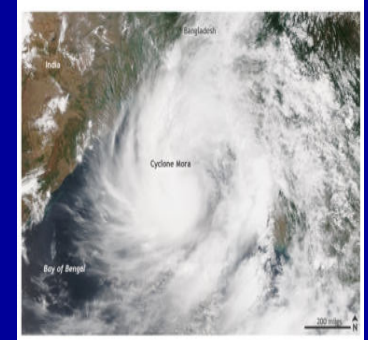
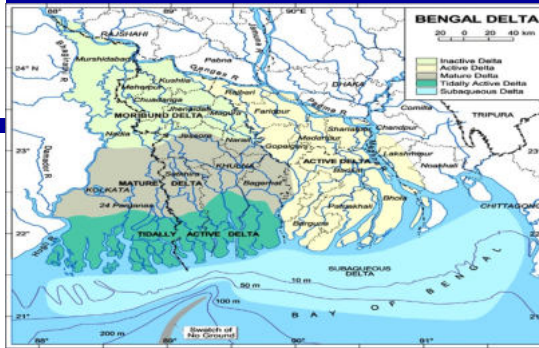


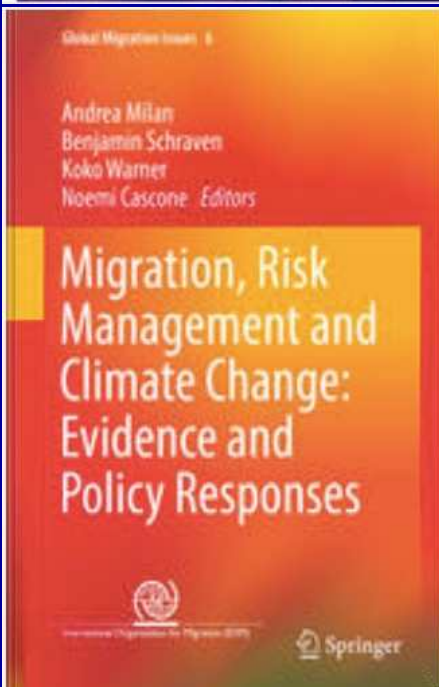
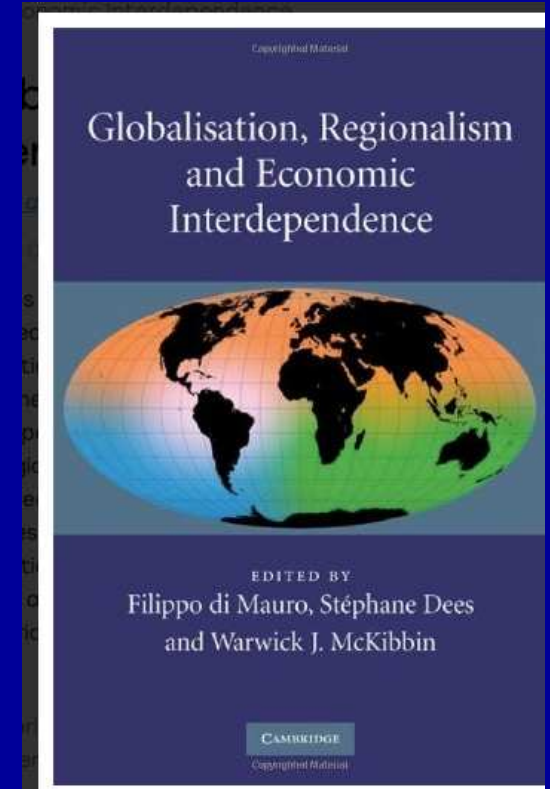
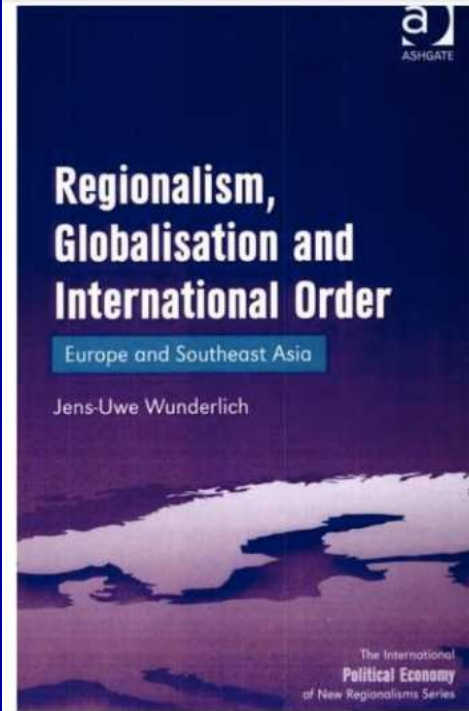


Maritime Regionalism in the Indian Ocean: Challenges and Opportunities

Lecture to NALSAR

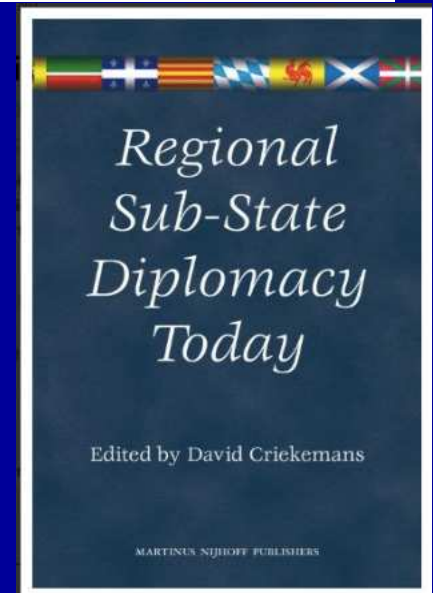
24 September 2022

SANJAY CHATURVEDI
SOUTH ASIAN UNIVERSITY



Theorizing Maritime Regionalism

Conceptualizing 'Maritime'

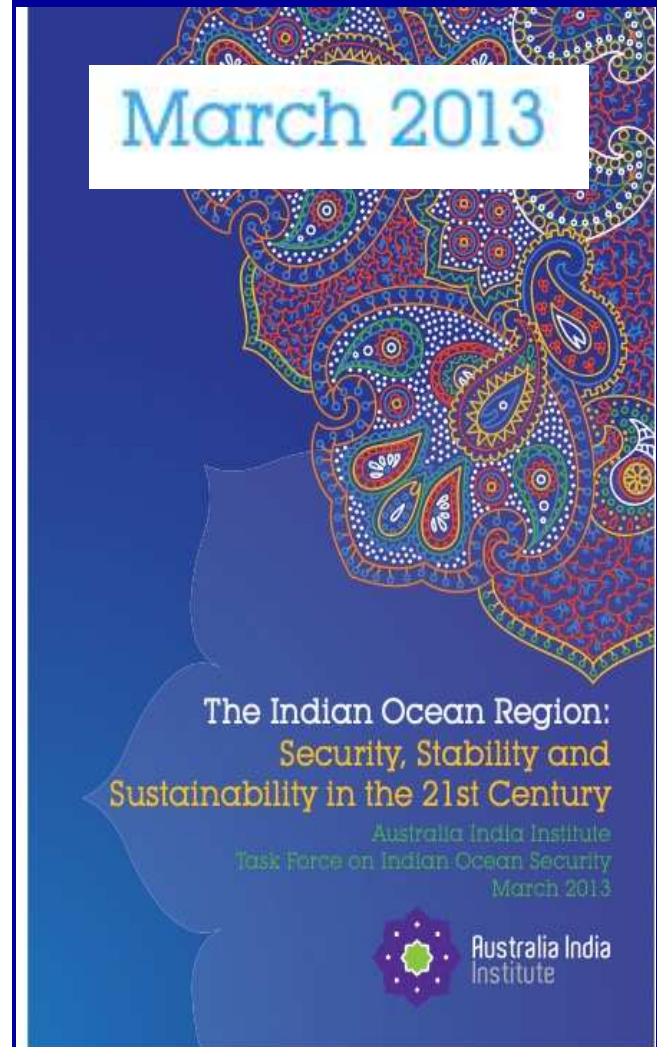


Conclusion: a 21st century regional security paradigm for the Indian Ocean

Strategic reassessments of the IOR and associated security challenges are contributing to the development of a new collective Indian Ocean security paradigm built on maritime regionalism.

There are at least five key interrelated elements of this paradigm that should be reiterated here:

1. It is ocean-based – the ocean is central. Issues associated with the use of the ocean are critical considerations – around the edge, across, on, in and under.
2. It is a holistic security paradigm that takes into consideration the notion that security is a multidimensional concept comprising military, economic, environmental, human and political factors.
3. It is less contrived and more natural in that it is based around an ecological concept of the Indian Ocean and its various interactions.
4. It is a concept that is much more people-centred that ensures that the voices of Indian Ocean peoples and communities have more of a say in their human security.
5. It is a concept that implies a much greater degree of regional cooperation to collectively solve common problems rather than a concept that is solely state-based and grounded primarily in competition.



Edited by Dennis Rumley

Principal contributors: David Brewster, Sanjay Chaturvedi, Timothy Doyle, Amitabh Mattoo, Dennis Rumley, Swaran Singh, Ric Smith and Siddharth Varadarajan

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Regional Security Complex Theory in the Post-Cold War World

[Barry Buzan](#)

Chapter

1239 [Accesses](#) | **17** [Citations](#) | **16** [Altmetric](#)

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Abstract

This chapter explores the problems of using regional analysis to think through the security agenda of the post-Cold War world. It starts with a summary of traditional regional security complex (RSC) theory, with its military-political focus, and its firm regionalizing logic, and looks at how that view is still relevant in the post-Cold War world. Section 2 surveys the changes in the nature of the security agenda, examining the rise of economic and environmental security, with their new types of threat and new referent objects, and the decline in salience of military-political security issues amongst the great powers. Section 3 investigates whether three of the 'new' security sectors — economic, environmental, societal — contain a regionalizing logic, and if so, how it works. Section 4 reintegrates the analysis. It looks at the merits of treating sectors separately, or amalgamating them into single, multi-sectoral security complexes.

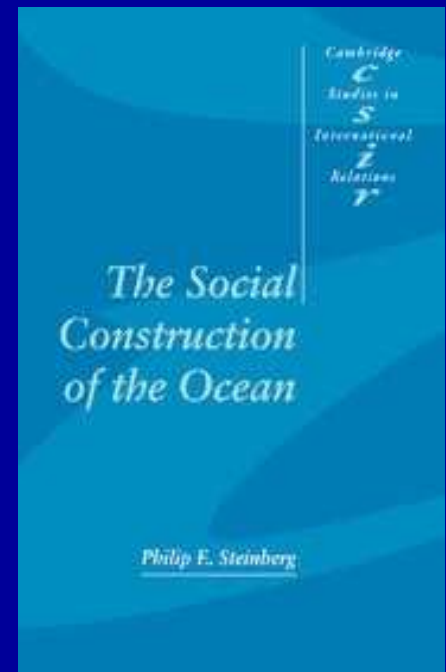
“Very fundamentals of the concept [of security/ordering] are open to question. Who or what are the objects or referents of security; that provide security; and for whom is the security intended; individuals, groups, nations, states, regions, the world or intangibles such as values” (Oliver Richmond and Jason Franks, 2005)



WHAT ARE THE GEOGRAPHICAL ASSUMPTIONS UNDERLYING VARIOUS SECURITY DISCOURSES? HOW ARE THEY ARTICULATED SPATIALLY?

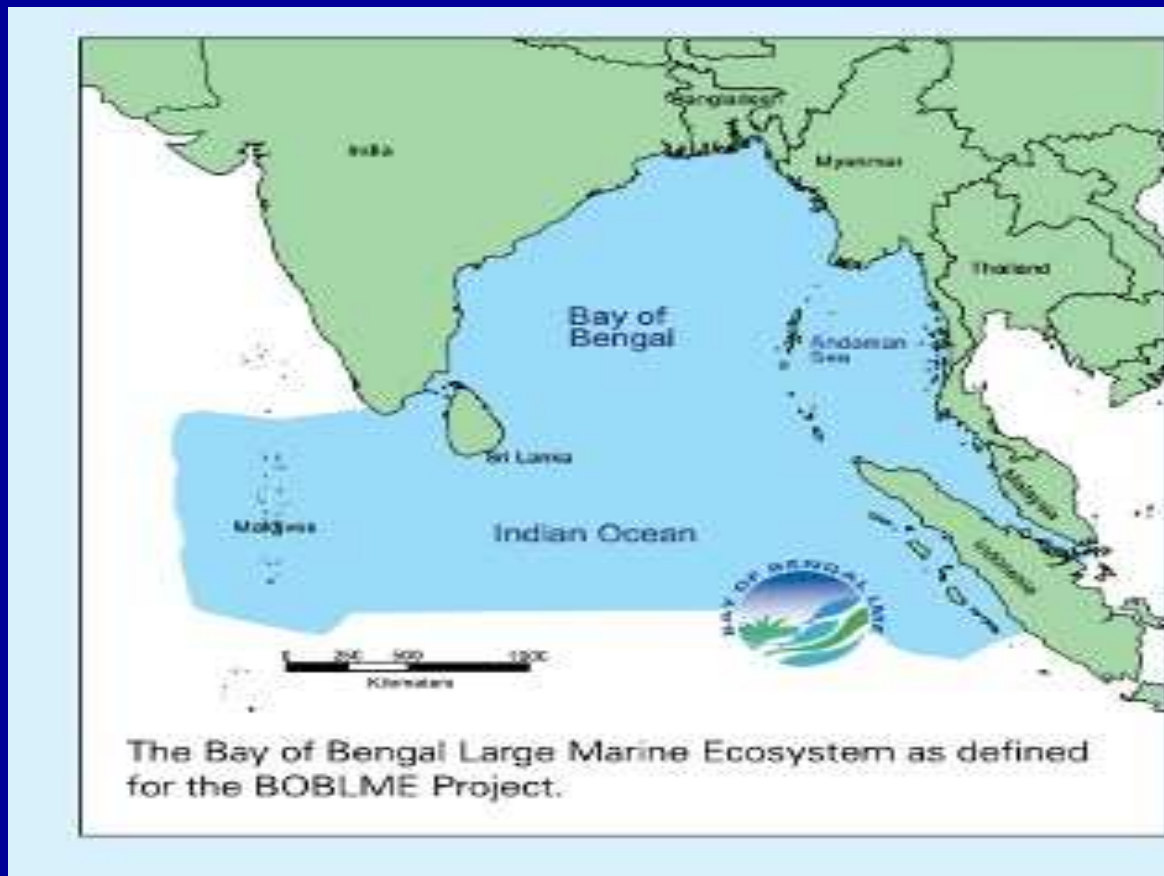


“Ocean is perceived and used by various social actors... each actor might favour certain ocean policies (which in turn would imply further perceptions and constructions of the ocean) so as to strengthen their specific [security] interests. If each actor were to pursue its strategy, the result would be a set of social institutions, attitudes, and norms that would reproduce the construction of the ocean as a un-claimable transport surface, claimable resource space, a set of discrete places and events, and a field for military adventure.”



