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# Defining Maritime Security; Types of Non-Traditional Maritime Security Threats

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## ABSTRACT

*This research paper aims to study & focus the critical aspects of maritime security, which includes safeguarding ships and marine operations from threats such as piracy, terrorism, smuggling, pollution, and illegal fishing. And for addressing these challenges, it requires systematic planning, inspections, and effective oversight. As the maritime industry develops and technology also advances, the importance of staying updated with emerging threats becomes increasingly evident. Since the 9/11 attacks, global attention has shifted toward enhancing security at sea and in ports, leading to the creation of international and domestic policies. Given the massive volume of goods transported globally, preventing the misuse of maritime systems remains a top priority. This study also emphasizes that ensuring security is a shared responsibility, extending beyond designated safety officers to the entire crew. Proper training and awareness are essential for reducing risks and fostering a culture of security. The findings aim to highlight the role of collective efforts in protecting vessels, ensuring safe operations, and supporting the growth of the global maritime industry.*

**Keywords:** *Maritime Security, Non Traditional Threats.*

## I. INTRODUCTION

The phrase "maritime security" is commonly used to describe internal and external vessel security. Terrorism, theft, piracy, and illicit people and commodities trafficking, pollution, and Illegal fishing practices are a some of the risks that ships and maritime operations need to be defended against. The marine sector works to lessen risks to marine security, both deliberate and inadvertent, by proactive processes, inspection, and oversight. Furthermore, as the marine business expands and the industry changes, training, enforcement, and vigilance must stay current with growth and technological advancements threat opportunities. Since 9/11, defending the marine sector against similar risks, such as terrorism has received more attention dangers, both at sea and in ports. Numerous domestic and global groups have been founded to aid in the development of policies aimed at enhancing maritime safety. Considering the importance of the maritime sector and the challenge of vetting the massive amount of goods that enter the country,

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it is essential to take all necessary action to minimise malicious misuse of power. Since the crew as a whole is responsible for ensuring security, it is crucial that businesses train and educate their employees to make it more likely that their vessels will avoid security concerns. Vessel safety officials are not the only ones in charge of security.

Marine security pertains to the tactics and policies put in place to safeguard ports, ships, and marine infrastructure against potential dangers. It includes a variety of actions meant to protect marine resources, guarantee trade routes are safe and secure, and stop illegal activity at sea. To address issues and vulnerabilities in the marine sector, cooperation between governments, international organisations, and stakeholders in the maritime industry is necessary. Maritime security encourages safe passage, trade, and preservation of the environment on waterways worldwide.

Consequently, it is necessary to safeguard the Indian Ocean's security from the increasing crime rate, and stringent legislation ought to be implemented in this field. Additionally, India has observed similar problems and has to create marine legislation to properly regulate them.

The foundation of the contemporary maritime blue economy security, which also bolsters blue growth programmes. Technological developments international groups and states have paved the road for multilateral collaboration in marine capture fisheries progress during the past 70 years. The path for economic expansion in marine areas globally, promoting market diversity and easing customer comfort. Horrible images of aggression amongst users of marine space occasionally appear on social platforms, giving viewers a peek of the savagery in these otherwise hidden incidents. Fishing conflicts have major repercussions, just like any other conflicts.<sup>2</sup>

Fisheries disputes, like other disputes, have detrimental effects on commerce and economic expansion, mutual trust between nations, environmental protection, food security, and means of subsistence. They also pose a severe threat to national security and sustainability. Interactions that are conflictual have more detrimental effects on the prosperity and efficiency of fishing operations for coastal communities worldwide, particularly in the global south. From a criminological perspective, the effects are likewise astounding. Using a cautious technique, Devlin and colleagues found that as a direct result of fishery disputes, in the Horn of Africa, there were 406 fatalities, 496 injuries, 15 sexual assaults, and 1,549 kidnappings. between 1990 and 2017. In the same way, a recent Associated Press review discovered that in the previous

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<sup>2</sup> Shankar Sswani, Xavier Asurto, Sebastian Ferse, Marian Glaser, Lisa Campbell, Joshua E Cinner, Tracey Dalton, Lekelia D. Jenkins, Marc L. Miller, Richard Pollnac, Ismael Vaccaro, Patrick Christie, 'Marine resource management and conservation in the Anthropocene' *Environmental Conservation* 45 (2018) 192–202.

