

HISTORY, GEOGRAPHY AND TOPOGRAPHY OF THE BORDER & COASTAL AREAS

Period : Two

Type : Lecture

Conduct : ANO/CTO

Training Aids

1. Computer, Slides, Projector, Charts, Pointer, Black Board and Chalk

Time Plan

2. This Lec will be conducted in the following three parts:-

- | | |
|--|-----------|
| (a) Introduction | - 05 Mins |
| (b) Part I- Types of Borders | - 30 Mins |
| (c) Part II- Historical Borders | - 25 Mins |
| (d) Part III- Geography and Topography | - 18 Mins |
| (e) Conclusion | - 02 Mins |

Introduction

3. A nation acquires its identity through its geographical borders as we observe it through a political map of that country. Similarly all the people residing within a geographical border are identified as citizens of that country. Our study of history tells us that these borders are not permanent in nature and has been changing over a period of time. World War I and II took place because Germany wanted to rule the world and wanted to expand its borders. On the other hand when disintegration of erstwhile USSR took place, several small countries with their own geographical borders emerged. India too shares its borders with Pakistan and China with ongoing disputes and differences and past hostilities. In this background it is important to learn about our own borders, its history, geography and topography.

PART I -Types of Borders

4. **Geographical Borders.**

(a) **Land Borders.** India shares borders with land borders with Afghanistan, China, Bhutan, Nepal, Pakistan in the north or north-west, and Bangladesh and Myanmar in the east. We will learn about them one by one.

(i) **Afghanistan**. Located in Central Asia, Afghanistan shares 106 kms border with India, which presently exists in POK.

(ii) **Bangladesh**. India and Bangladesh share one of the longest borders in the world and it covers a length of 4,156 km and has a coastline of 580 km. The Bangladesh states of Rajshahi, Dhaka, Chittagong, Khulna, Rangpur and Sylhet, share their borders with India.

(iii) **Bhutan**. The Bhutan–India border is an international border which is 699 km long, and along the Indian states of Assam (267 km), Arunachal Pradesh (217 km), West Bengal (183 km), and Sikkim (32 km).

(iv) **China**. The world's most populous country is spread over an area of about 95,96,960 sq km. Indo-China Border of 3,488 km runs along the Himalayan mountain range, at altitudes ranging from 9,000 ft to 18,700 ft in the Western, Middle and Eastern sectors of the Indo-China Border.

(v) **Myanmar**. Myanmar is located to the south and east of the states of Mizoram, Manipur, Nagaland and Arunachal Pradesh in North-East India. The Indo-Burmese border stretches over 1,643 kilometers. In addition to the long land border, India and Myanmar also share a maritime border along India's Andaman Islands.

(vi) **Nepal**. The India–Nepal border is an open international border running between India and Nepal. The 1,751 km long border includes the Himalayan territories as well as Indo-Gangetic Plain. The current border was delimited after the Sugauly treaty of 1816 between Nepal and the British India.

(vii) **Pakistan**. Indo-Pakistan Border (3,323 Km) runs along the states of Gujarat, Rajasthan, Punjab, and Union Territories of Jammu & Kashmir and Ladakh.

(b) **Maritime Borders**. India has 12-nautical-mile territorial maritime zone and 200-nautical-mile (370 km; 230 mi) exclusive economic zone (EEZ) along its coastal region. It has more than 7,000 Km maritime border shared with seven nations, Bangladesh, Indonesia, Malaysia, Myanmar, Thailand, Sri Lanka, Maldives and Pakistan.

(c) **Aerial Borders**. Aerial borders cannot be physically demarcated. It is an imaginary line contiguous and vertically above in space to a country's land and maritime borders. During peacetime, the neighbouring countries have agreement and allow passenger and cargo air flights into each other's air space. During peacetime, they do not permit movement of military aircraft and if such infringement takes place, it is termed as 'Air violation'.

5. **Based on Demarcation.**

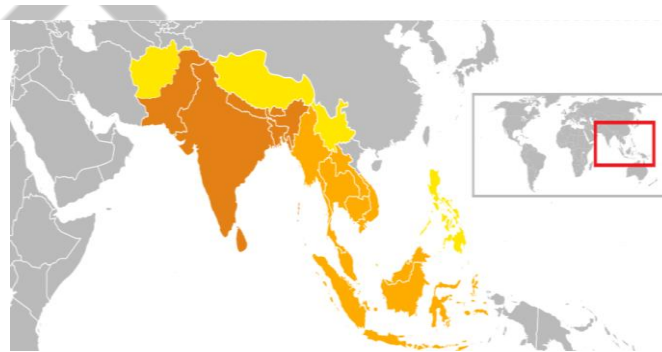
(a) **Demarcated.** When there is agreement and understanding between two countries, a geographical survey is carried out and the border is clearly identified on ground with no dispute between the parties. Such borders are internationally recognised and usually marked by placing boundary pillars at regular intervals. These boundary pillars are serially numbered for their exact location and identification.

(b) **Un-demarcated.** Borders which are either not clearly defined or accepted by political leadership of two sovereign nations can be termed as un-demarcated borders. These un-demarcated borders are usually the reason for conflict or dispute between the nations because of the varying perception and claim lines. India shares such borders with Pakistan and China which will be covered in later chapters.

PART II - Historical Borders

6. **Pre- Independence.**

(a) **Greater India.** Greater India, is an area composed of many countries and regions in South and Southeast Asia that were historically influenced by Indian culture and languages. The term *Greater India* is used to encompass the historical and geographic extent of all political entities of the Indian subcontinent, and the regions which are culturally linked to India or received significant Indian cultural influence. These countries have been transformed to varying degrees by the acceptance and adoption of cultural and institutional elements of India. Map depicting the same is given below.



(b) **Invaders and Expeditionary Forces.** India has always been a single nation since prehistoric times as *Bharatavarsha* or *Aryabhoomi*. Indian history tells us that our country was ravaged by a spate of foreign invaders who came from the North-west. Porus, Changez Khan, Mohammad Bin Qaseem and Mahmud Ghazni are the prominent raiders about whom we have already studied in school.