Mapping the IO Region

A Region of Sub-Regions



The Bay of Bengal is a semi-enclosed sea under UNCLOS Part IX because it consists “entirely or primarily of the territorial seas and exclusive economic zones of two or more coastal States”. At its mouth between Sri Lanka and the Nicobar Islands, the bay is about 650 nautical miles wide.

Western Indian Ocean

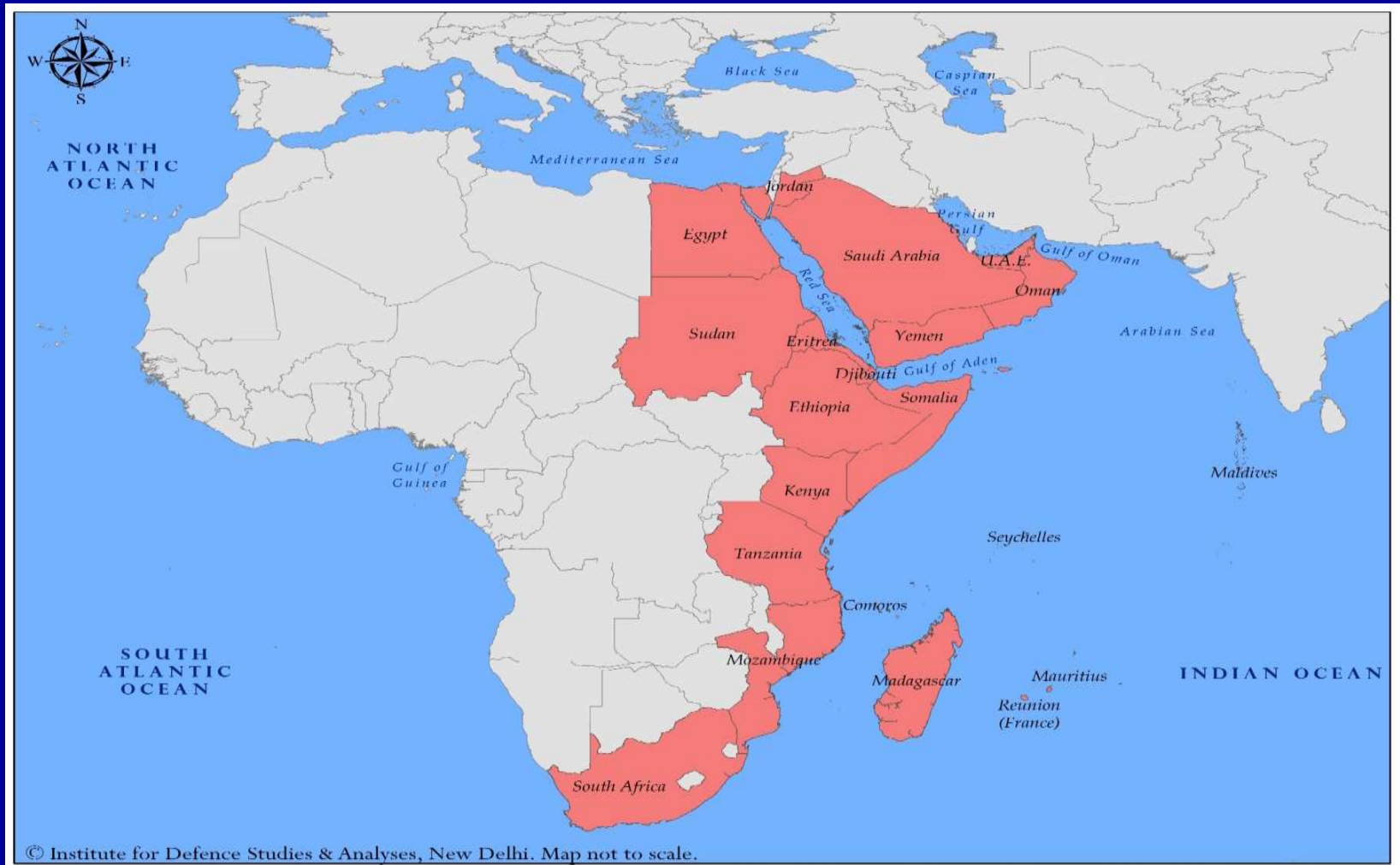


Maritime Insecurity

- Maritime crimes such as illegal fishing, piracy in the east coast of Africa and Gulf of Aden off Somalia (since 2008) has been in the headlines in the international media.



Djibouti Code of Conduct (DCoC)



Regional Mechanisms and Cooperation

- Djibouti Code of Conduct (DCoC)
- Africa Integrated Maritime Strategy (AIMS) 2050
- Programme to Promote Regional Maritime Security (MASE)
- Indian Ocean Rim Association
- Indian Ocean Naval Symposium (IONS)

Africa Integrated Maritime Strategy (AIMS) 2050

- This strategy developed in 2014 by the African Union emphasises the need to adopt an **integrated approach** to tackling maritime security.
- It engages with **maritime security** from a multidimensional perspective, not limiting its engagement solely to piracy and armed robbery at sea, but also including other illicit activities at sea, as well as putting **sustainable development** of the **African Blue Economy** and **Maritime Safety** at the core of dealing with maritime security.

Djibouti Code of Conduct (DCoC)

- The Djibouti Code of Conduct(2009)has become the main security architecture instrumental for dealing with piracy and armed robbery at sea in the WIO. Its scope has been broadened (2017) to include, human trafficking, illegal, unreported and unregulated fishing. It recognizes the importance of blue economy for sustainable economic development. This is the first such code to be operational in the Western Indian Ocean waters.

Programme to Promote Regional Maritime Security (MASE)



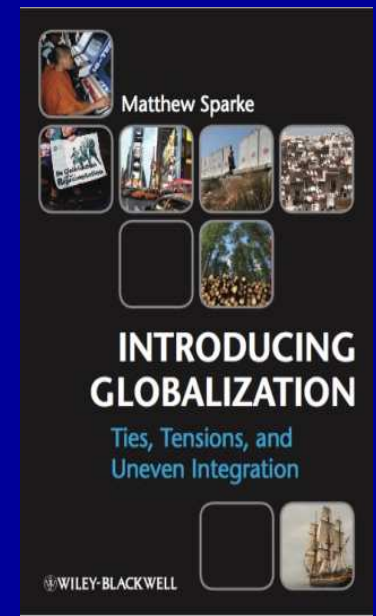
- The EU's MASE programme's primary objective is to strengthen the maritime security capacity of Eastern and Southern Africa and the WIO region in order to implement the Regional Strategy and Action Plan against Piracy.

1. Alternative livelihoods through vocational development initiatives and advocacy against piracy are supported; maritime coordination mechanisms are reinforced in Somalia (IGAD).
2. National and regional capacities in legal matters, legislation and infrastructure for the arrest, transfer, detention and trial of pirates are developed and / or strengthened (EAC).
3. The regional capacity to break the financial networks of pirates and their sponsors and to decrease structural and sustainable economic impact of piracy are reinforced (COMESA).
4. National and regional capacities for sea action are improved (IOC).
5. Regional coordination and exchange of information are improved (IOC).

Contextualizing Maritime Regionalism

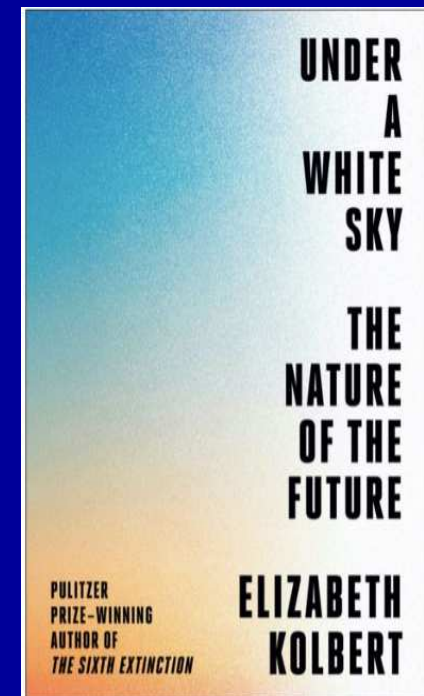
The Anthropocene Insecurities

“In an important ecological sense, life on earth has always been globalized. Our evolution and health as human beings have been dependent from the start on our interactions with a planetary ecosystem... Nevertheless, the anthropocentric forms of globalization have fundamentally changed these ecological interdependencies, making us the dominant global species and creating today what some scientists refer to as a new ecological-turned-geological era: the *Anthropocene*. Matthew Sparke” (2013)

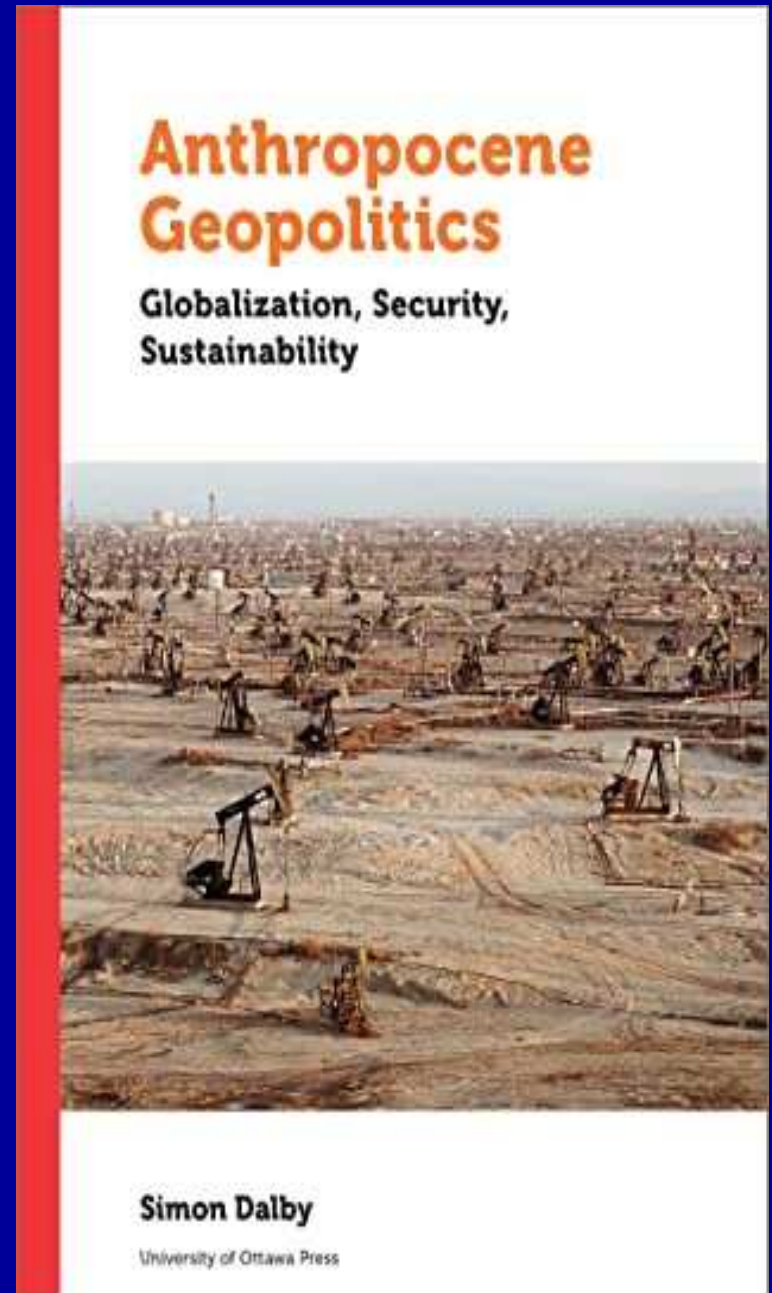


“We have dammed or diverted most of the world’s major rivers. Our fertilizer plants and legume crops fix more nitrogen than all terrestrial ecosystems combined, and our planes, cars, and power stations emit about a hundred times more carbon dioxide than volcanoes do. We now routinely cause earthquakes.”