five years, 850 foreign vessels had been confiscated in 360 instances of violent confrontations between fishing boats that the State supported.<sup>3</sup>

Notwithstanding their ramifications, there is still much to learn about conflicts in fisheries. According to Bavinck, a contributing factor in the problem is that these disputes "are embedded in different normative perspectives, social realities, and economic concerns."<sup>4</sup> This means that the causes of breakouts are closely linked to external factors, resulting in a volatile combination of factors that obscure the truth about what really caused a single conflictual event. Their existence outside the jurisdiction of any one legal system makes their administration even more complex from a regulatory standpoint, even though they take place at the intersection of international supply networks for seafood, commercial routes, and marine security. Moreover, conflicts can arise between states or between sub-state actors that function through State-to-State dynamics and so "threaten more classic state-based safety."<sup>5</sup>

## **II. HISTORICAL BACKGROUND**

The development of marine security coincided with the growth of sea trade, exploration, and the strategic significance of naval force across several centuries. The necessity to defend marine interests, provide secure navigation, and fend off dangers at sea has influenced its growth. A greater focus on marine security has resulted from more recent occurrences, such the devastating explosion that occurred in the port of Beirut in 2020, the terrorist threats that followed the September 11 attacks in 2001, and others. This covers port security as well as keeping an eye on shipping to spot possible terrorist activity.

To improve marine security worldwide, organisations like the International marine Organisation (IMO) have created several protocols, such as the International Ship and Port Facility Security (ISPS) Code. Utilising technology, such as AI, Unmanned vehicles, AIS, and satellite monitoring are becoming essential components of contemporary marine security plans. Throughout its history, maritime security has consistently adjusted to new threats and technological advancements. These days, it includes a broad range of tasks like stopping piracy and smuggling, identifying deceptive shipping practices (DSPs), and guaranteeing cybersecurity and environmental protection in the maritime industry. The continued significance of the oceans for international trade, communication, and strategic objectives is reflected in the advancement of marine security.

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<sup>3</sup> <https://www.sciencedirect.com/science/article/pii/S0308597X14003327>

<sup>4</sup> Helen Wieffering 'Fights over illegal fishing led to armed conflicts, death' Associated Press (31 March 2022)

<sup>5</sup> <https://www.sciencedirect.com/science/article/pii/S0308597X14003327>

### III. CONCEPTUAL CONNECTIONS: A MATRIX OF MARITIME SECURITY

In semiotic theory, one can understand the definition of a phrase by looking at how it relates to other terms. Idea gets their relational implying from the ways in which they are similar to and different from other words. For example, the word "fish" makes sense since it contrasts with "meat" or "seafood," is related to "water," and is associated with "gills" or "fins." Similar to other ideas, marine security necessitates a grasp of its relationships. Maritime security links to more recently formed concepts, organises a web of connections, and either swaps out for or absorbs earlier, established notions. The blue economy, human resilience, marine safety and sea power are the minimum a variety of factors that must be considered. These concepts all point us in the direction of the many facets of security in the maritime domain. Understanding maritime hazard for a century has given rise to the concepts of sea power and maritime safety, which first appeared about the same time.

Prior to the present conversation about "maritime security," a talk about maritime security included topics including naval combat, the significance of projecting seafaring may and the notion of it. The concept of "sea power," deeply rooted in a conventionalist interpretation defines the country's security as the defence of a state's existence, aims to specify the naval forces' function, and develop tactics for their benefit.<sup>6</sup> Warships' primary function during peacetime is to guard important maritime routes Using communication to encourage commerce and economic expansion.