(c) **Mughal Dynasty**. Mughal dynasty of Turkic-Mongol origin ruled most of northern India from the early 16th to the mid-18th century. The Mughal dynasty was notable for its more than two centuries of rule over much of India. The borders of India during their rule are given below in map.



(d) **British Rule**. The British came under the garb of East India Company and established the rule by the British Crown on the Indian subcontinent from 1858 to 1947. The region under British control was commonly called India and included areas directly administered by the United Kingdom. You are all aware of the history of freedom struggle which finally culminated into a new country being born on 15 Aug 1947 with its name as India. Map depicting borders during the British Colonial Rule is given below.



History of Coastal Areas

7. In ancient India, coastal India spans from the south west Indian coastline along the Arabian sea from the coastline of the Gulf of Kutch in its westernmost corner and stretches across the Gulf of Khambhat, and through the Salsette Island of Mumbai along the Konkan. And southwards across the Raigad region and through Kanara and further down through Mangalore and along the Malabar through Cape Comorin in

the southernmost region of South India with coastline along the Indian Ocean and through the Coromandal Coast or Cholamandalam. The coastline on the South Eastern part of the Indian Subcontinent along the Bay of Bengal through the UtkalaKalinga region extends until the easternmost Corner of shoreline near the Sunderbans in Coastal East India.

8. People Along Coastal India. The people along coastal India exhibit vast diversity along an underlying commonality as a result of its coastal topography and sea trade between west AsianMediterranean traders along its west coastline.

The region includes Gujaratis in the westernmost region, Kannadigas, Tuluvas, Goans and Maharashtrians along the Konkan coast or the western coastline, Malayalis in its southernmost region of South India, the Tamilians along southern Cholamandalam coast, the Telugus and Oriya people along the South eastern coast through UtkalaKalinga region along the Coromandal coast, and the Bengali people along the easternmost coastline along the Bay of Bengal.

9. Thriving Sea Trade And Intermingling. A Thriving trade existed between the Mediterranean world and Coastal Indian regions. This led to significant intermingling between the people of Coastal India and the west Asian world, particularly along the South West Indian Coastline along the Arabian Sea. Several west Asian communities have also settled and become part of the diversity of coastal south west India.

10. Heritage. The linguistic diversity of Coastal India includes languages of the Dravidian language family including Malayalam, Tamil, Telugu, Tulu and Kannada; languages belonging to the western zone of Indo Iranian language families including Gujarati, Marathi, Konkani, languages belonging to the central zone of the Indo-Iranian language families including Urdu and Persian and languages belonging to the eastern zone of Indo Iranian language family including Oriya and Bengali.

Post-Independence History

11. Unification of Princely States and Jammu and Kashmir. The predominant usage of the term *princely state* specifically refers to a semi-sovereign principality on the Indian subcontinent during the British Raj that was not directly governed by the British, but rather by a local ruler, subject to a form of indirect rule on some matters. At the time of the British withdrawal, 565 princely states were officially recognized in the Indian subcontinent, apart from thousands of zamindari estates and jagirs. In 1947, princely states, which covered 40% of the area of pre-independence India and constituted 23% of its population were merged with India. Some of the important states which joined the sovereignty of Indian Union are Nizams of Hyderabad, Mysore and Travancore in the South, Indore in Central India and Jammu and Kashmir and Sikkim in the Himalayas.

12. Various Wars the country has fought to protect Its Borders.

(a) **Indo-Pak War of 1947 – 48.** The First Kashmir War of 1947 – 48 was a result of the territorial claims of India and Pakistan over Jammu & Kashmir. As per the Indian Independence Act of 1947 – any Princely State that was formerly a part of the British Raj had complete choice of being independent or

join any of the Dominions of either India or Pakistan. Maharaja Hari Singh, a Hindu ruler of the Dogra dynasty, chose to remain independent and away from India and Pakistan until Pakistan aggressively entered his territory in a bid to capture it. Unable to retaliate, he sought the help of India. The then Prime Minister made it clear that Indian troops would fight the war only if Kashmir is declared an Indian territory. The Maharaja made his choice that he would join India on October 2, 1948, so that his people will be saved. A “Document of Accession” was signed on that day and Jammu & Kashmir was officially transferred to India. This was followed by Indian troops landing in Kashmir leading to Sino Indo Pak War 1947-48.

(b) **The Sino – Indian War of 1962.** The Sino-Indian war 1962: took place from 20 October to 21 November, 1962. This border, called the Mac Mohan Line, was demarcated by Britain and Tibet at the Simla Convention held from 1913 to 1914 between Britain (represented by Sir Henry McMahon), China, and Tibet. China has not acknowledged the McMahon Line on the grounds that the Chinese Kuomintang government, which was China’s government at the time, did not sign the treaty.

(c) **The Indo – Pak War of 1965.** This war lasted from 08 April to 23 September 1965. It was a continuation of on-going dispute over the territories of Jammu and Kashmir and culminated into the signing of the “Tashkent Agreement” between the two countries.

(d) **The Indo – Pak War of 1971.** This war lasted from 03 December to 16 December 1971. Also known as the Liberation War of Bangladesh. On 16 December 1971 a “Document of Surrender” was signed by Pakistan and 93,000 Pakistan soldiers were taken as Prisoners of War.

(e) **Kargil War of 1999.** Pakistan Army occupied winter vacated Indian posts in the high altitude area of Kargil. Indian Army launched “Operation Vijay” as a response to the Pakistan’s Operation. Pakistan denied that its army was involved in the operation. On 26 July 1999 – Kargil conflict officially comes to an end and the entire territory was recaptured.