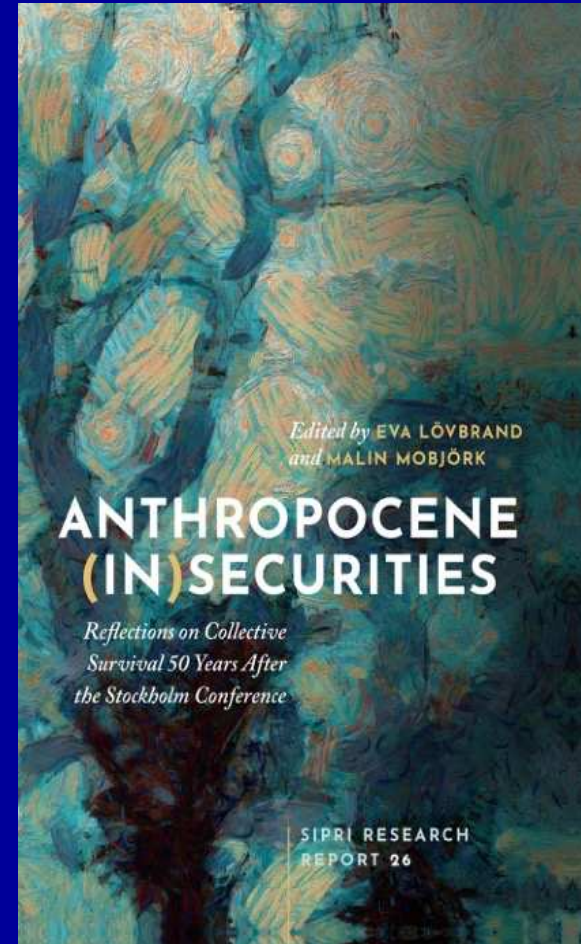
Excerpt From: Elizabeth Kolbert. “Under a White Sky: The Nature of the Future”. Apple Books.

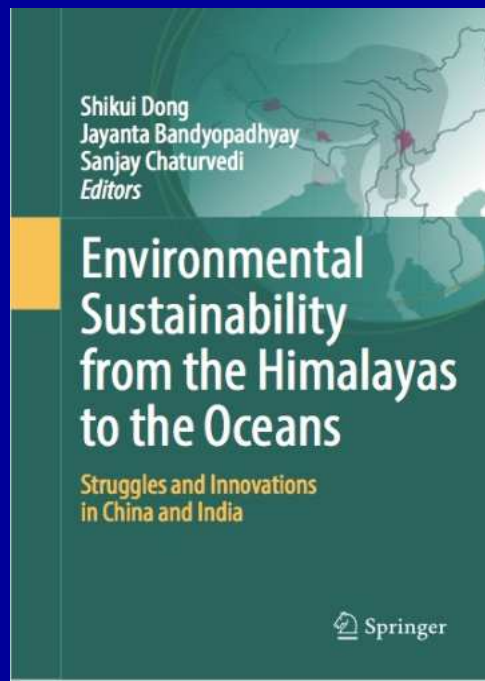


“Geopolitical language, as in the use of the term Anthropocene, may be helpful here not least because conventional forms of environmental governance have fallen so short in tackling global change.” Simon Dalby, 2020

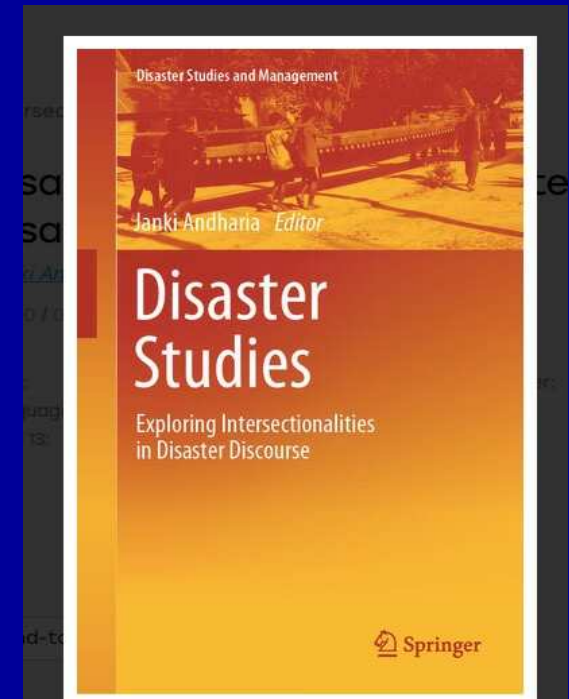


“To understand the novel landscape of Anthropocene insecurity, security scholars and analysts need to reach beyond established frameworks and ground their knowledge in the complex environmental realities of our times.”
SIPRI Report 2021



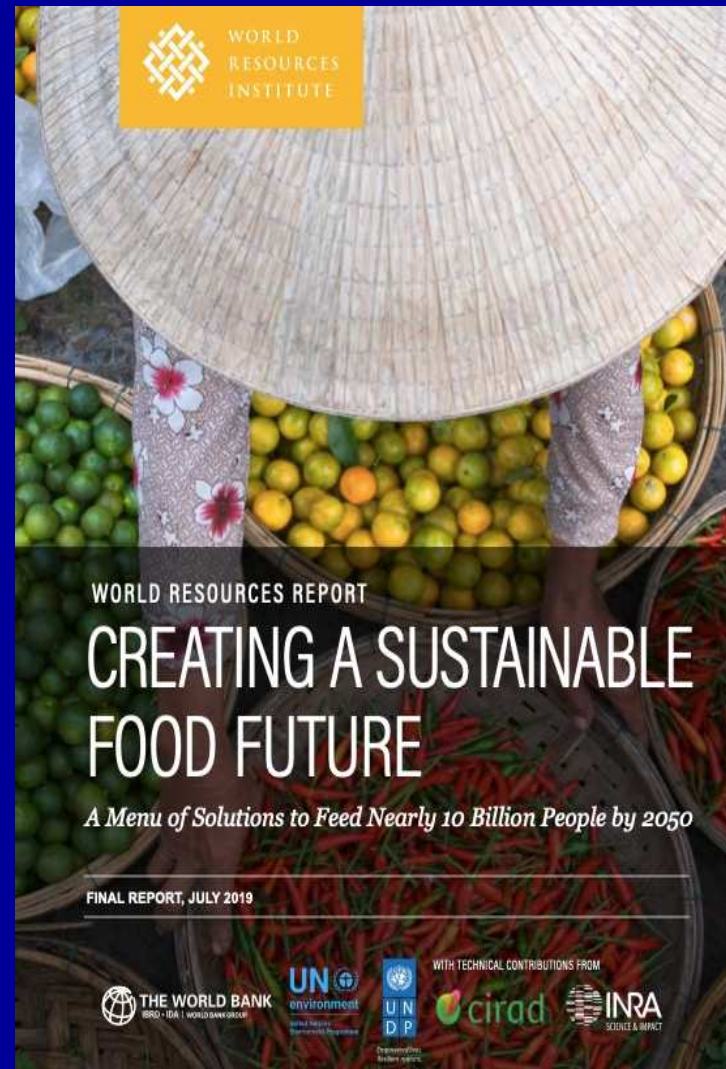


Imperative of Anthropocene Geopolitics



Invites Policy Interventions on the
Intersections of the Anthropocene
Insecurities: Ecological Unsustainability-
Natural Disasters and Climate Change

“As the global population grows and incomes rise across the developing world, overall food demand is on course to increase by more than 50 percent by mid-century, and demand for animal-based foods by nearly 70 percent. Yet even today, hundreds of millions of people remain undernourished as local agricultural systems fail to provide enough nutritious food, and economic factors prevent equitable distribution of available food.”



Graphic Evidence of Growing Anthropocene Insecurities

Impacts, Displacements, Dislocations
and Migrations

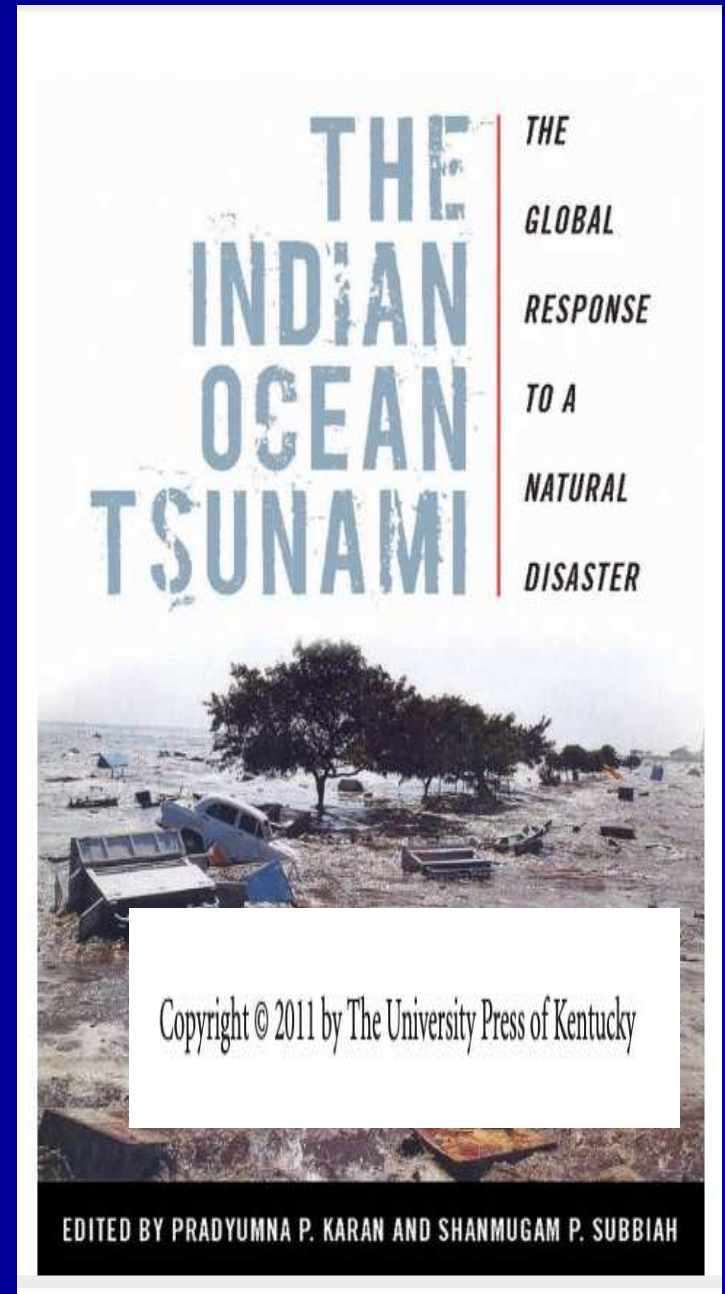
Four key Conclusions

. “First, it is clear that large-scale disasters are arenas for “non-traditional” geopolitical competition in which criminals, terrorists, and other illicit net- works compete for profit and influence against states and myriad other actors in the international system.”

Second, “when states, NGOs, international organizations, and private sector actors focus their attention and work together, nonstate threats can be thwarted or at least managed.”

Third, “it is unclear how long post-disaster management or mitigation of nonstate threats can be sustained as time passes and attention shifts elsewhere.”

Fourth, “Fourth, there is certainly a lack of in-depth and comprehensive data and field-based analysis .”



14 LIFE BELOW WATER



Goal 14 - Conserve and sustainably use the oceans, seas and marine resources for sustainable development

4

Proposal 4
Illegal, Unreported and
Unregulated Fishing –
Closing seas, ports and markets



Illegal, unreported and unregulated fishing on the high seas has significant negative ecological, economic and social impacts, and disproportionately affects developing countries.



Global Ocean
Commission

From Decline
to Recovery
**A Rescue
Package for the
Global Ocean**

5

Proposal 5
Plastic Pollution –
Waste out of the ocean

Plastics are a major source of pollution on the high seas and a health threat to humans and the environment. This reflects poor handling and waste management practices on land and requires a combination of political and regulatory action supported by an increase in consumer awareness.