There are various connections between the concepts of maritime security and sea power. The first is related to the fact that A prominent participant in the realm of maritime safety is the armed forces. Furthermore, debates about sea power touch on the appropriateness of state forces operating in areas other than their own, outside of their territorial seas, and in international waters.<sup>7</sup>

With the primary goal of safeguarding marine professionals as well as the aquatic environment, the idea of "marine safety" deals with the safety of vessels and marine setups. Firstly, building ships and other nautical equipment must be regulated in order to ensure marine safety installations, routinely monitoring their safety procedures and marine education personnel in regulatory adherence. The International Maritime Organisation and its Maritime Safety Committee, it serves as the principal global authority for establishing laws and guidelines, have

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<sup>6</sup>[https://www.icwa.in/show\\_content.php?lang=1&level=3&ls\\_id=10959&lid=6965#:~:text=After%20the%2026%2F11%20Mumbai,holds%20potential%20for%20additional%20benefits](https://www.icwa.in/show_content.php?lang=1&level=3&ls_id=10959&lid=6965#:~:text=After%20the%2026%2F11%20Mumbai,holds%20potential%20for%20additional%20benefits)

<sup>7</sup> Ibid

a tight relationship with marine safety. If search and rescue and the conservation of mariners' and the lives of the travellers were the primary priorities of maritime safety after the Titanic disaster in 1912, they have gradually changed to environmental worries about preventing collisions, mishaps, and the potential environmental damage they may create. The environmental aspect of marine safety has gained prominence due to notable oil spills from the 1970s, several instances such as the 1991 Gulf War oil leak have demonstrated the link between traditional security and environmental concerns. Due to the possibility of including safety concerns, cultural and environmental interests, and marine security. Given that the shipping industry, its employees, and its targets are both possible offenders (by doing crimes related to the sea like the trafficking of people, illegal items, weapons, or by collaborating with actors who use violence) and targets (by being targeted by terrorists, pirates, or other criminals), marine safety and maritime security have become more and more intertwined.

Nonetheless, there is a relationship between economic growth and marine security. The oceans have consistently been extremely important financially. The sea is used for the majority of trade, and fishing is a big sector. Global shipping and fishing have expanded to a billions dollar value industry. Furthermore, the financial potential of coastal tourism combined with the economic potential of offshore resources, particularly fossil fuels but also seabed mining, have resulted in a growing re-evaluation of the worth in business terms of the oceans. The goal of the phrases "blue economy" and "blue growth," which were introduced generally endorsed, for instance, in the European Union's Blue Growth Strategy, in the 2012 Rio+20 global conference, is to create sustainable management by connecting and combining the several aspects of the oceans' economic development.

The idea of the "blue economy" is associated with since sustainable management, marine security approaches necessitate not the only one upholding and enforcement of legal requirements but also the management of marine resources, which depends on a secure maritime environment.<sup>8</sup>

The fourth notion that needs to be considered in order to comprehend the semiotic linkages of marine security is human security. These two fundamental aspects food security and coastal residents' resilience are key components of the blue economy. A noteworthy substitute for understanding security in terms of national security is human security, which was first proposed in the 1990s. Originally put forth by the UNDP, the idea aims to put people's needs—rather than states'—at the centre of security considerations. The fundamental elements of human

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<sup>8</sup> Alice D. Ba, Staking claims and making waves in the South China Sea: how troubled are the waters?

security are access to safe work, food, housing, and sustainable means of subsistence. Since fisheries are an essential a food supply and jobs, especially in the world's Unreported, unregulated, and illicit fishing (IUU) poses a threat to the least developed countries a serious threat to human security.

However, there are numerous maritime aspects to human security, ranging from sailors' safety to coastal residents' vulnerability to broader marine hazards. Notably, it has been determined that the resilience of coastal people has a major role in the establishment of marine dangers and is therefore essential to preventing them. These four ideas are related to one another by maritime security, which may even aim to replace them. According to the semiotic approach, in order to comprehend the meaning that various actors attach to maritime security, we can research the connections they make to those additional ideas.<sup>9</sup>

The way security actors define these relationships and situate risks within them varies greatly. Alliance Maritime Strategy of NATO, for example, argues that these are unique, "high end" objectives and ignores the lower the left-hand corner of the marine security spectrum, focussing instead on problems pertaining to human resilience and the blue economy. The Integrated Maritime Strategy of the African Union focusses on the blue economy, however, and contends that issues related to marine security are important mainly because they impede economic expansion. Beginning in top-right corner, the AU shockingly does not include conventional factors such as state rivalry or interstate conflict in its strategy. Other strategies have close ties, such the maritime security strategies of the UK and the EU to all four ideas and make the case for an all-encompassing strategy that highlights how the problems are connected.