13. **Insurgency and terrorism sponsored by neighbouring countries to destabilise the Border Areas.** Insurgency and terrorism are a very low cost option of a country to destabilise other nation and which can be extended over a long period of time. The method employed is to exploit the grievances of the people from border areas and provide them with financial support and weapons to force the other countries to divert its Armed Forces from the Border to Internal Securities Duties. The best examples of this are in the UT of Jammu and Kashmir and in the North-Eastern States sponsored by our neighbours with hostile intent.

PART III - Geography and Topography of Border Areas

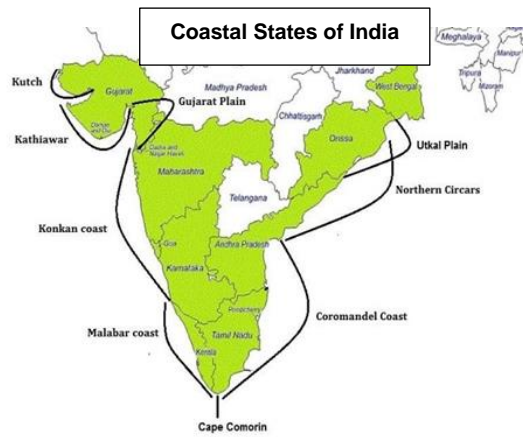
14. **Desert Terrain/ Riverine Terrain/ Plains.** The international border of India and Pakistan is a mix of all type of terrain. It partially has dessert, riverine, plains and mountainous terrain. Each type of terrain pose a different type of threat and requires different means of surveillance. Thus forces designated to guard these have to prepare for various type of challenges and warfare as per terrain. Desserts are vast and open. There is lack of water, tree cover or vegetation extreme temperatures in day and night. As a result the population density is low with very few towns and villages. There is lack of roads and vehicles cannot move on loose sand. Similarly the plains of Punjab and Jammu region have a number of rivers and nallahs where movement of troops guarding the borders is difficult. These terrain impose a challenge of effectively patrolling the border areas and increases the risk of illegal activities across the border.

15. **Mountainous Terrain.** Mountainous terrain as the name suggest has mountains of varying heights, which in case of India range from 9,000 ft to about 20,000 ft. The terrain in mountains is rugged & inhospitable and weather is inclement. It poses a challenge for construction, development of means of transportation & communication. Difficulty in holding ground, surveillance, logistics and requirement of special clothing and equipment further aggravates the complexity. India shares mountainous border with Pakistan, China, Nepal, Bhutan and Myanmar.

16. **Snow Clad and Glaciated Terrain.** Snow clad mountains are areas in Greater Himalayas which experiences snowfall and has snow cover for several months in the year. Such mountains are found in UT of J&K, Ladakh and state of Himachal Pradesh, Uttarakhand, Sikkim and Arunachal Pradesh, The Siachen Glacier is located in the Eastern Karakoram range of the Himalayas and has permanent snow cover throughout the year. The Siachen Glacier is located in the UT of Ladakh. It is also known as the highest battlefield in the world.

17. **Jungle Terrain.** Such a terrain has serious challenges in construction of means of transportation and communication, and as a result, the border area remains sparsely populated with limited economic development. Absence of roads, communication links and other border guarding infrastructure also adversely affect border management as they hamper the easy and rapid movement of the border guarding forces along the border. Such terrain denies the advantage of aerial surveillance. Densely forested areas are difficult to inhabit for the state and have an overall decreased police and military presence.

18. **Geography Of Coastal India.** Coastal geography is the study of the constantly changing region between the ocean and the land, incorporating both the physical geography (i.e. coastal geomorphology, geology and oceanography) and the human geography (sociology and history) of the coast. It includes understanding coastal weathering processes, particularly wave action, sediment movement and weather, and the ways in which humans interact with the coast. India has a coastline of 7516.6 km which touches Nine Indian states and Two Union Territories



19. India has a coastline of 7516.6 km in which 5422.6 km of mainland coastline and 1197 km of Indian islands. Indian coastline touches nine states namely Gujarat, Maharashtra, Goa, Karnataka, Kerala, Tamil Nadu, Andhra Pradesh, Odisha, West Bengal and two union territories-- Daman and Diu and Puducherry. The two island territories of India are Andaman and Nicobar Islands in Bay of Bengal and Lakshadweep Islands in the Arabian Sea.

20. The Coastal State of India are as follows:-

<u>Sr. No</u>	<u>Name of the State</u>	<u>Coastal Length</u>
(a).	Gujarath	1,600km
(b)	Maharashtra	720km
(c)	Goa	160km
(d)	Karnataka	320km
(e)	Kerala	580km
(f)	Tamil Nadu	1076km
(g)	Andhra Pradesh	974km
(h)	Odisha	485km
(j)	West Bengal	157km

21. Peninsular India is bounded by water on 3 sides: the Arabian Sea in the west, the Bay of Bengal in the East and the Indian Ocean in the South. The coastal belt comprises of a wide range of ecosystems extending from sandy beaches and mangroves to coral reefs and rocky shores. Certain facts for remembering are as follows:

- (a) Seventh longest in the world.
- (b) 1/5 of the population live along the coast.
- (c) Gujarat has the longest coastline.
- (d) Three of our metropolitan cities are on the coast.

Conclusion.

22. Today we have studied about what does the land and coastal border signify to our country and its people. We have briefly touched upon a brief history of the country when our borders were highly contested, wars were fought and foreign invasion took place to control the rich resources of our country. What border we have today has been achieved by prolonged fight for independence and its sanctity is still being challenged by evil design of our neighbours. As proud citizens of our country we must know about our borders and the various challenges that we face to protect its sanctity.

SECURITY CHALLENGES AND ROLE OF NCC CADETS IN BORDER MANAGEMENT

Period - Two

Type - Lecture

Conduct – ANO/ CTO

Training Aids

1. Computer Slides, Projector, White Board, Easel, Marker and Duster.

Time Plan

2. This lecture will be conducted in the following parts: -
 - (a) Introduction - 04 Min.
 - (b) Aim & Scope - 02 Min.
 - (c) Part I - Security Challenges of Border Areas - 18 Min.
 - (d) Part II - Security challenges of Coastal Areas - 18 Min
 - (e) Part III - Security challenges of Air Force Taluks - 16 Min
 - (f) Part IV - Role of NCC cadets - 18 Min
 - (e) Conclusion - 04 Min.