From Decline to Recovery A Rescue Package for the Global Ocean

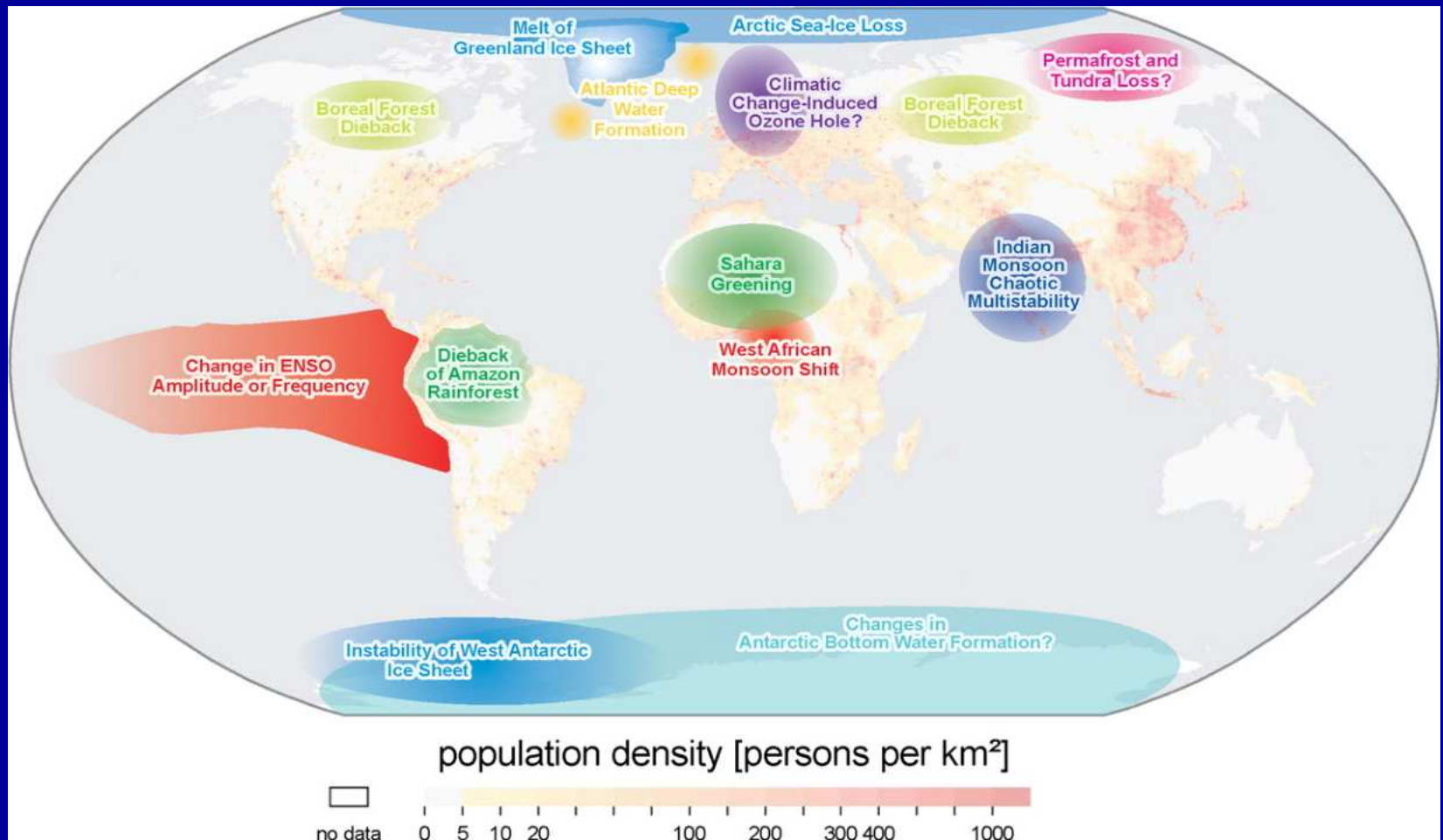
Understanding the Global Ocean

The ocean covers nearly three-quarters of the surface area of our planet. Comprising 1.3 billion km³ of water, it is the world's single largest ecosystem and plays a central role in supporting all life on Earth. It is also the provider of a wide range of services and resources that directly support human health, societies and economies.



The first image taken by humans of
showing the Earth at a distance of 4

Map of potential policy-relevant tipping elements in the climate system, updated from ref. 5 and overlain on global population density.



Lenton T M et al. PNAS 2008;105:1786-1793

This is your COVID wake-up call: It is 100 seconds to midnight

2021 Doomsday Clock Statement

Science and Security Board
Bulletin of the Atomic Scientists

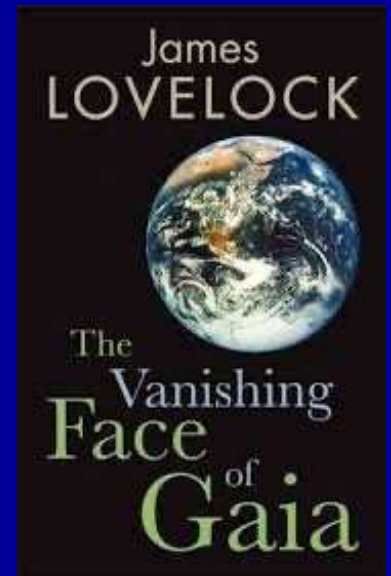
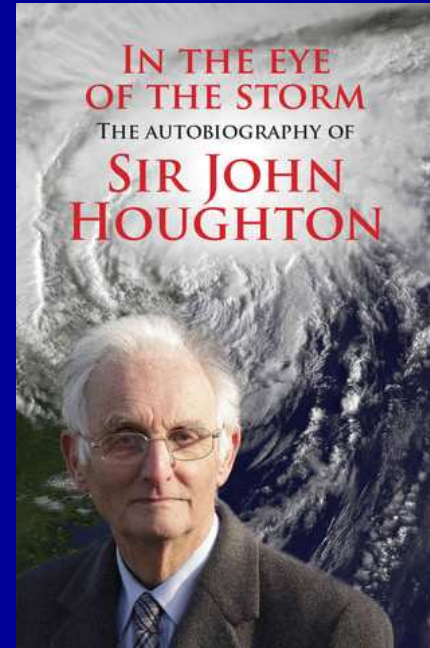
Editor, John Mecklin



“Governments have also failed to sufficiently address climate change. A pandemic-related economic slowdown temporarily reduced the carbon dioxide emissions that cause global warming. But over the coming decade fossil fuel use needs to decline precipitously if the worst effects of climate change are to be avoided. Instead, fossil fuel development and production are projected to increase. Atmospheric greenhouse gas concentrations hit a record high in 2020, one of the two warmest years on record. The massive wildfires and catastrophic cyclones of 2020 are illustrations of the major devastation that will only increase if governments do not significantly and quickly amplify their efforts to bring greenhouse gas emissions essentially to zero.”

!

- “The impacts of global warming are such that I have no hesitation in describing it as a ‘**weapon of mass destruction**’ (Sir John Houghton, *The Guardian*, 28 July 2003)
- Billions of us will die (from climate change) and the few breeding pairs of people that will survive will be in the Arctic where the climate remains tolerable by the end of the twenty-first century (James Lovelock, *The Revenge of Gaia*, 2006)
- Terror only kills hundreds or thousands of people. Global warming could kill millions. **We should have a war on global warming rather than the war on terror** (Stephen Hawking, quoted in *The Times*, 31 January 2007).
- In my view, climate change is the most severe problem that we are facing **today—more serious even than the threat of terrorism** (Sir David King, *Science*, 9 January 2004)
-





2018 was the fourth warmest year on record
2015–2018 were the four warmest years
on record as the long-term warming trend continues



Ocean heat content is at a record high and
global mean sea level continues to rise

Arctic and Antarctic sea-ice extent is
well below average



Extreme weather had an impact on lives and
sustainable development on every continent



Average global temperature reached approximately
1 °C above pre-industrial levels

We are not on track to meet climate change targets
and rein in temperature increases



Every fraction of a degree of warming makes a difference

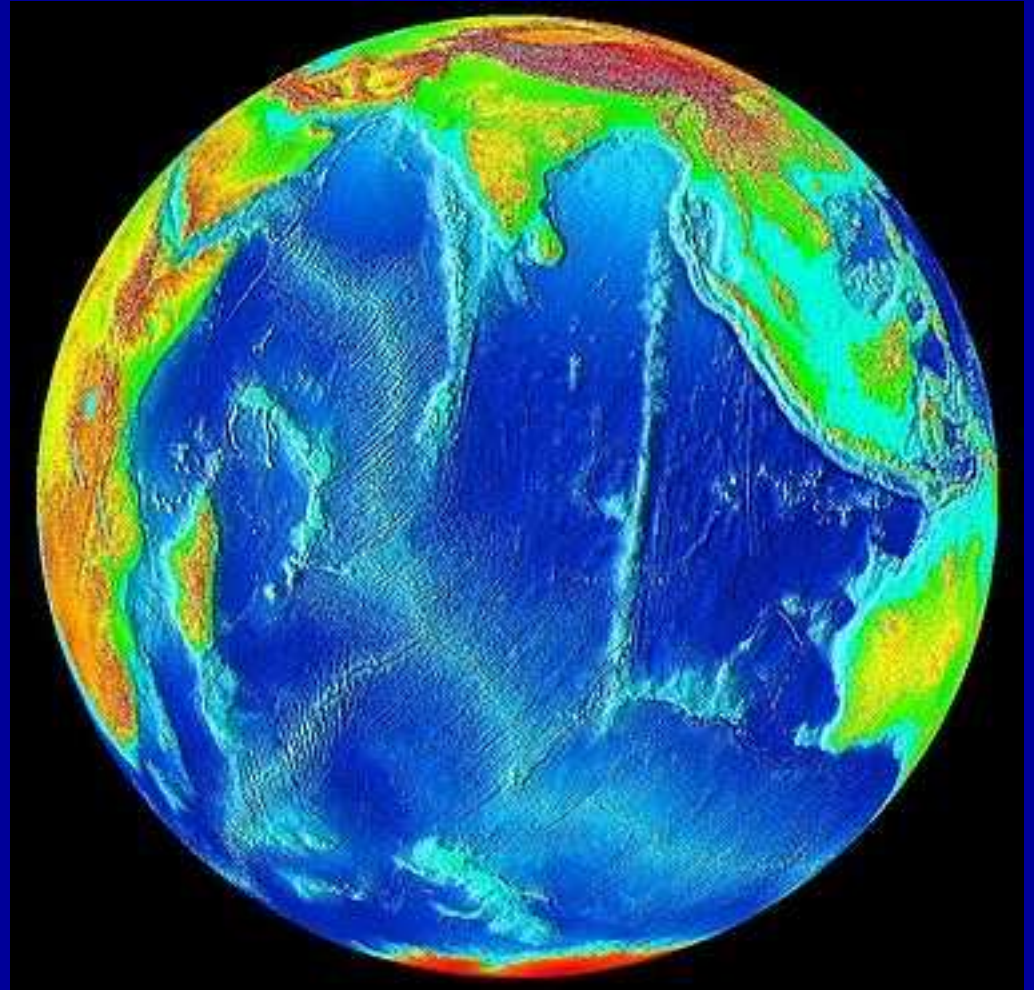
WMO Statement on the State of the Global Climate in 2018