#### **IV. DISSECTING DANGERS: THE FRAMEWORK OF SECURITISATION**

Studies on constructivist security that have been conducted during the 1990s provide a second framework. Security studies soon realised that a study of the political mechanism used to create threats and bring up topics for the security agenda was required, as a result of the political debates that followed the Cold War about the scope and content of military and security policy. The "securitisation framework" is one of the main frameworks that sprang from this conversation. The framework, which was first put forth by Ole Waever and Barry Buzan, asserts that threat construction processes have a real logic and can thus be examined using a general framework.<sup>10</sup>

According to securitisation, dangers are created by a sequence of assertions that rely on a

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<sup>9</sup> <https://www.drishtias.com/daily-updates/daily-news-editorials/india-s-maritime-security-paradigm>

<sup>10</sup> Wilde Jaap de Security. A new framework for analysis, Lynne Rienner Publishers, Boulder (1998)

specific general grammar. This grammar portrays a problem, like piracy, as an existential danger to a certain referent object, like international trade or nation-states. Such assertions are only persuasive should they be made by speakers with the right to talk about security and whether the intended audience finds them credible. Threat creation typically includes recommendations for countermeasures to shield the reference item from the threat. The exceptional and frequently extreme nature of countermeasures is a distinctive feature of security.<sup>11</sup> They could include substantial limitations on legal freedoms or the application of military force comparable to that of a war.

There are two possible lines of inquiry when attempting to comprehend maritime security using the securitisation framework. The first way to answer the question is to look at the securitisation claims made about "the maritime" and how they have been securitised. This begs the question of how and whence came to be the modern perception of the sea and the oceans as places of menace and instability. Considering that the idea of the oceans as a dangerous and unpredictable area dates at least to the Antique Era, writing a genealogy will probably be the result. An examination of this kind paints a broad picture of the how and why "the maritime" is a resource for unrest or a point of mention that has to be safeguarded.

The second track examines in detail how different issues have been packaged together to create the marine agenda for security. The end result is a meticulous Rebuilding the issues on the long list of marine security issues concerns, with special emphasis paid to the issue of who securitises problems for whose audience and the types of reference materials being used.<sup>12</sup> Asking whether reference objects are involved in marine securitisations is particularly illuminating for understanding various (and opposing) political objectives. Which reference items need to be safeguarded against threats to marine security?

Reconstructing how these risks and threats have risen to the top of the different actors' agendas is the aim of a fine-grained securitisation analysis. This will give insight into what each actor believes should be protected and what shouldn't and how to go about doing so. Using this viewpoint will highlight the moments when actors' perceptions of dangers converge and those when they diverge noticeably. Furthermore, the securitisation framework highlights a vital dynamic: Securitisation implies that issues are handled as urgent and high-priority affairs and

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<sup>11</sup> Christian Bueger, Stockbruegger Jan Security communities, alliances and macro-securitization: the practices of counter-piracy governance

Michael J. Struett, Mark T. Nance, Jon D. Carlson (Eds.), *Maritime piracy and the construction of global governance*, Routledge, London (2013), pp. 99-124

<sup>12</sup> Barry Buzan, Ole Wæver, Wilde Jaap de Security. A new framework for analysis  
Lynne Rienner Publishers, Boulder (1998)



that, as the literature has shown, more resources are usually given to them. On the one hand, the securitisation of maritime issues is a positive development as it brings attention to these challenges and expands the pool of available resources.<sup>13</sup>

Conversely, securitisation follows a different reasoning that usually demands extreme measures and favours quick responses. Put differently, securitisation does not necessarily produce the greatest or most durable answers. As a result, the conclusion could be making the incorrect investments or favouring extremely expensive temporary solutions (such using military force). This relationship has been demonstrated, for example, When it comes to migration. Perceiving migration as a danger has weakened perceptions of it from an economic or humanitarian standpoint, led to repeated harsh border control actions that disregarded the humanitarian tragedies that illegal movement may imply.

## **V. WHAT ROLE DOES MARITIME SECURITY PLAY?**

India has more than 7,000 miles of coastline, which leaves it open to dangers from environmental damage, piracy, illegal fishing, terrorism, and smuggling. India must defend against these attacks its offshore and coastal resources, including ports, fishing areas, and oil and gas installations.