Introduction

3. India has different types of land borders (14,8181 KM) viz IB/LC/AGPL/LAC and peculiarity of Sir Creek alongwith a large coastal line inclusive of main land (starting from Gujarat, Maharashtra, Goa, Karnataka, Kerala, Tamil Nadu, Andhra Pradesh, Odisha and West Bengal) and islands (Andaman & Nicobar and Lakshadweep Island). The country shares borders with Pakistan, China, Nepal, Bhutan, Myanmar and Bangladesh.

4. Historical culture flow on either side of the border hence claims and counter claims by neighbouring countries as such disputed areas. The terrain and ethnicity throw a lot of challenges which need to be addressed as part of border management.

5. People living in border and coastal areas are the most important ingredient towards secure and safe border and coastal region hence they are the center of gravity of effective border management. NCC cadets being the son of the soil can play contributory role towards meaningful border management.

Aim

6. To highlight the Security challenges & role of NCC cadets in security management of Border Areas/Coastal Areas and Air Force Taluks.

Scope

7. The lesson will be covered in following parts:-

- (a) **Part I.** Security challenges of border Areas.
- (b) **Part II.** Security challenges of Coastal Areas.
- (c) **Part III.** Security challenges of Air Force Taluks.
- (b) **Part IV.** Role of NCC cadets.

Part I : Security Challenges of Border Areas

8. India's borders present a geographical diversity of unique kind which have far reaching security ramifications. Much of its borders are topographically difficult, remote and have peculiar challenges. These are enumerated below :-

- (a) Porus, undemarcated stretches and easily negotiable.
- (b) Due to terrain constraints and lack of approachability it remains unguarded at many places.
- (c) Border regions have their own ethnic, cultural, religious and racial configurations distinct from the main land and in some areas depicting an unmistakable affinity with those of across the borders.
- (d) The remoteness of local administration and its low visibility.
- (e) Illegal immigration.
- (f) Smuggling of arms, ammunition and narcotics substances.
- (g) Lack of access to public amenities and harsh living conditions.
- (h) Frequent shelling from across the border.
- (j) Concrete efforts by hostile neighbours through allurements, subversion and promotion of religious fundamentalism to generate a feeling of alienation among the border population.
- (k) Vulnerability to actions of border criminals.

- (l) Lack of means of communication, education, medical, water etc due to remoteness.
- (m) Illegal immigration due to better living condition (Push and pull factor).
- (n) Safe haven for terrorists, undergrounds/ insurgents- they have their operating bases/launch pads.
- (o) During conflict – air violation, infiltration by small teams, patrols or irregulars.
- (p) Dropping drugs/war like stores by Drones/pushing by animals.

Part II : Security Challenges of Coastal Areas

9. India has a coastline of 7516.6 km bordering the mainland and the islands in Bay of Bengal in the East, the Indian Ocean on the South and the Arabian Sea on the West. India faces a number of threats and challenges along the coastal areas that originate from the sea and which are mainly sub-conventional in nature. These threats and challenges can be categorised under five broad categories which are enunciated in succeeding paragraphs.

10. **Maritime Terrorism.** The maritime terrorism features as the most potent threat to our country. Maritime terrorism is defined as 'the undertaking of terrorist acts and activities within the maritime environment, using or against vessels or fixed platforms at sea or in port, or against any one of their passengers or personnel, against coastal facilities or settlements, including tourist resorts, port areas and port towns or cities'. Thus, major population centres, onshore and offshore strategic installations, commercial facilities, industrial complexes located along the coast as well as coastal waterways can be identified as high value targets for terrorist attacks. Sea based terrorism is not a new phenomenon.

11. **Piracy And Armed Robbery.** Piracy is defined as any illegal acts of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed: from the high seas, against another ship or aircraft, or against persons or property on board such ship or aircraft; b. against a ship, aircraft, persons or property in a place outside the jurisdiction of any State.

12. **Smuggling And Trafficking.** While the entire coast of the country is vulnerable to clandestine landings of contraband, the Gujarat-Maharashtra coastline, the Tamil Nadu coast, the Sunderbans in West Bengal, and the Andaman and Nicobar Islands have been particularly prone to such activities. Geographical location, peculiar terrain, and close trans-border ethnic ties have made these stretches conducive for smuggling and trafficking.

13. **Infiltration, Illegal Migration and the Refugee Influx.** India's land boundaries have always been porous to infiltration by terrorists/militants and large scale illegal migration. These large scale influxes over the decades have resulted in widespread political turmoil in the Border States. To prevent infiltration and large scale illegal migration, the Indian government implemented widespread security measures, included maintaining strict vigil along the borders, the erection of fences, and the

thorough checking of immigrants. The elaborate security arrangements on land forced the terrorists and illegal migrants to look towards the sea where security measures are comparatively lax, enabling them to 'move, hide and strike' with relative ease.

14. **Straying of Fishermen beyond the Maritime Boundary.** The frequent straying of fishermen into neighboring country waters has not only jeopardised the safety of the fishermen but has also raised national security concerns.

(a) Fishermen who trespass into a neighbor country's waters are invariably arrested along with their boats.

(b) On many occasions, they have also been fired upon by security agencies of the neighbouring country.

(c) The issue is not of an unsettled maritime boundary but the refusal of Indian fishermen to recognize the maritime boundary between India and Sri Lanka, especially in the Palk Bay.

(d) The straying of Indian fishermen into Bangladeshi waters happens mainly in the Sunderbans area. The difficult terrain and the absence of the Global Positioning System (GPS) in the fishing trawlers make it difficult for the fishermen to ascertain maritime limits.