WEATHER CLIMATE WATER

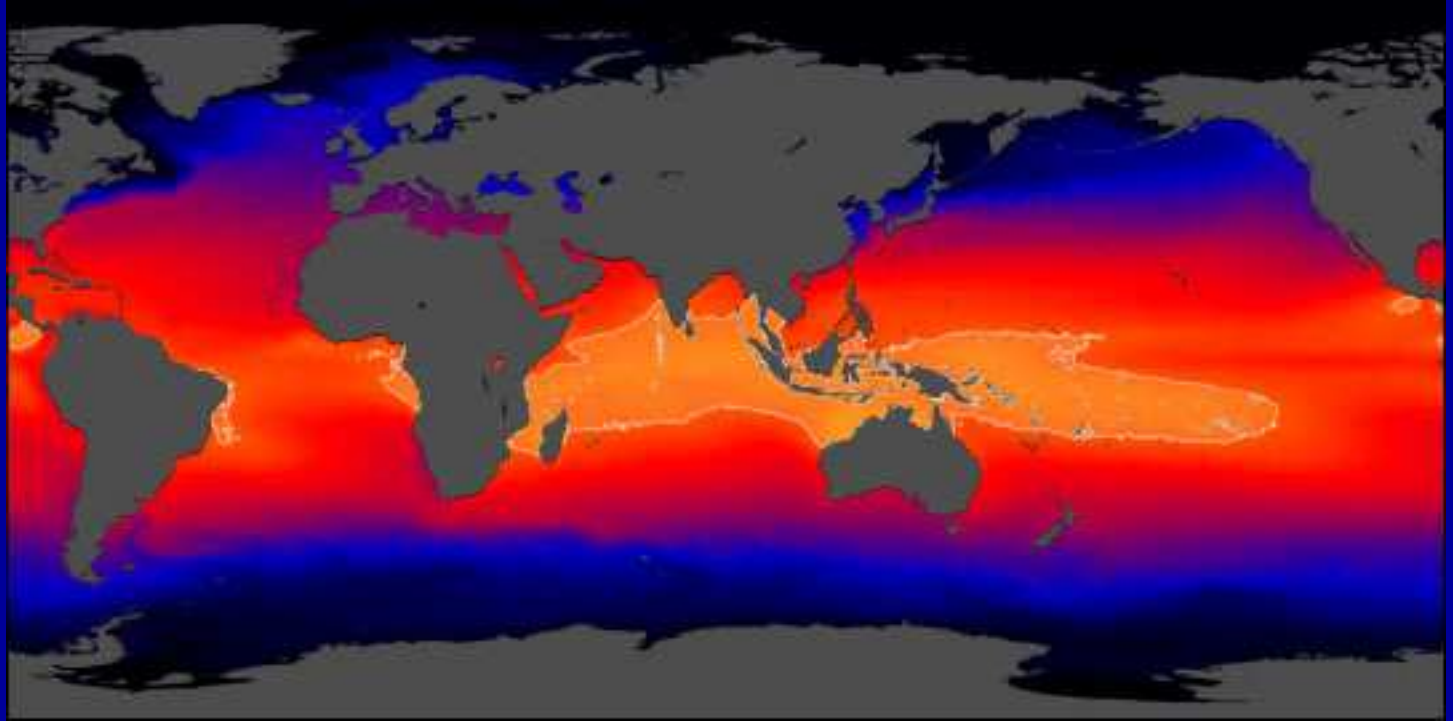


WORLD
METEOROLOGICAL
ORGANIZATION

WMO-No. 1233

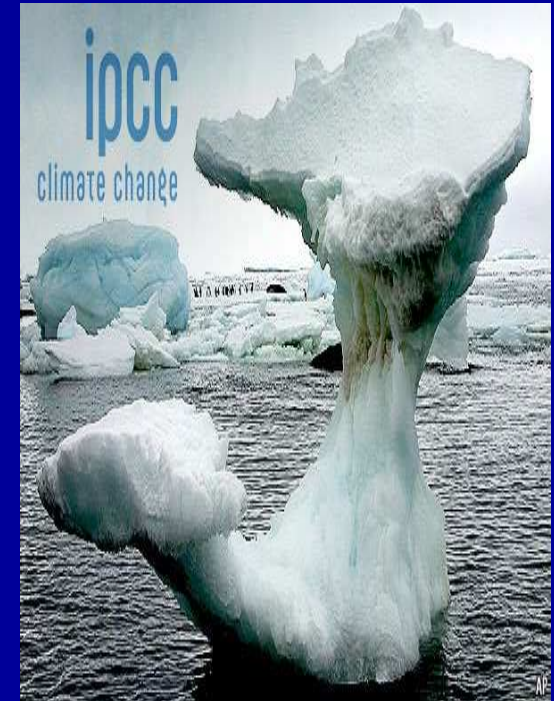
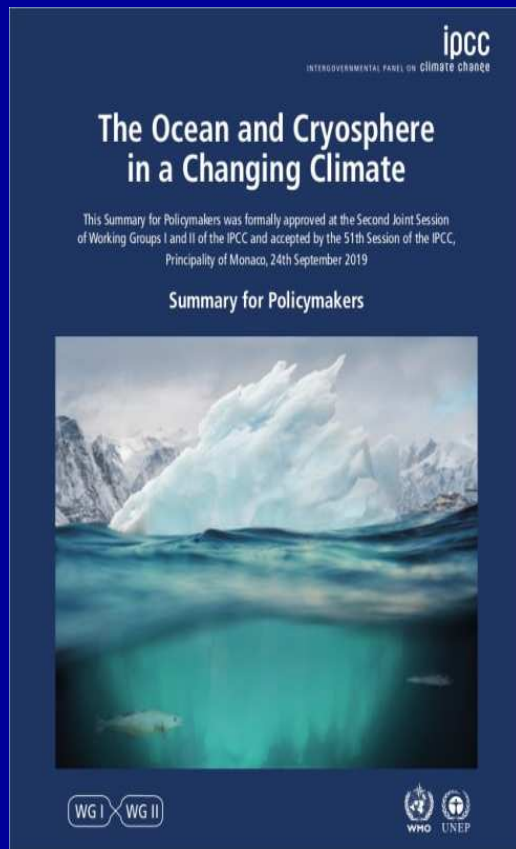


“Indian Ocean sea levels are rising unevenly and threatening coastal areas and islands. Sea-level rise is especially high along the coastlines of the Bay of Bengal, the Arabian Sea, Sri Lanka, Sumatra and Java”.



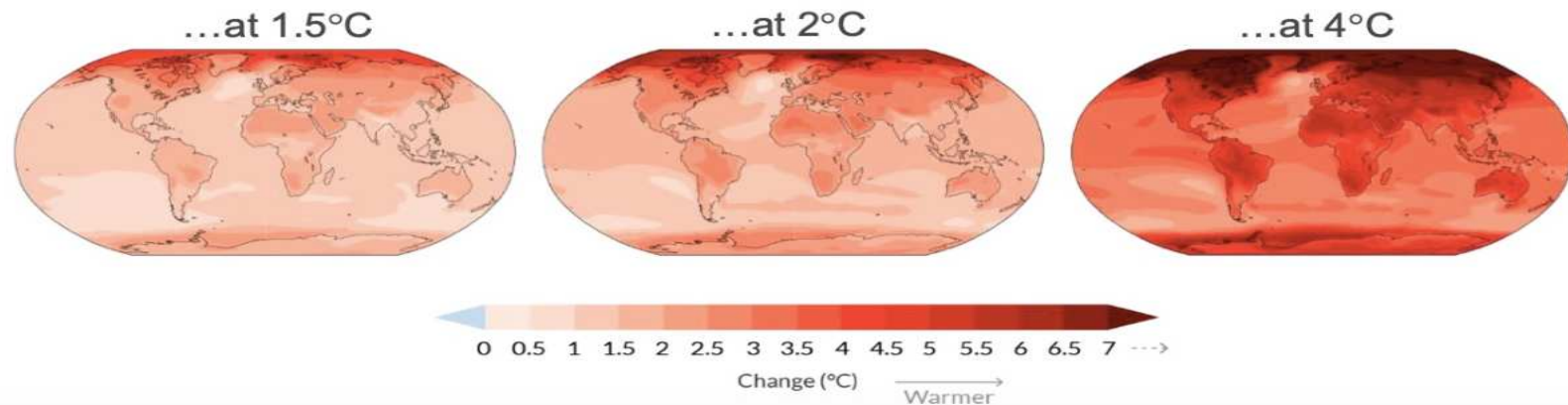
The Indo-Pacific warm pool extends almost halfway around the globe, stretching along the equator south of India, through the waters off Sumatra, Java, Borneo and New Guinea, and into the central Pacific Ocean. The waters of the warm pool are warmer than any those of any other open ocean on Earth. Because these waters are hot enough to drive heat and moisture high into the atmosphere, the warm pool has a large effect on the climate of surrounding lands.

Credit: NASA



With every additional amount of global warming, changes get larger.

Simulated changes...



Human influence, main driver of...

- ...**Hot extremes**, which have become more **frequent** and more **intense**
- ...**ocean warming** since the 1970s, and **ocean acidification**.
- ...changes we see in the **frozen areas** of the planet:
 - ⇒ global retreat of glaciers since the 1990

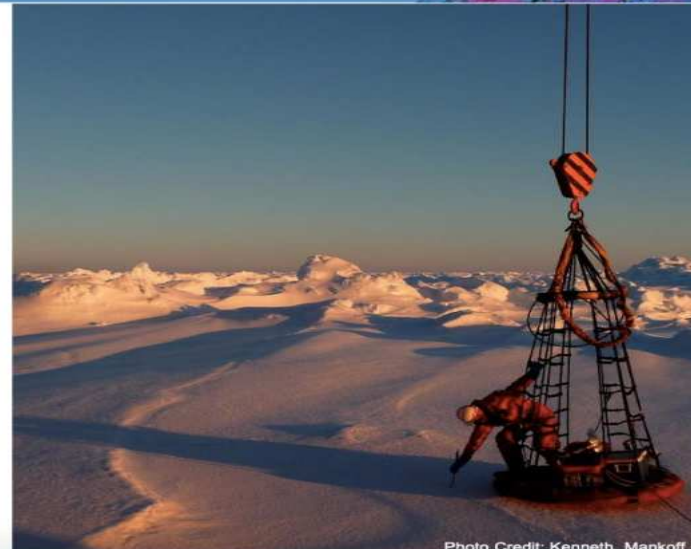


Photo Credit: Kenneth Mankoff



Extreme heat

More frequent

More intense



Heavy rainfall

More frequent

More intense



Drought

Increase in some
regions



Fire weather

More frequent



Ocean

Warming
Acidifying
Losing oxygen



[Credit: Peter John Maridable]

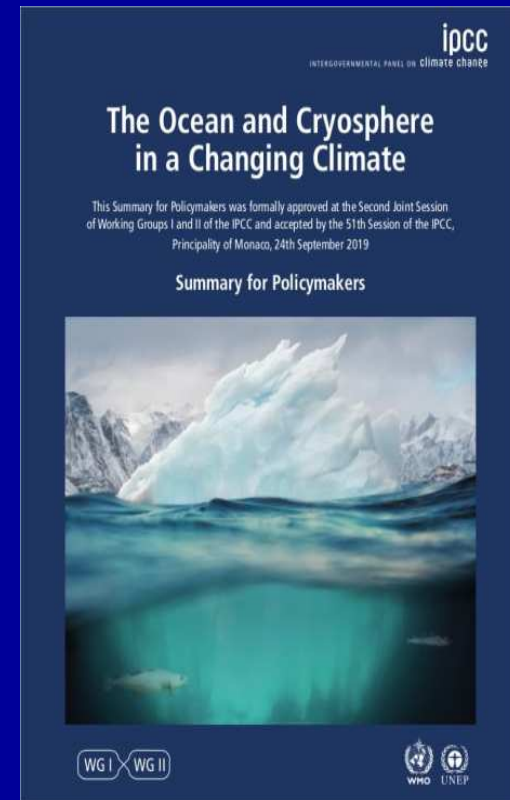
“ Unless there are immediate, rapid, and large-scale reductions in greenhouse gas emissions, limiting warming to 1.5°C will be beyond reach.

Along with extreme El Niño events, abrupt warming in the Indian Ocean and extreme IOD events have largely altered the Asian and African monsoon, impacting the food and water security over these regions” (p. 615).

“Coasts are where ocean and land processes interact, and includes coastal cities, deltas, estuaries, and other coastal ecosystems such as mangrove forests. Low elevation coastal zones (less than 10 m above sea level) are densely populated and particularly exposed to hazards from the ocean.”

“SLR and responses may affect communities and society in ways that are not evenly distributed, which can compound vulnerability and inequity, and undermine societal aspirations, such as achieving SDGs”

“With some coastal nations, particularly small island states, being confronted with adaptation costs amounting to several percent of GDP in the 21st century...Land use planning for climate adaptation can exacerbate socio spatial inequalities at the local level” and
“Private responses may also exacerbate inequalities.”



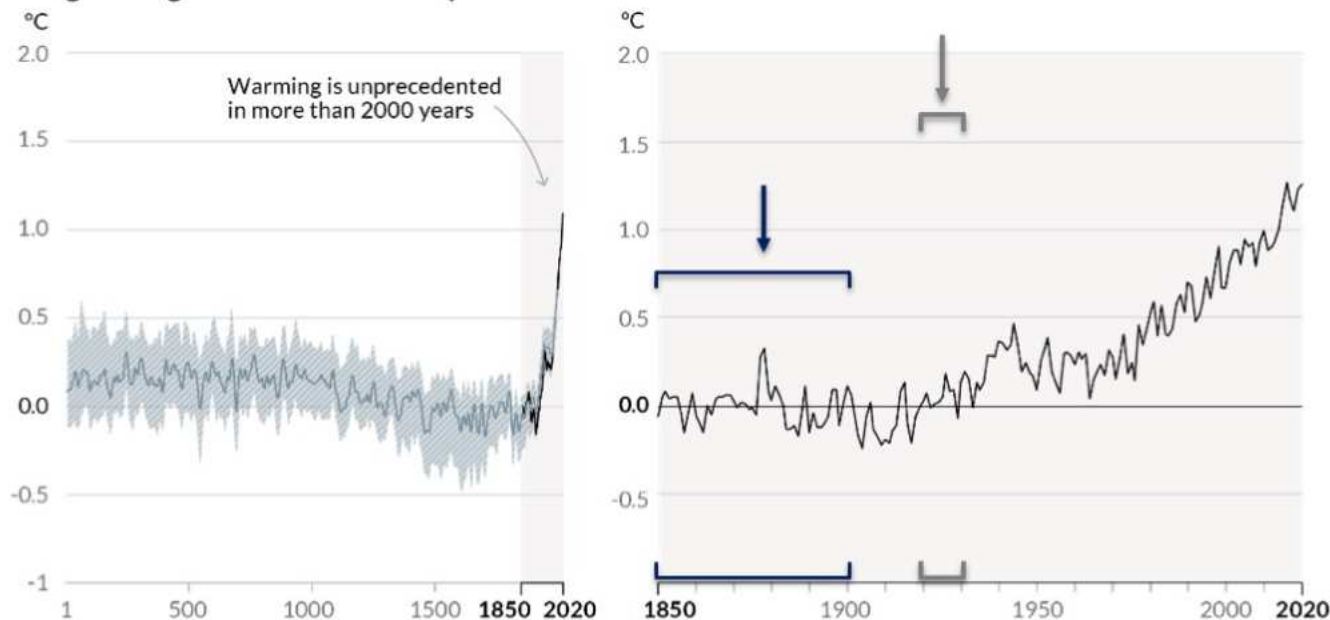


[Credit: NASA]

“Recent changes in the climate are widespread, rapid, and intensifying, and unprecedented in thousands of years.