With the sea carrying more than 70% of India's trade value and almost 95% of its volume of commerce, the country's economy is heavily dependent on it. The majority of India's energy needs are likewise imported, particularly from the Gulf region. Hence, for the purpose of its economic growth and energy security, India must guarantee the safety and unhindered passage of the Sea Lanes of Communication (SLOCs) throughout the Indian Ocean and other regions. Indian Ocean Region (IOR), home to several cooperating nations, is of strategic relevance to India and friendly nations in addition to a few possible enemies. India invests in the development and security of numerous IOR countries and has historical, cultural, and diasporic linkages with them.

Because there is a marine security significant influence on global stability, economic health, and safety, it is crucial for a number of reasons. Here are several justifications for the importance of maritime security:

- i. Protection of international trade:** a large amount of trade is carried out by sea. Maintaining the global flow of products, which affects economies and livelihoods worldwide, depends on the security of these channels. Maritime security guards

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<sup>13</sup> <https://maritimeindia.org/revisiting-sagar-indias-template-for-cooperation-in-the-indian-ocean-region/>

shipping lanes against illicit activity that can cause trade disruptions.

- ii. **Preventing illicit activities:** marine security plays a vital role in stopping illicit activities like people trafficking, smuggling products, piracy, and illegal fishing. In addition to endangering maritime safety and security, these actions also have wider ramifications for international law.
- iii. **National security:** As a line of defence, many countries rely on their maritime borders. For the sake of national security, these places must be kept safe from potential threats and unauthorised access. Maritime security operations assist in identifying, thwarting, and countering such threats prior to their arrival at national boundaries.
- iv. **Protecting human life:** A key component of marine security is making sure that fishermen, seafarers, and passengers are safe. For example, when it comes to illegal, unreported, and unregulated (IUU) fishing, this has grown to be a significant issue. marine security operations shield people from piracy, marine mishaps, and other threats by reducing risks and responding to emergencies.
- v. **Economic stability:** Global economic stability is facilitated by maritime security, which guards marine trade routes and deters illicit activity. It attempts to guarantee that shipping costs do not increase as a result of terrorism or piracy, keeping trade accessible and cheap for countries all over the world.

## VI. WHO TAKES PART IN MAINTAINING MARITIME SECURITY?

Numerous national and international stakeholders are involved in the enforcement of maritime security. Among them are:

- i. **Naval forces:** they are crucial in preventing and responding to threats like maritime terrorism, armed robbery, and piracy by carrying out patrols, surveillance, and interdiction operations.
- ii. **Coast Guard:** accountable for upholding maritime laws and regulations inside its borders, including smuggling and illicit fishing additionally port security, scouting and saving missions, and vessel inspections.
- iii. **Law enforcement organisations:** police departments and specialised groups may be engaged in operations related to marine security, specifically in the fight against illegal trafficking in persons and drugs, among other things and maritime crime.
- iv. **Customs and border protection officers:** they carry out examinations, keep an eye on the shipment of merchandise, and stop the weapons, contraband, and illegal

commodities being smuggled across ports and maritime borders

- v. **International organisations:** member nations can work together to address marine security issues by coordinating, cooperating, and creating capacity through the International marine Organisation (IMO), the United Nations, and regional organisations.
- vi. **Private sector:** security personnel are sent out, Shipboard security protocols are implemented, and at port facilities, and government agencies work with private marine security organisations, shipping firms, port operators, and industry groups.
- vii. **Organisations that are non-governmental (NGOs):** may contribute to efforts to improve marine safety and security by spreading best practices, increasing awareness, and supporting laws and programs.

## **VII. DIFFICULTIES IN THE MARINE SECTOR**

### **(A) Difficult Security Problems**

- i. **Unequal Strategies:** A new element to marine security is the application of asymmetrical tactics, as seen in In the South China Sea, China has deployed maritime militias, while in the Black Sea, Ukraine is fighting Russia. This calls for the use of surprising and non-traditional tactics that might not adhere to standard military doctrine.
- ii. **Grey-Zone Warfare:** Grey-zone strategies, which fall between traditional and non-traditional approaches, make it difficult to respond effectively since they frequently take advantage of gaps in law and policy. These strategies may involve clandestine operations and deeds that fall short of outright hostilities. For instance, nations such as the USA are violating the SEZ.
- iii. **Combat Drones:** Using combat drones gives marine operations a new level of complexity, allowing governments and non-state actors to observe, do reconnaissance, and maybe launch assaults.
- iv. **Land Attack Missiles:** Maritime security is directly threatened by the use of land attack missiles at sea. This involves the deployment of missiles that, contrary to conventional wisdom regarding threats from the sea, may target infrastructure on land accessed from maritime platforms.