Part III : Security Challenges of Air Force Taluks

15. The War Time threat to an Air Force Station is the most destructive of all situations. The danger and threat to the Air Force station is due to direct enemy action after war had been declared. The threat is from enemy aircraft, land attack by enemy Infantry, Artillery, missiles, and drones. The war between two countries results in all military resources engaged in combat. The most sought-after target during such attacks will be the aircraft and other weapon systems or the runway so that aircraft cannot take off at all for some time.

16. The Peace time threats are those which are not directly undertaken by an enemy country. Some of these threats are not aimed at destruction of assets directly but are still dangerous. Some of the threats that an Air Force Station faces during peace time both conventional and unconventional enunciated below:-

(a) **Terrorism.** As a nation, we have suffered at the hands of enemy sponsored terrorists. Several attempts have been made in the past and we lost lives during attack on Air Force Station at Pathankot. This is a serious threat. Such attacks cannot be carried out without preparation which includes familiarity with routes and areas. Terrorists may have had supporters living in the local area.

(b) **Cyber war**. The destructive use of the cyber space by various methods is a serious threat to functioning of an AF Stn.

(c) **Psychological War**. This is used to lower the moral of the Human resource in an organization by spreading false information etc.

(d) **Criminal activity**. Theft of assets, wires, willful destruction of property by criminals who have no regards for the Nation is always a threat. This can also be deliberate action. In case agents of the enemy are groomed to mix in local population, any such activity will not appear to be anti national. Use of drones for recreational or spying purposes endanger the assets of an Air Force Station.

(e) **Information leakage**. A well informed adversary is always well prepared. Classified information of sensitive nature can give away the preparedness levels, the training status, the fitness of equipment, weapon status, aircraft availability, spare parts number of personnel and the war plan of the stn and the units which are in it.

(f) **Sabotage**. To deliberately destroy, damage, or obstruct for political or military benefit. Insiders can be influenced to cause deliberate damage to aircraft etc.

(g) **Local situations/civic responsibility/administration response/ civil unrest**. Public apathy is another cause of aircraft accidents around Airfields. Poor garbage disposal, abattoirs etc attract birds which can cause loss of crores of rs and lives. Frequent unrest in an area also affects the resource availability and manpower movement to and from the Air Force Stn by road. Areas which are volatile due to local political or some other mindsets are often troublesome.

(i) **Illegal construction, encroachment of Air Force land**. The illegal constructions and encroachments are a major causes of concern. Irresponsible kite flying has damaged slow moving aircraft quite often; the safety of any flying environment is directly affected by these activities.

(j) **Illegal Migration**. Illegal immigrants who are deliberately planted in the areas around Air Force Stations.

17. The biggest two threats therefore remain Terrorists (who either influenced by some misplaced ideology or controlled by an enemy state) or local population (including infiltrated illegal immigrants) who by sheer apathy or greed play into the hands of the enemy.

Part IV : Role of NCC Cadets

18. The enrolment of students from border & coastal districts and Air Force Taluks in NCC will help in mitigating the present drawbacks in Border/Coastal Area Management system and also build a healthy relationship between Border Guarding Forces/ Maritime Forces/ Air Force personnel, the local population and the administration. Enrolment of youth in NCC will change their outlook and they can take up leadership roles in their localities and villages and can facilitate implementation of govt policies. They can also serve as a link between BGF, administration and the population. *As per Para 10 of the NCC Act - **No person subject to this Act shall by virtue of being a member of the Corps be liable for active military service, but subject there to any such person shall be liable to perform such duties and discharge such obligations as may be prescribed.*** Within the parameters of this clause various tasks that may be assigned to NCC are enumerated in succeeding paragraphs.

19. **Role of NCC Cadets in Border Area Management.** The NCC cadets enrolled in the Border Districts can perform the following tasks.

(a) **Border Area Awareness Campaign** NCC cadets can be utilized to conduct Border area security awareness campaigns demonstrating Government foot print through NCC training activities like rallies and public engagement programs.

(b) **Border Area security and Intelligence tasks.** Cadets can be utilized in enforcing the various security and intelligence gaps in the border areas. They can be part of village Defence Committee (VDC). They can act as eyes & ears against anti-social activities/ anti-national elements if any. They can share local intelligence with the Border Guarding Forces.

(c) **Disaster Management.** NCC cadets can be employed for disaster management assistance tasks like first aid, crowd management distribution of food and medicines. Evacuation of villagers during Artillery shelling along villages along Line of Control and during other war like situations.

(d) **Social Service and Community Development.** Social Service and Community Development activities can be undertaken by NCC cadets by adopting local villages and assisting in Border Area Development Programmes (BADP). They can spread awareness about various Government schemes and new initiatives.

20. **Role of NCC Cadets in Coastal Area Management.** The role of NCC Cadets in Coastal security Management Task is elaborated in succeeding paragraphs: -

(a) **Coastal Security Awareness Campaign** NCC cadets can be utilized to conduct coastal security awareness campaigns, rallies and public engagement programs towards coastal security in all coastal villages & fisherman villages which will be beneficial to the public in general along the coast line of country.

(c) **Coastal Security.** Cadets can be utilized in enforcing the various security measures gaps in the coastal areas. They can be mobilized for

conducting frequent rallies/ camps and impart education to local population in the coastal areas regarding various imminent security threats in the coastal areas and various safety measures to be taken from time to time.

(b) **Disaster Management.** NCC cadets can be employed for disaster management assistance tasks like first aid, crowd management distribution of food and medicines.

(d) **Awareness on Coastal Ecology.** Cadets can also be deployed in coastal villages to bring awareness in local populace about the coastal ecology and make them aware of the measures or steps that can be taken to sustain the ecology and maintain the flora and fauna of the area.

(e) **Social Service and Community Development.** Social Service and Community Development activities can be undertaken by NCC cadets with the aim to imbibe the qualities of selfless service in the community, Nation building, dignity of labour, swatch Bharat campaign, cleanliness, importance of self-help, protection of environment and to assist in uplifting weaker sections of the society. Spreading awareness and implementation of various Govt run schemes for uplifting the fishermen community e.g., Pradhan Mantri Matsya Vikas Yagna.