Human influence has warmed the climate at a rate that is unprecedented in at least the last 2000 years

Changes in global surface temperature relative to 1850-1900



“There is high evidence, medium agreement that increased climate variability and extreme events are already driving migration and medium evidence, medium agreement projecting longer-term climate change will increase migration flows across Asia. Despite methodological disagreement on detection and attribution of migration due to climate change, there is medium confidence that higher warming and associated changes in frequency and intensity of slow-onset events (such as drought and sea level rise) and rapid-onset events (such as cyclones and flooding) will increase involuntary displacement in the future, especially under SSP3 and SSP4 pathways. In 2019, Bangladesh, China, India and the Philippines each recorded more than 4 million disaster-induced displacements. In South East and East Asia, cyclones, floods, and typhoons triggered internal displacement of 9.6 million people in 2019, almost 30% of total global displacements. {ES-Ch10; Box 10.2} (IPCC, 2022b)”

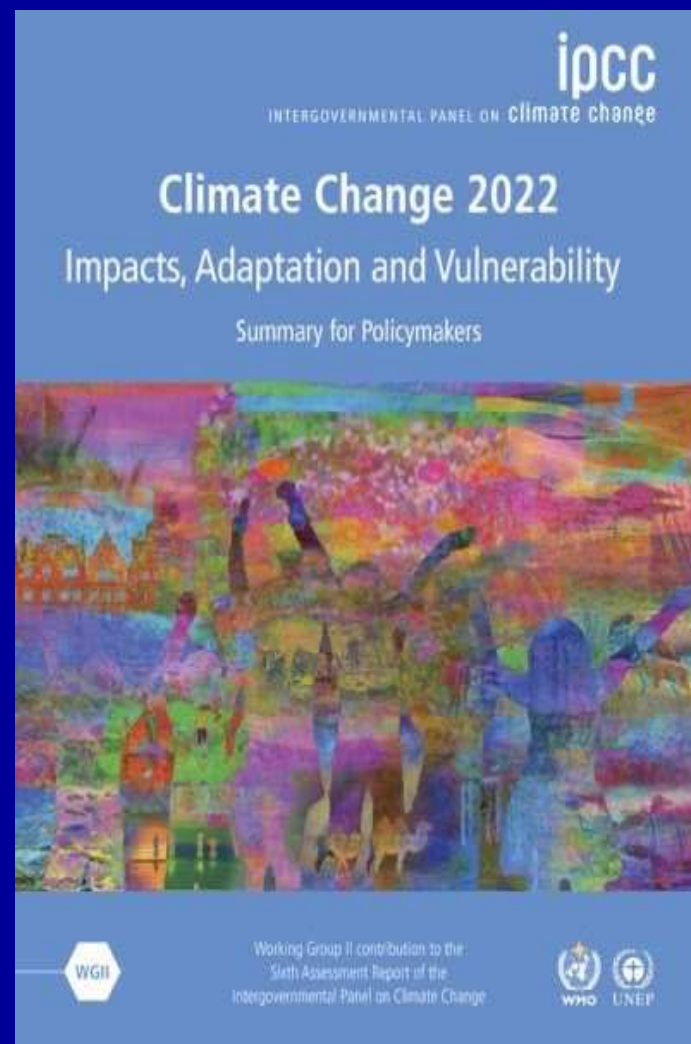


Figure 2.1: 2019 snapshot of disasters triggered by natural hazards

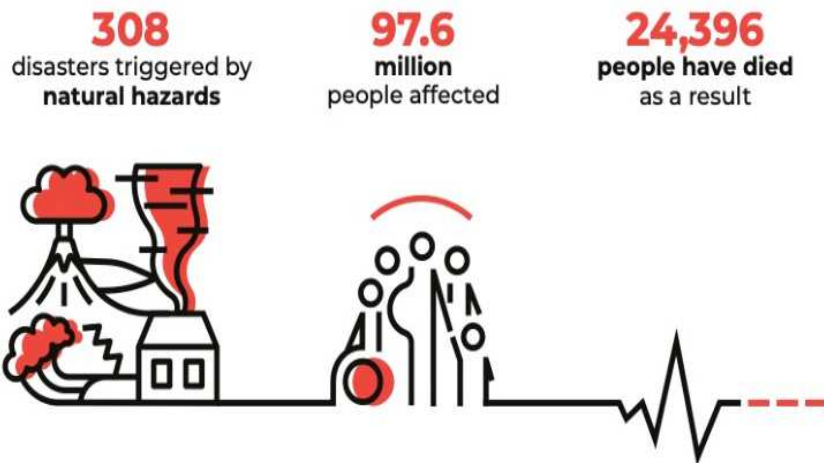
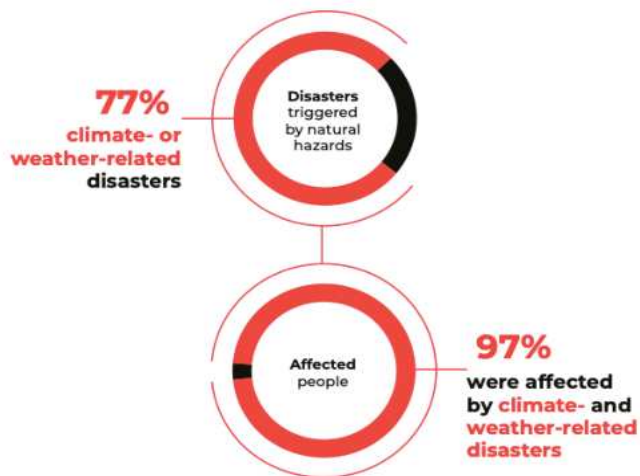


Figure 2.2: Disasters triggered by climate- and weather-related hazards in 2019



“

There is no such thing as a natural disaster... Disasters result when a hazard affects human settlement which is not appropriately resourced or organized to withstand the impact, and whose population is vulnerable because of poverty, exclusion or socially disadvantaged in some way.

Mizutori, UNDRR, 2020

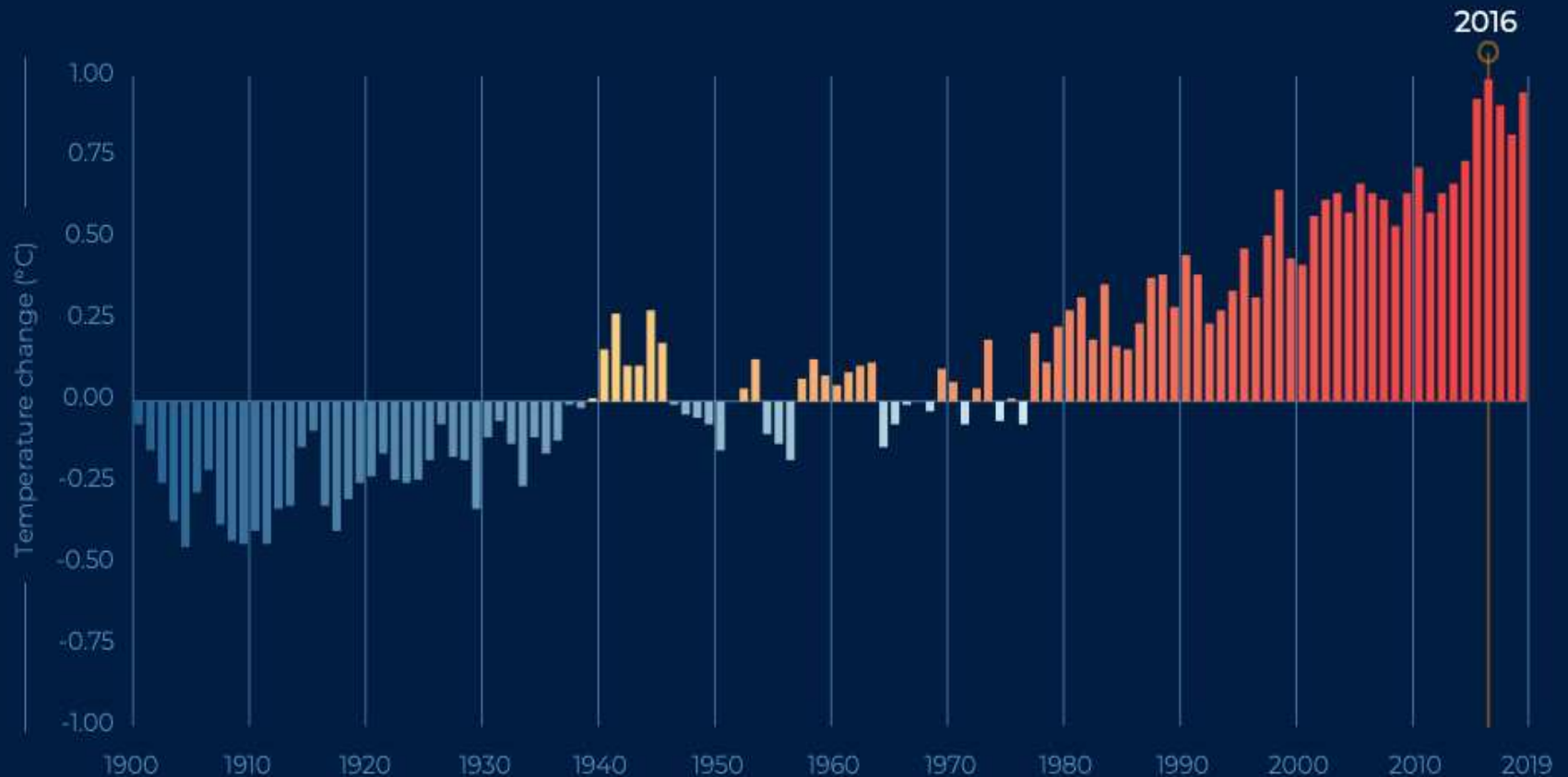
”

“

By 2100, 48% of the global population may be exposed to extreme heat (defined as temperatures above 37 °C) for at least 20 days every year – if we drastically reduce emissions. If we don't, that could reach 74%.

”

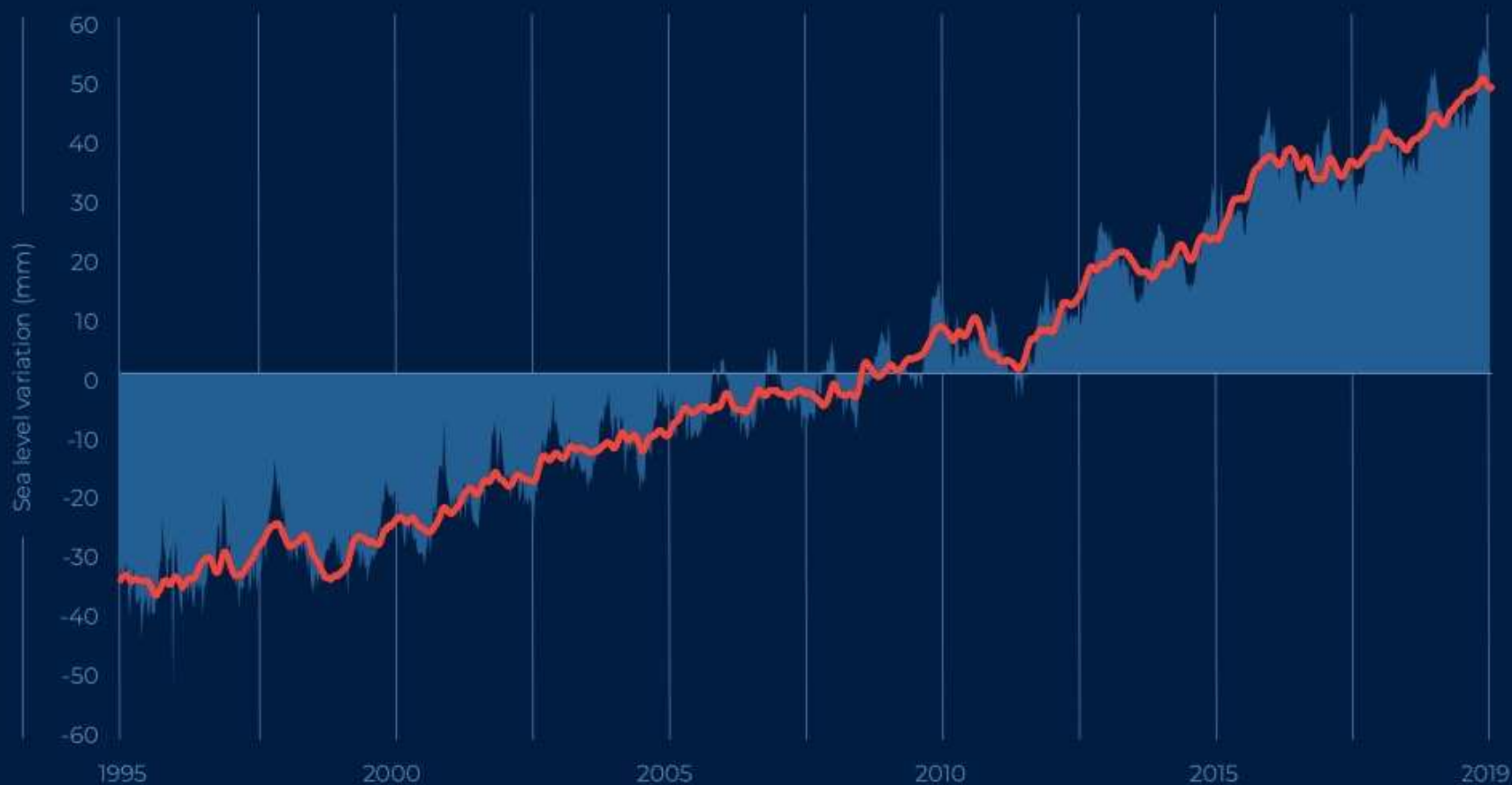
Figure 2.3: Global temperature change in °C, 1901–2019



Source: National Oceanic and Atmospheric Administration (NOAA)

Note: Graph illustrates the change in global surface temperature relative to 1951–1980 average temperatures (zero). This is based on the annual mean temperature anomaly. A cold year is negative and a hot year is positive. The hottest year was 2016 with +0.99°C.