### **(B) Non-traditional Security Risks**

- i. **Fishing Without a License:** Illegal fishing poses a concern to maritime security because it can exhaust marine resources and jeopardise the way of life for coastal populations.

For instance, Sri Lankan fisherman fishing in Indian waters.

- ii. **Natural catastrophes:** Maritime security and emergency response operations are severely hampered by the rising the regularity and intensity of natural catastrophes, like hurricanes and tsunamis, in the maritime domain.
- iii. **Marine Pollution:** Plastic waste and oil spills are two examples of pollution that pose environmental and financial risks to the area of the sea.
- iv. **Impact of Climate Change:** Less developed states are disproportionately affected by rising sea levels, climate change, and related effects, making them more vulnerable to extreme weather and alterations in the environment.
- v. **Theft:** Security personnel in charge must be alert for this reason, to ensure the security of delicate and valuable goods, both at sea and in ports.
- vi. **Trespassing:** Trespassing Security officials are responsible for ensuring that no unauthorised When their ship is in port, people board it and tamper with critical equipment. A trespasser may disrupt the rigging of freight and other sensitive equipment, even though the crew members with documentation perform vessel operations correctly. This could have serious implications at sea. Large-scale security measures address possible worldwide hazards, including environmental offences, smuggling, human trafficking, and terrorism, which usually stem from more malevolent activities than isolated incidents.
- vii. **Threats from Terrorism:** The variety and avenues available to terrorists have expanded due to contemporary developments in telecommunications and international business logistics. Sometimes, criminals try to utilise marine shipping routes for the transportation of hazardous items and weaponry. Since they are able to move both people and goods to achieve their objectives, terrorists take use of transportation routes, and one of the main targets is the maritime shipping industry. They try to undermine political, economic, and global security and public safety through the use of the maritime sector. Personnel working in security must be on the lookout for potential terrorist attack routes and exercise caution. Because of the global character of the maritime shipping industry, marine professionals have an obligation should take all logical safety measures to protect their country and vessel from any threats.
- viii. **Unauthorised Shipbuilding:** Transnational crime will be made easier to spread as a as a result of expanding maritime commerce and economic globalisation. trade in weapons, narcotics, and The transportation of people is already a major industry, and maritime

shipping is essential. International crimes are here to stay, and marine security is essential to reducing their prevalence. Because illicit goods and weapons are kept keeping it out of the hands of thieves, the shipment industry can stop more illicit cargo from entering the country at the source, leading to shipments that do less damage once they reach their destination. It is challenging for inspection by security every one among the numerous massive containers that each shipping vessel is carrying. This is known to criminals, who take advantage of it. Smuggler networks will make an effort to evade law enforcement and the maritime industry due to their scale and reach, which make them an easy target. Smuggling isn't just done by the shipping sector; occasionally, criminals attempt to cross international borders with their commodities by utilising other kinds of vessels. In the same way that the oceans serve as our main means of transportation for products, they also serve as conduits about the importing and exporting of illicit goods. The many significant drug busts over the years demonstrate how organised and transnational Crime gangs move their goods via the shipping business enormous amounts of their merchandise. They may also carry weapons and other technology used illegally that is extremely valuable in the illicit market with narcotics.

- ix. Piracy:** Although it might seem to be a notion from the past, big ships Even with shipment valued at millions of dollars, ships continue to attract criminal attacks. Modern robbers and pirates are usually well-prepared and have access to state-of-the-art communication technologies. Crew members with a wealth of marine security training and expertise are better equipped to anticipate and manage a piracy attack.
- x. Trafficking in Humans:** Another major problem with international sea security is human trafficking. The maritime industry has traditionally experienced illegal migration, whether it be from individuals escaping unrest in politics or unwilling victims of human trafficking. Although The marine industry is facing difficulties to capture every undocumented immigrant, using appropriate strategies for maritime security aids in lessening the problem.
- xi. Security Manoeuvres:** What then do security guards do on a regular basis to make sure problems don't occur? Let's examine some of the top procedures that a VSO, or vessel security officer, follows. It is incumbent upon the officers to properly handle anything on board that does not adhere to the highest security standards.