20. **Role of NCC Cadets in Air Force Taluks.** The role of NCC Cadets in Air Force Taluks is elaborated in succeeding paragraphs: -

(a) **Information and Education.** Cadets can be assigned regular roles in creating awareness about the safety precautions the area as a responsible society need to inculcate to prevent loss of National Assets. These will be based on the requirements of garbage disposal in such manner that bird activity is reduced. Regular drives in teaching school children about risk to aircrafts and humans due to kite flying/ drone flying etc. NCC cadets can conduct Regular Foot policing and awareness activities in areas around the Air Force Station.

(b) **Air Force Taluks intelligence tasks.** NCC cadets can observe sudden changes in lifestyles of some locals. Change in ideology, anti-national sentiments, sudden increase in wealth, spending habits, procurements of new assets with apparently lesser means of income. Cadets can also report discreetly in case they see some new residents who are seemingly out of place. This can be shared with the local IAF liaison designate. NCC cadets will not be required to further investigate etc.

(c) **Awareness against encroachment and illegal migration.** With more Cadets and ex cadets in a local environment, it is expected that encroachment of Air Force land and illegal construction around the perimeter will reduce or stop. Their presence will also deter the illegal migrants in settling down near Air Force Stations.

(b) **Disaster Management.** NCC cadets can be employed for disaster management assistance tasks like first aid, crowd management distribution of food and medicines.

Conclusion

14. Enrolment of youth in NCC from border/ coastal areas/Air Force Taluks will definitely help in better management of these areas. It will prove to be a vital link between the population, security forces and administration. NCC cadets will serve as a force multiplier in security management of these areas. Once the local population along the bordering areas is integrated in the mainstream, a certain amount of moral responsibility would automatically come in. The realistic community participation in India's border management can be achieved only thereafter.

DG NCC

**SECURITY SET UP AND MANAGEMENT OF BORDER & COASTAL AREAS
INCLUDING AIR FORCE STATIONS**

Period - Two

Type - Lecture

Conduct – ANO/ CTO

Training Aids

1. Computer Slides, Projector, White Board, Easel, Marker and Duster.

Time Plan

2. This lecture will be conducted in the following three parts:-
 - (a) Introduction - 05 Min.
 - (b) Part I – Security Set up & management of Land Borders - 35 Min.
 - (c) Part II - Security Set up & management of Coastal Areas - 25 Min.
 - (d) Part III - Security Set up & management of Air Force Stations - 15 Min.

Introduction

3. India shares its borders with a Number of countries and almost every type of extreme geography is present at different borders viz. deserts, fertile lands, swampy marshes or tropical evergreen jungles. India shares its border with Bangladesh (4,096.7 km), China (3,488 km), Pakistan (3,323 km), Nepal (1,751 km), Myanmar (1,643 km), Bhutan (699 km) and Afghanistan (106 km). It has 15,106.7 kms of land borders and a coast line of 7,516.6 kms. All states except Madhya Pradesh, Chhattisgarh, Jharkhand, Telangana and Haryana have an international border or a coast line. 106 districts of India's 593 districts are border districts in 17 states.

4. Coastal security, a major subset of an all-encompassing subject of maritime security, has been on the centre stage, post terror attack on Mumbai on 26 Nov 08. India, being a maritime state, has numerous interests in the maritime zones and safeguarding these interests, has thrown up fresh challenges in the fast-deteriorating security environment. The use of sea route by terrorists for attack at Mumbai has highlighted the vulnerability of our coastline and the lacunae in our existing security mechanism.

5. Security and Management of Border including maritime and Air Force Stations becomes more important for the fact that India shares its borders with nations such as Pakistan and China with which we still have boundary dispute and have also fought major wars in the past. Additionally, in some countries there is cultural radicalism, terrorism and mafia groups that are patronized by some of

India's neighbouring states. There is cross border smuggling problem of drugs, cattle, humans trafficking, fake currency, illegal migrants etc.

Part I – Security Set up & management of Land Borders

6. **Different Types of Borders** Given the difference in the status of the IB, LC, AGPL, LAC etc there is a slight difference in the management of these lines.

(a) **IB.** International Border (IB) is the line that neighbouring countries and the rest of the world recognises. These are well demarcated and mutually acceptable boundary between two countries. The most common way of demarcation is to place Border Pillars which are generally numbered and placed at regular intervals.

(b) **LC.** The term Line of Control (LC or LoC) refers to the military control line between the Indian and Pakistani controlled parts of the former princely state of Jammu and Kashmir. It is a line which at International level does not constitute a legally recognized international boundary. Originally known as the Cease-fire Line, it was re-designated as the "Line of Control" following the Shimla Agreement signed on 3 July 1972. The part of the former princely state that is under Indian control is now known as the UT of Jammu and Kashmir and UT of Ladakh. The Pakistan-controlled part is divided into Azad Kashmir and Gilgit- Baltistan. The LoC is approximately 740 Kms long.

(c) **AGPL.** The Actual Ground Position Line (AGPL) is the line that divides current positions of Indian and Pakistani troops in the Siachen Glacier region. The line extends from the northernmost point of the LC (Line of Control) i.e. Point NJ 9842 running northwards to Indira Col. AGPL is approximately 110 kilometres long. Siachen Glacier is also known as the highest battle field of the world.

