thermal imagers, Infrared, and laser-based intruder alarms, Aerial surveillance mechanisms, unattended ground sensors, radars, etc, working under the state-of-the-art command and control center.
- **III. Border Area Development Plan:**
- *Launched in the years 1986-87.*
- *It was launched for the Western front initially (Rajasthan, Gujarat, and Punjab).*
- *The scheme aims at facilitating infrastructure so that BSF forces can be easily deployed.*
- *Later on, the mandate expanded. It includes the construction of schools, hospitals, and other civic services.*
- *It will implemented in a decentralised manner, enrobing Panchayati Raj.*
- *Funds under the scheme will be non-lapsable.*

ISSUES AND CHALLENGES CONCERNING BORDER MANAGEMENT: (10:56 AM)

- **1. Artificial boundaries:**
- **Susceptibility** of people to be **swayed** by agents adversarial to the country's interest.
- **2. Undefined border and multiple border disputes** especially concerning LOC, LAC, and McMahon Line.
- **3. Multiplicity of forces:** India has multiple guarding forces: BSF, ITBP, SSB, and Assam Rifles and in addition Indian Army.
- These agencies have different standard operating procedures, which affects coordination.
- **4. Infrastructural challenges:**
- There exists significant border infrastructure asymmetry, especially in comparison with China.
- The BRO was overstretched beyond its capacity and the lack of privatization in the states hurts India's border infrastructure, especially logistics.
- **5. Porosity of Borders:**
- Porous borders with India's neighboring countries make border regions a hot belt for insurgency and trafficking.
- **6. Vicinity to disturb regions:**
- For instance, the proximity of both the Death Triangle and **Death Crescent** makes India both a market and a transit route for drug trafficking.
- India's open border policy with Nepal.
- **7. External State Actors:** Hostile external state actors in collusion with non-state actors have been both overtly and covertly supporting instability on both the eastern and western fronts.

INDIA'S COASTAL BORDER MANAGEMENT: (11:37 AM) (Imp.)

- India has a 7500km long coastline with about 13 major ports, roughly 242 minor ports (These numbers are subject to change), around 1400 ~~km~~ of coastal island groups, around 3300 coastal villages, and about 135 establishments related to atomic energy, Defense, Petroleum and shipping centers along our maritime borders.
- Consequently, several threats emanate from a security perspective, including:
 - Piracy
 - Capturing of high-value targets.
 - Infiltration.
 - Attacks on Offshore installations.
 - Port security, etc.
- Since the 26/11 attacks, coastal security has become a high priority in the national security agenda. Consequently, India has taken several steps.
- **1. A 3-tier security architecture:**
 - a) Indian Navy (The **overarching** body).
 - b) Indian Coast Guards (a specialized force for both maritime and inland surveillance).
 - c) Coastal police
- **2. Coastal Security Scheme:**
 - The scheme envisages the creation of coastal police stations to compound the patrolling capability of the **ICG** and also envisages the installation of surveillance infrastructure such as an Automated Identification System, radar system, etc.
- **3. In addition, to seek a convergence of the 3 forces, the Indian government has taken the following steps:**
 - a) Joint operation centers, for command and control of ^{coastal} security.
 - b) Joint exercises: **Operation Sagar Kavach**, a biannual exercise of the Navy, ICG, and Coastal Police.
 - c) **Operation Sajag**, an exercise of ICG, that also involves stakeholders from the Navy, coastal police, port authorities, and Customs bodies.
 - d) Exercises for the involvement of the fishermen community.
 - To ensure that the fishermen's community becomes the eyes and ears of the coastal security apparatus, **the Indian Navy and Coast guards engage in awareness programs and other exercises like:**
 - Issuing ID cards to fishermen with a centralized database.
 - Registering fishing boats, and
 - Equipping them with instruments for identification and ^{tracking.} ~~dragging.~~
 - e) For training, we have now set up a **National Academy of Coastal Policing.**

ISSUES AND CHALLENGES CONCERNING INDIA'S COASTAL BORDER MANAGEMENT: (11:59 AM)

- **1. Lack of Coherence:**
 - There is a lack of coherence between maritime agencies, when it comes to forming a consensus, on priorities and even the understanding of coastal security.
 - It is argued that the Indian Navy tends to view major initiatives such as Joint exercises, the Establishment of **N3CIN** (National Command and Control Communications Intelligence Network), Coastal Radar Chains, etc as the building blocks of security.
 - However, ICG argues that problems are structural and cannot be addressed through technology alone.

- **2. Apathy of the state governments:**
- Except for **TN**, state administrations, have not adequately responded to their coastal security needs.
- For example, in Andhra Pradesh, since the creation of 21 coastal police stations in 2009, only 6 have concrete buildings.
- The Public Accounts Committee of Maharashtra pointed out that 33% of coastal Police stations were still working in progress.
- **3. Lack of an apex National authority:**
- There are more than a dozen maritime agencies without a full-time coastal security manager.
- The coastal security bill that proposed a **National Maritime Authority** has not been passed since 2013.
- The **National Centre for Sustainable Coastal Management (NCSCMS)** is an ad-hoc arrangement.
- **4. Port Security:**
- Across India's maritime security architecture, port security remains the most neglected area, as many as 190 minor ports of India have minimal security cover and 75 have no security cover at all.
- There is a complete absence of a comprehensive commercial maritime security policy.
- There is also an absence of legal obligations on port operators to provide Security Act port terminals.

THE SYLLABUS HAS BEEN COMPLETED.

→ The proposal for creating a Coastal Border Police Force has also seen the govt. dragging its feet on it.