## **VIII. OVERSEE THE FREIGHT MANAGEMENT AND COORDINATION**

When a security guard loads and unloads cargo, they have to make sure that all protocols are

followed, including inspecting the bunkers and vessel stocks and doing the necessary checks.

**(A) Making suggestions for changes**

It is the responsibility of the VSO to recommend any changes to the business security officer's security plan for the ship so that the latter can implement the change throughout the entire organisation to enhance security.

**(B) Report Issues**

Notifying the business safety officer is the security officer's duty if a vessel audit finds any issues.

**(C) Examine The Boat On A Regular Basis**

To monitor and enforce security protocols, each officer of security on board needs to be alert for anything out of the ordinary.

**(D) Manage Upkeep To Enhance Security**

Other crew members have a duty to play in keeping an eye out for anything unusual in addition to the VSO's monitoring duties. It is important to urge staff members to report any possible hazards and remain vigilant by the security guard.

**(E) Put Security Training Into Practice**

Safety officers are responsible for teaching their crew members acting in a way that is suitable for both regular and emergency security activities.

**(F) Document And Report Security Incidents**

It is the security officer's duty to observe any strange activity and notify the senior security officer and firm security officer of it.

**(G) Ensure Screening Programmes**

To enable crew members to do their duties outside restrictions, the VSO must conduct screening programmes including transportation worker identity credential checks.

**(H) Observe Security Equipment**

The maintenance, testing, calibration, and proper operation of security equipment are the responsibilities of a security guard.

**(I) Crew Member Supervision And Assistance**

A ship's security officer is responsible for making sure that everyone on board is following the security plan and procedures.

## **IX. THE FUNDAMENTALS OF MARINE SECURITY**

Essentially, maintaining safe and thriving oceans is the main goal of maritime security. In order to preserve stability and wellbeing along international maritime routes, it entails safeguarding ships, ports, and marine environments while abiding by international laws and regulations.

### **(A) Why is marine security so important to the shipping sector?**

Maintaining the sustainability of seas is essential for human civilisations' resilience, security, and prosperity as well as for the biodiversity and well-being of maritime environments. The following list of factors demonstrates the significance of marine security.

### **(B) The health of ecosystems and biodiversity**

Many different marine species and ecosystems, including those that produce oxygen, sequester carbon, and cycle nutrients, can be found in the oceans. Fish larvae to magnificent whales: conserving marine life helps maintain preserves biodiversity and ecosystem health, both of which benefit global fisheries and the travel and tourism sector.

### **(C) Control of the climate**

The seas are essential to controlling the earth's temperature because they absorb 90% of the surplus heat brought on by climate change. Maintaining marine health lowers the hazards of extreme weather, sea level rise, and ocean acidification while also stabilising climatic systems.

### **(D) Financial well-being**

The fishing, maritime shipping, tourism, and resource extraction sectors collectively account for at least 150 million direct jobs globally, making the maritime domain a major driver of global economic activity. It is projected that the global economy is worth between US\$3 and US\$6 trillion, meaning that shipping will double in size by 2030.

## **X. CONCLUSION**

Marine security pertains to the tactics and policies put in place to safeguard ports, ships, and marine infrastructure against potential dangers. The development of marine security coincided with the growth of sea trade, exploration, and the strategic significance of naval force across several centuries. The necessity to defend marine interests, provide secure navigation, and fend off dangers at sea has influenced its growth. There are various connections between the concepts of maritime security and sea power. The first is related to the fact that A prominent participant in the realm of maritime safety is the armed forces. The majority of India's energy needs are likewise imported, particularly from the Gulf region. Hence, for the purpose of its economic growth and energy security, India must guarantee the safety and unhindered passage of the Sea

Lanes of Communication (SLOCs) throughout the Indian Ocean and other regions. Indian Ocean Region (IOR), home to several cooperating nations, is of strategic relevance to India and friendly nations in addition to a few possible enemies.

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