(d) **LAC.** Mac Mohan Line was a broad line drawn on a map India ratified in the Shimla Agreement (Oct 1913 to Jul 1914) by the independent State of Tibet and Great Britain to demarcated boundary between Tibet and NE Region. Consequently, Arunachal Pradesh State (which is administered by India) and Aksai Chin (administered by China) have become disputed areas. Post annexation of Tibet by China, she started reneging on the Mac Mohan Line and her stand has remained ambiguous ever since, thus creating many areas of disagreement and disputes. After years of negotiations India and China have adopted a new term called Line of Actual Control (LAC) which is now a broad demarcation line that separates Indian territory from Chinese controlled territory of Tibet. There have been a military conflict in 1962 between the two countries and later many border skirmishes due to the unresolved boundary dispute over LAC. These include Sino-Indian War of 1962, the Cho La incident in 1967, the 1987 Sino-Indian skirmish, the 2017 Doklam stand-off along Sino-Bhutan Border and the 2020 Galwan Valley Scuffle. The LAC is approximately 3488 kilometres long.

7. **Different Types of Border Management Force.** Border management involves facilitating the legitimate cross-border flow of people and trade while

concurrently preventing the entry of persons or goods that pose a threat to the country or its population. In 2001 post Kargil War, Kargil Review Committee followed by the GoM had strongly recommended the principle of “One Border One Force” for better accountability.

8. **One Border One Force and Concept.** The concept is based on the principal of making one type of force responsible for guarding particular border stretch, ensuring that the force once deputed not to be used for law and order duties and counter insurgencies, thus increasing its accountability and response. Accordingly at present various parts of our borders are being manned and managed by the following forces:-

- (a) Pak - IB Sect - BSF.
- LC & AGPL – Army / Combined.
- (b) China (Eastern, Middle Sect, Western Sect) - ITBP.
- (c) Nepal & Bhutan - SSB.
- (d) Bangladesh - BSF.
- (e) Myanmar - Assam Rifles.

9. **Other Agencies.**

- (a) Customs.
- (b) Local Police.
- (c) Intelligence Officers from IB.
- (d) Civil Administration.
- (e) Youth Organisations such as NCC, Scouts, NSS etc.

Border Management

10. **Creation of Department of Border Management.** Department of Border Management was created in the Ministry of Home Affairs in January, 2004 to pay focused attention to the issues relating to management of international land and coastal borders, strengthening of border policing & guarding, creation of infrastructure like roads, fencing & floodlighting of borders and implementation of Border Area Development Programme (BADP).

11. **BADP.** Department of Border Management under Ministry of Home Affairs has been implementing a Border Area Development Programme (BADP) through the State Governments. It aims to meet the special developmental needs of the people living in remote and inaccessible areas situated near the international border. Priority is given to those villages which are located within 0-10 Km from the International Border and within that the villages identified by the Border Guarding Forces (BGF) get higher priority and are known as strategic villages. Only after

saturation of 0-10 km villages, State Governments may take up the next set of villages within the 0-20 Km distance.

12. **Physical Means of Securing Borders.** Various means of securing the Borders are:-

(a) **BOPs.** To house border guarding personnel, to send regular patrols and to interact with the nearby villages, border out posts (BOP) have been set up all along the borders. Presently, the India-Pakistan border has 609 BOPs, Indo-Nepal border 436 BOPs, Indo-Bhutan border 127 BOPs and the Bangladesh border 802 BOPs. Ideal inter BOP distance is recommended to be 2.5 km.

(b) **COBs.** Along the Indo-Myanmar Border, Assam Rifles are deployed in Company Operating Bases (COB) and not as per the BOP system. The companies are deployed on all routes of ingress/egress and are responsible to check infiltration, smuggling of arms, ammunition, drugs, fake currency notes, etc.

(c) **Integrated Check Posts (ICP).** As part of efforts to improve the infrastructure at border checkpoints, India is developing Integrated Check-Posts (ICPs). An ICP is likely to house all regulatory agencies, such as immigration, customs and border security. It will be a post along two international borders which will facilitate cross border trade and movement of people more efficiently and smoothly.

(d) Day and Ni Patrolling – On Foot/ Vehicle Mounted Patrols.

(e) Use of Electro-optical Surveillance Devices.

(f) Fencing and Floodlighting.

(g) **Flag Meetings.** A flag meeting is basically a meeting that is held at the border or on the Line of Control or LAC by commanders on both sides, to resolve local issues. A flag meeting could be held at the local or higher level on smaller issues. These meeting are held at regular pre-arranged intervals or there can be a special flag meeting.

Part II – Security Set up & management of Coastal Areas

13. **Coastal security Organisation.** The Coastal security Organisation of the country was revamped in year 2009, post Mumbai terror attack. Various initiatives were put in place by Government of India (GoI), both at central and state level to ensure a vibrant coastal security organisation in order to ensure full proof security setup, A national committee on strengthening maritime and coastal security (NCSMCS) headed by cabinet secretary was created at GoI level. Similarly, an APEX committee on coastal security at state levels was formulated, controlled by FOC-in-Cs

of all Naval commands also known as C-in-C Coastal Defence (towards coastal security) with chief secretary of all states.

14. **Various Stake Holders in Coastal Security.** The sphere of activities in the maritime environment is vast and the following agencies are the stake holders in Coastal security of country: -

- (a) Indian Navy.
- (b) Coast Guard.
- (c) State Marine Police.
- (d) Customs.
- (e) Fishers.
- (f) Port authorities.
- (g) Central and state Government departments.

15. This multiagency environment requires co-operation, and understanding of each other's strengths as well as limitations, to ensure fool proof security by optimum exploitation of limited resources.

16. **Role of Various Agencies towards coastal Security.** The role of various agencies involved in coastal security is enunciated below: -

- (a) **Indian Navy.** The Indian Navy is responsible for overall Coastal Defence of the Nation. The FOC-in-Cs of all commands are also designated as C-in-C Coastal Defence for coastal security of country coastline depending upon their Area of Operation (AOR).
- (b). **Indian Coast Guard.** Indian Coast Guard is responsible for Coastal Security in territorial waters including areas to be patrolled by Coastal Police. ICG has been made responsible for coordination between Central and State Agencies in all matters relating to Coastal Security
- (c). **Coastal Marine police.** The State marine police is also called coastal security group (CSG) headed by ADGP rank officer from police. ICG provides necessary training and administrative and supportive to marine police on regular basis. Marine police maintains a vigil on the beaches, fishing hamlets and in inland waters along the coast of India.
- (d). **Regional Coastal Security Ops Centre (RCSOC).** RCSOC are set up at Ops centers of Regional Headquarters of ICG . All inputs related to coastal security operations are analyzed at these centers for coordination amongst all agencies involved in coastal security within territorial waters.
- (e) **Joint operations Centre (JOC).** Joint Operation Centers(JOC) are set up at Headquarters of all Naval Commands. The JOC is jointly manned and operated by Navy and Coast Guard. It mainly co-ordinates coastal security network with all stake holders.