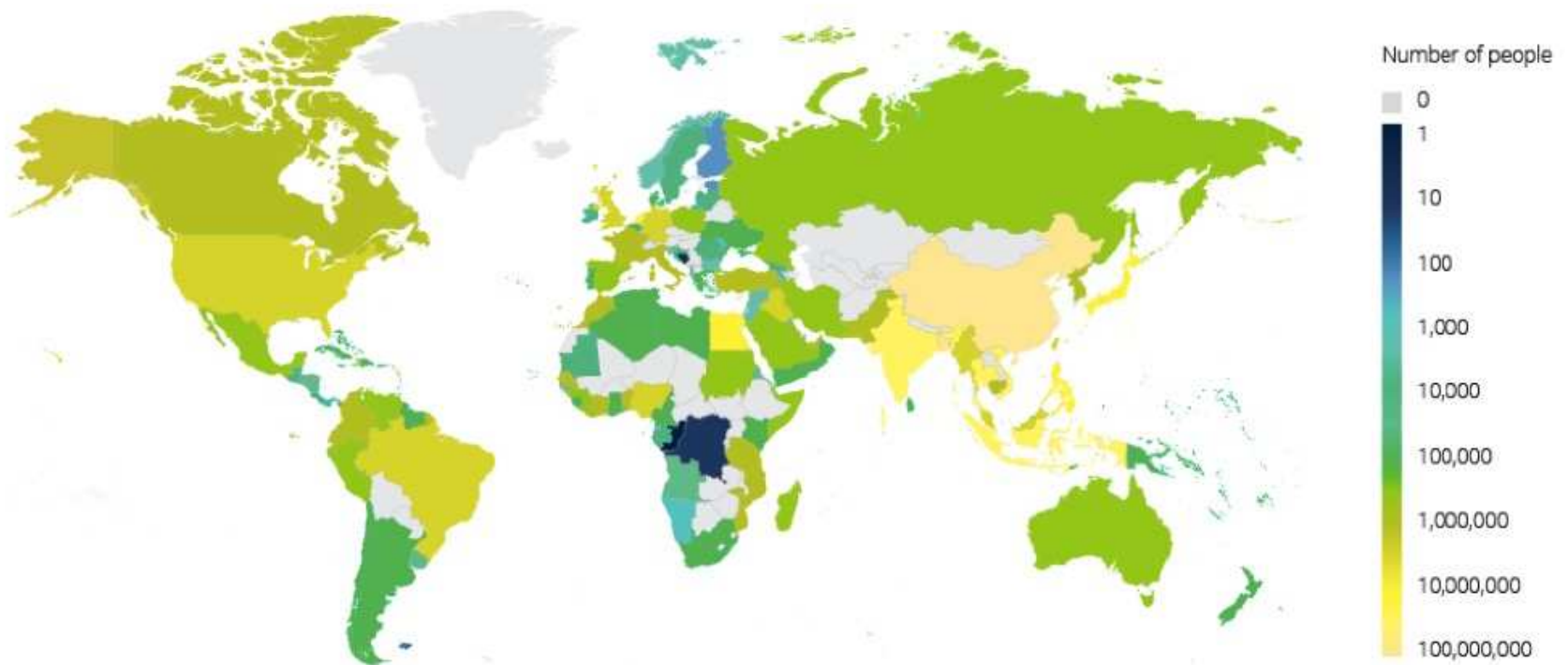
Figure 2.4: Sea level change, 1995–2019



Source: NASA

Note: Sea level variation around 1995–2020 mean based on satellite sea level observations. Line is smoothed 60-day moving average. According to NASA, global mean sea levels have risen by 83.5 mm in the last 25 years.

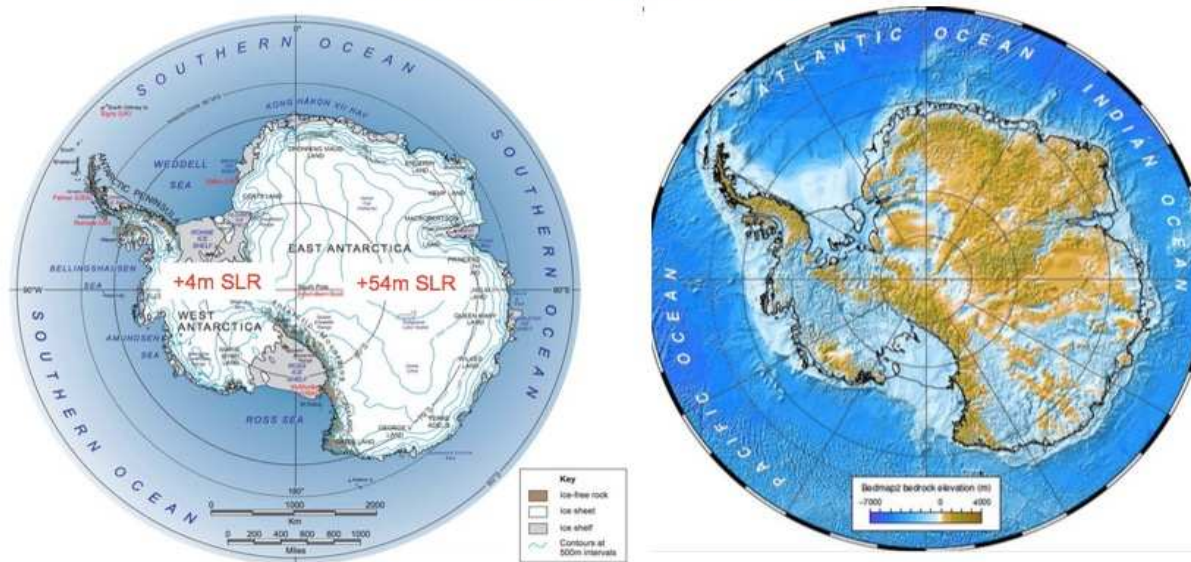
Figure 2.17: The number of people on land exposed to high tides by 2050 globally based on RCP4.5



Source: Kulp and Strauss, 2019

Notes: This is based on current population who are living on land below the projected mean higher high water level in 2100. Based on a scenario of intermediate carbon emissions (RCP4.5) and relatively stable Antarctic ice sheets (sea level model K14). Estimates based on coastal digital elevation model.

Future fate of Antarctica's ice sheets is one of the largest uncertainties in climate science



British Antarctic Survey
NATURAL ENVIRONMENT RESEARCH COUNCIL



About 20 m of global sea-level rise is locked up in the highly vulnerable parts of the Antarctic ice sheet and is already beginning to melt





SEARCH



SIGN UP

EARTH·ORG



MEMBERS



SUPPORT

Policy & Economics

Pollution

Climate Change

Oceans

Biodiversity

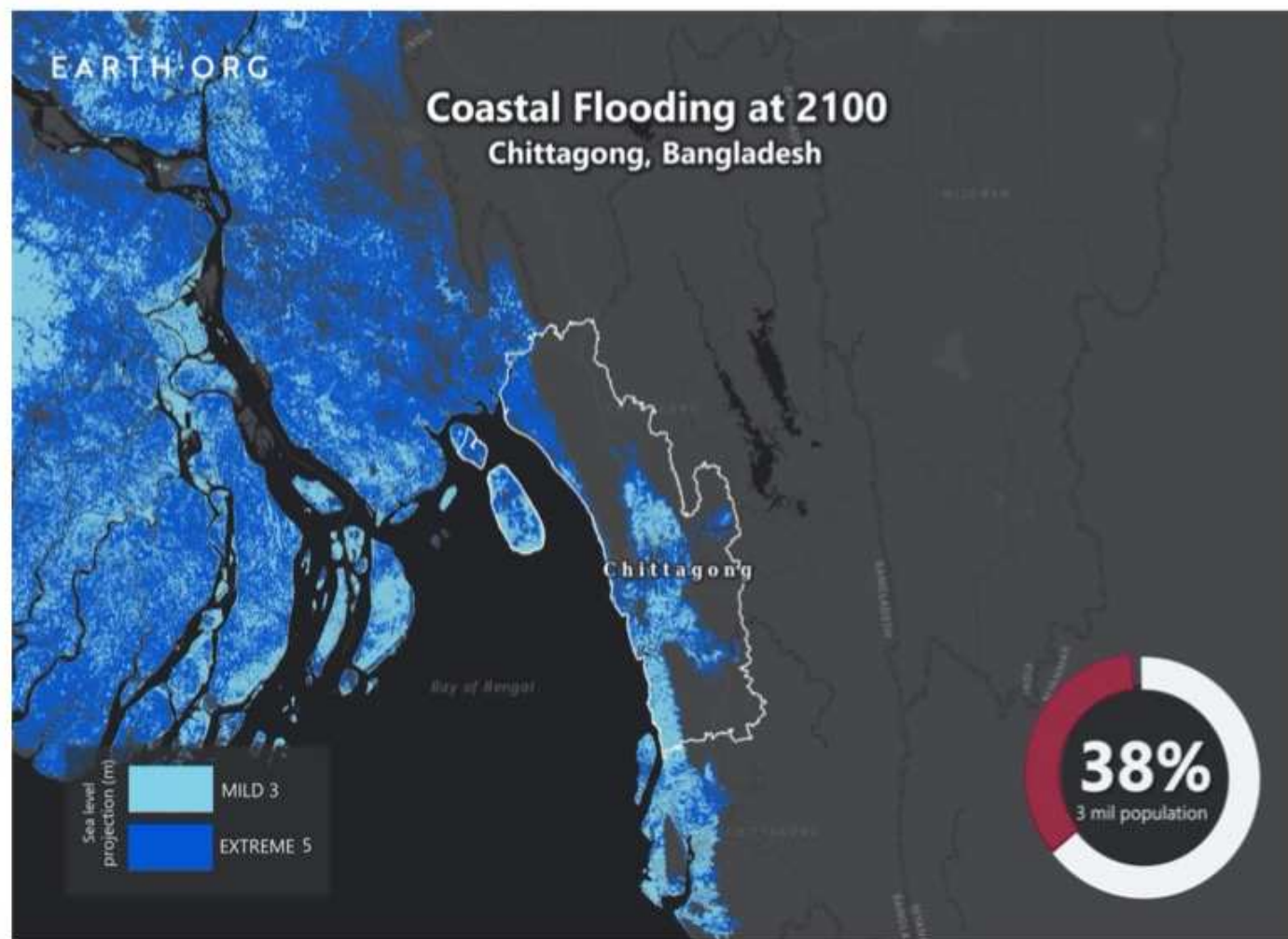
Energy

Solutions

Conservation

Data Visualisation

Earth.Org has mapped what extreme flooding could look like in Chittagong by 2100 to illustrate the need for action.



The potential for giant tsunamigenic earthquakes in the northern Bay of Bengal

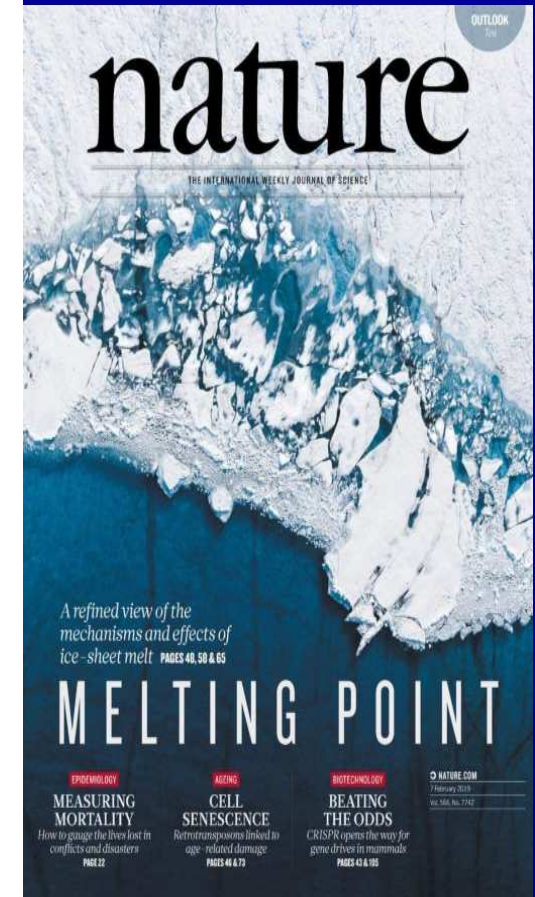
[Phil R. Cummins](#) 

[Nature](#) **449**, 75–78 (2007) | [Cite this article](#)

1108 Accesses | **85** Citations | **20** Altmetric | [Metrics](#)

Abstract

The great Sumatra–Andaman earthquake and Indian Ocean tsunami of 2004 came as a surprise to most of the earth science community. Although it is now widely recognized that the risk of another giant earthquake is high off central Sumatra¹, just east of the 2004 earthquake, there seems to be relatively little concern about the subduction zone to the north, in the northern Bay of Bengal along the coast of Myanmar. Here I show that similar indicators suggest a high potential for giant earthquakes along the coast of Myanmar. These indicators include the tectonic environment, which is similar to other subduction zones that experience giant megathrust earthquakes, stress and crustal strain observations, which indicate that the seismogenic zone is locked, and historical earthquake activity, which indicates that giant tsunamigenic earthquakes have occurred there in the past. These are all consistent with active subduction in the Myanmar subduction zone and I suggest that the seismogenic zone extends beneath the Bengal Fan. I conclude therefore that giant earthquakes probably occur off the coast of Myanmar, and that a large and vulnerable population is thereby exposed to a significant earthquake and tsunami hazard.