17. **Operational Philosophy.** The Maritime agencies ensure security of maritime assets in Indian EEZ with special focus to ODAs (Offshore Development Assets) and maritime boundary areas with our maritime neighbours. The vulnerable

areas & points which include ODA, IMBL (international Maritime Boarder Line), industrial hubs, tourist centers, atomic installations, Defence setup, creek areas and island territories are considered critical areas to guard, demanding concentration of efforts of the security agencies.

18. **Tiered Security Mechanism-Zones of Responsibility.** For coastal security purpose, following a three tiered security mechanism for coastal surveillance:-

- (a) **Base line up to 12 NM.** To be patrolled by Coastal Marine Police, Customs, CISF and other security agencies available for coastal security.
- (b) **Base line up to 200 NM.** To be patrolled by Indian Coast Guard including the area for Coastal Marine Police, Customs and CISF.
- (c) **Beyond 200 NM.** To be patrolled by Indian Navy.

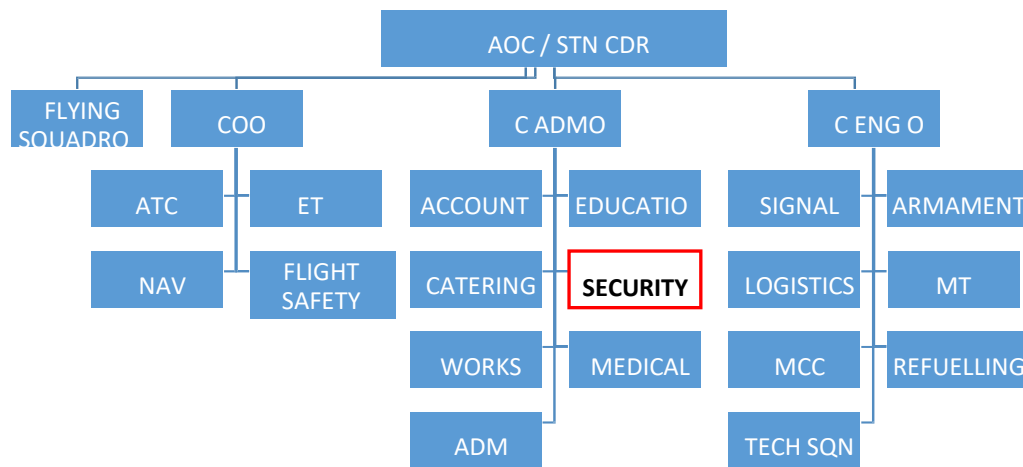
19. **Coastal Surveillance.** Coastal surveillance is undertaken both through surface units and air assets of Navy and Coast Guard on regular basis. Regular coastal security exercises like 'Sea Vigil', 'Trident', 'Neptune' etc., are conducted by Navy and Coast Guard involving all stake holders on regular basis.

20. **Coastal Surveillance Network.** The Coastal Surveillance Network (CSN) has been established at 46 sites along the Coast of India including Island territories to monitor areas of high sensitivity and high traffic density. The coastal surveillance network in the form of Radars, Electro Optic Sensors (EOS), Remote VHF and Meteorology Equipment has been established on Light houses along the Mainland.

Part III – Security Set up & management of Air Force Stations

21. **Components of Air Force Stations.** For understanding the security set up at an Air Force Station, let us take an example of a typical Air Force Station and the type of units that are present in a base with aircrafts. An Air Force Station with a runway will have one or more squadrons of aircraft (Fighter/ Transport/ Helicopter/ UAVs), it will have a fuel storage depot, weapon storage area, signals/communication units, engineering units, logistics depot, armoury for small arms, weapon systems for base defense, radars and other squadrons and units involved in daily support. All bases are manned and operated by humans making them equally important targets.

22. Security of the Air Force Station is the overall responsibility of the Chief Administrative Officer (CAAdMO).



23. He is assisted by the Station Security Officer who has a dedicated team of airmen under him for ensuring the proper functioning of the security setup. The airmen belong to two different trades under Group Y (Non-Technical) namely Indian Air Force (Police) {IAF(P)} and Indian Air Force (Security) {IAF(S)}.

24. There is also an element of the Defence Security Corps (DSC) posted to the station to assist in the security. The strength of the DSC depends upon the size of the station, the assets located there and the importance of the station in the overall Air Force setup. The personnel of the DSC are retired Army soldiers who are reemployed in this organization.

25. In addition to the above, some stations also have an element of the elite IAF Garud Commando Special Forces.

26. The outer perimeter wall is guarded by the DSC personnel. Dedicated security watchtowers are built at vantage points for the guards to keep a lookout for intruders. Important places and installations inside the Air Force Station are guarded by IAF personnel (airmen) during the night hours. Garud commandos regularly conduct night or day patrols outside the perimeter wall. The IAF(P) carries out a check of all the guard posts at odd hours of the night to ensure that all guards are alert and doing their duty.

27. All personnel (officers, airmen or civilians) entering the station are checked thoroughly at the main gate for their identity. Civilians are issued with daily passes after noting down their details and nature of work during entry. The passes are collected back during the exit. Thus, a record of people entering and leaving the station is maintained.

28. The Station Security Officer maintains a close coordination with the local police of the area and the village sarpanches. Regular meetings are held to exchange valuable information regarding the threats to the station and movement of unknown suspicious people.