Endorsement of the Strategic Action Programme

A healthy ecosystem and sustainable use of
marine resources for the benefit of the people
and countries of the Bay of Bengal Large
Marine Ecosystem

The sovereign states of Bangladesh, India, Indonesia, Malaysia, Maldives,
Myanmar, Sri Lanka and Thailand

Confirming that the major transboundary issues affecting the health of the
Bay of Bengal Large Marine Ecosystem identified through the Transboundary
Diagnostic Analysis need to be addressed immediately

Recognising that the BOBLME Strategic Action Programme, which has been
based on the Transboundary Diagnostic Analysis, is a well constructed and
consulted plan that will underpin sustainable development

Understanding that the successful application of the ecosystem approach to
management will require the national agencies responsible for fisheries,
the environment and other marine matters, to work closely together

Aware of the need to integrate and mainstream the recommended actions
into national work plans

Acknowledging that the BOBLME countries have different development
priorities, governance approaches and capacity development needs, but
are united and committed to work together to better the lives of the coastal
populations through improved regional management of the
Bay of Bengal environment and its fisheries

Do hereby endorse the BOBLME Strategic Action Programme
and agree to work collaboratively to achieve its objectives.

Bay of Bengal Large Marine Ecosystem

Strategic Action Programme

2015





BIMSTEC

Bay of Bengal Initiative for Multi-Sectoral
Technical and Economic Cooperation

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BIMSTEC Leaders sign and adopt the BIMSTEC Charter during the Fifth Summit on 30 March 2022

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PREAMBLE

We, the peoples of the Member States of the Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation (BIMSTEC), represented by the Heads of State or Government of the People's Republic of Bangladesh, Kingdom of Bhutan, the Republic of India, the Republic of the Union of Myanmar, Nepal, the Democratic Socialist Republic of Sri Lanka, and the Kingdom of Thailand;

Reaffirming the firm commitment to the principles and purposes of BIMSTEC as enshrined in the 1997 Bangkok Declaration;

Having recognized the Memorandum of Association (MOA) on the Establishment of the BIMSTEC Permanent Secretariat, done at Nay Pyi Taw, Myanmar on 04 March 2014;

Having recognized the Headquarters Agreement between the Government of the People's Republic of Bangladesh and the Secretariat of the Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation (BIMSTEC) done at Dhaka, Bangladesh on 01 November 2015;

Being convinced that geographical contiguity, abundant natural and human resources, historical linkages and rich cultural heritage present great potentials for promoting deeper cooperation in identified core areas in the region;

Acknowledging that enhanced inter-linkages and inter-dependence within the economies and societies in the BIMSTEC Member States provide greater opportunity to advance regional cooperation;

Recognizing the special needs and circumstances of the least developed and land-locked developing countries in the region and underlining the necessity to provide meaningful support to their development process;

Reaffirming strong commitment to making BIMSTEC a dynamic, effective and result-oriented regional organization for promoting a peaceful, prosperous and sustainable Bay of Bengal Region through collective efforts, meaningful cooperation and deeper integration;

Stressing the need for a fair, just, equitable and transparent international order and reaffirming faith in the multilateralism with the United Nations at the centre and the rule-based international trading system;

Underscoring the importance of robust institutional arrangements to effectively steering the process of regional cooperation under BIMSTEC;

Having regard to all legal instruments concluded among the Member States since the establishment of BIMSTEC in 1997;

Having regard to the BIMSTEC Summit Declarations and BIMSTEC Ministerial Statements providing directives on vision and priorities of BIMSTEC cooperation and establishing rules, norms and practices for carrying out BIMSTEC activities;

Recalling the decision of the Fourth BIMSTEC Summit of 2018 to begin the process of drafting the Charter for the organization, building on the 1997 Bangkok Declaration, defining a long-term vision and priorities for cooperation, clearly delineating roles and responsibilities of different layers of institutional structure and decision-making processes;

CHAPTER I PURPOSES AND PRINCIPLES

Article 1 Purposes

The purposes of the BIMSTEC shall be:

1. To create an enabling environment for rapid economic development through identification and implementation of specific cooperation projects in the already agreed areas of cooperation and such other areas that may be agreed upon by the Member States. Member States may periodically review the areas of cooperation.
2. To accelerate the economic growth and social progress in the Bay of Bengal region through joint endeavours in a spirit of equality and partnership.
3. To promote active collaboration and mutual assistance on matters of common interest in the economic, social, technical and scientific fields.
4. To provide assistance to each other in the form of training and research facilities in the educational, professional and technical spheres.
5. To cooperate more effectively in joint efforts that are supportive of and complementary to national development plans of the Member States which result in tangible benefits to the people in raising their living standards, including through generating employment and improving transportation and communication infrastructure.
6. To cooperate in projects that can be dealt with most productively on a regional basis among the BIMSTEC Member States and that make best use of available synergies.
7. To maintain peace and stability in the Bay of Bengal region through close collaboration in combating international terrorism, transnational organized crimes as well as natural disasters, climate change and communicable diseases.
8. To maintain close and beneficial cooperation with existing international and regional organizations with similar aims and purposes.

9. To endeavor to eradicate poverty from the Bay of Bengal region.
10. To establish multidimensional connectivity, promote synergy among connectivity frameworks in the region, as a key enabler to economic integration for shared prosperity.
11. To promote trade and investment as a major contributing factor for fostering economic and social development in the region.

Article 2

Principles

The BIMSTEC and its Member States, in the pursuit of the purposes stated in Article 1, shall observe the following principles in all the activities:

1. Cooperation within the BIMSTEC will be based on respect for the principle of sovereign equality, territorial integrity, political independence, non-interference in internal affairs, non-aggression, peaceful co-existence, mutual respect and mutual benefit.
2. Cooperation within the BIMSTEC will be complementary to and not be a substitute for bilateral, sub-regional, regional or multilateral cooperation involving the Member States.

CHAPTER II

LEGAL PERSONALITY

Article 3

Legal Personality of BIMSTEC

BIMSTEC as an inter-governmental organization is hereby conferred legal personality.

CHAPTER III

MEMBERSHIP

Article 4

Members of BIMSTEC

The Member States of BIMSTEC are the People's Republic of Bangladesh, the Kingdom of Bhutan, the Republic of India, the Republic of the Union of Myanmar, Nepal, the Democratic Socialist Republic of Sri Lanka, and the Kingdom of Thailand.

3. To promote active collaboration and mutual assistance on matters of common interest in the economic, social, technical and scientific fields.
4. To provide assistance to each other in the form of training and research facilities in the educational, professional and technical spheres.
5. To cooperate more effectively in joint efforts that are supportive of and complementary to national development plans of the Member States which result in tangible benefits to the people in raising their living standards, including through generating employment and improving transportation and communication infrastructure.
6. To cooperate in projects that can be dealt with most productively on a regional basis among the BIMSTEC Member States and that make best use of available synergies.
7. To maintain peace and stability in the Bay of Bengal region through close collaboration in combating international terrorism, transnational organized crimes as well as natural disasters, climate change and communicable diseases.
8. To maintain close and beneficial cooperation with existing international and regional organizations with similar aims and purposes.

Article 5
Rights and Obligations

1. The Member States of BIMSTEC shall have equal rights and obligations under this Charter.
2. The Member States of BIMSTEC shall take all measures that deem necessary, including enactment of appropriate domestic legislations to effectively implement provisions of this Charter and to comply with all obligations of membership.

Article 6
Admission of New Members

1. The process for application and admission to BIMSTEC shall be prescribed by the BIMSTEC Ministerial Meeting upon the concurrence of all Member States.
2. The admission of new member shall be based on the following criteria:
 - (a) The applicant State shall satisfy the conditions of territorial contiguity to, and/or direct opening into, or primary dependence on the Bay of Bengal for trade and transport purposes and/or any other criteria agreed upon in the BIMSTEC Ministerial Meeting.
 - (b) The applicant State shall agree to abide by this Charter.
 - (c) The applicant State shall possess the ability and willingness to carry out the obligations of Membership.
 - (d) Admission of the new Member shall contribute to unity and solidarity of the BIMSTEC.
3. The procedure for admission of new Member States shall be as follows:
 - (a) Any State which desires to become a Member of the BIMSTEC shall submit an application to the Secretary General. Such application shall contain a declaration, made in a formal instrument that the State in question fulfils the criteria of this Charter.

Article 7
Admission of Observers

1. The admission of an Observer shall be based on the following criteria:
 - (a) The applicant State shall satisfy BIMSTEC Member States that the applicant for Observership has shown interest in, and is able to contribute to the activities of BIMSTEC.
 - (b) The applicant regional/international organization shall satisfy BIMSTEC Member States that the applicant for Observership is in a position to contribute to the work programme of BIMSTEC.
 - (c) The applicant State and regional/international organization shall bear in mind that granting of Observer status does not automatically qualify for the membership.
 - (d) All decisions regarding the admission of observer states and regional/international organizations will be based on unanimity.
2. The procedure for admission of an Observer shall be as follows:
 - (a) Any State, regional organization or international organization desiring to become an Observer of the BIMSTEC shall submit an application to the Secretary General. Such application shall contain a declaration, made in a formal instrument that the State or international organization or regional organization in question fulfils the criteria of the BIMSTEC Charter.

Building Blocks of the Master Plan

Overarching Vision

OVERARCHING VISION OF BIMSTEC

A Peaceful, Prosperous, and Sustainable BIMSTEC Region

Strategic Objectives

Enhanced Trade

Increased Mobility

Sustainable Development

Economic Growth

Master Plan Vision

BIMSTEC TRANSPORT CONNECTIVITY MASTER PLAN

Promote seamless multimodal connectivity between and across BIMSTEC Member States to enhance transport and trade linkages with other regions

Operational Areas

Roads and Road Transport

Railways and Rail Transport

Ports and Maritime Transport

Inland Water Transport

Civil Aviation and Airport Development

Multimodal/ Intermodal Transport

Trade Facilitation

Human Resource Development

Cross-Cutting Concerns

Social and Environmental Concerns

Private Sector Participation

Human Resource Development and Capacity Building

Implementation

Critical Success Factors

Project Financing

Monitoring

BIMSTEC MASTER PLAN FOR TRANSPORT CONNECTIVITY

DECEMBER 2020



BIMSTEC = Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation.

Source: Asian Development Bank.

BIMSTEC Centre on Weather and Climate



[The Memorandum of Association \(MoA\) on the establishment of the BIMSTEC Centre on Weather and Climate \(BCWC\)](#) was signed on 04 March 2014 during the Third BIMSTEC Summit in Nay Pyi Taw, Myanmar, and the Centre is located in the National Centre for Medium Range Weather Forecasting (NCMRWF), Noida, Uttar Pradesh, India.

SECTORS OF COOPERATION ^

TRADE, INVESTMENT AND DEVELOPMENT

ENVIRONMENT AND CLIMATE CHANGE

SECURITY

AGRICULTURE AND FOOD SECURITY

PEOPLE-TO-PEOPLE CONTACT

SCIENCE, TECHNOLOGY & INNOVATION

CONNECTIVITY



BIMSTEC

Bay of Bengal Initiative for Multi-Sectoral
Technical and Economic Cooperation

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Security

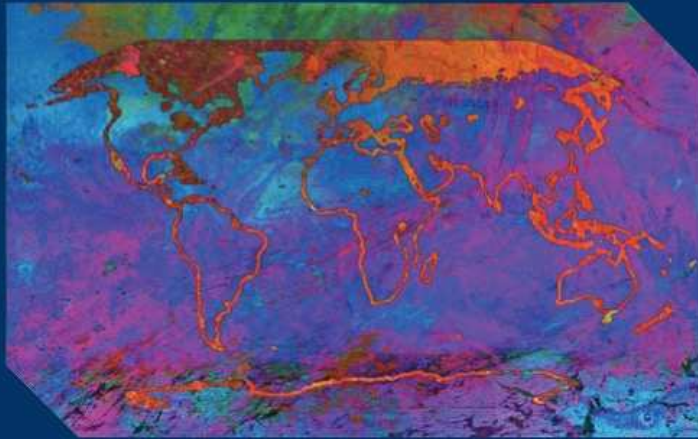
Sub-sectors:

- (i) Counter Terrorism and Transnational Crime (CTTC)**
- (ii) Disaster Management**
- (iii) Energy**

India is the Lead Country of the Security Sector.

Security Sector comprises of three sub-sectors, namely Counter Terrorism and Transnational Crime (CTTC), Disaster Management and Energy, as recommended by the Seventeenth BIMSTEC Ministerial Meeting held virtually in Colombo, Sri Lanka on 01 April 2021. When the BIMSTEC was established in 1997, the leaders of the Member States advocated for peaceful and progressive development in the region. Subsequently the Leaders have identified the fight against terrorism and organized crime as one of the important prerequisite for sustainable growth and maintaining peace in the region. The Eighth BIMSTEC Ministerial Meeting held in Dhaka, Bangladesh on 18-19 December 2005 added Counter Terrorism and Transnational Crime (CTTC) as one of the priority sectors of BIMSTEC.

Institutional Mechanism: Counter Terrorism and Transnational Crimes (CTTC) sub-sector conducts its business through the BIMSTEC National Security Chiefs Meeting (BNSC). As of now, BIMSTEC National Security Chiefs held three (03) Meetings. The BNSC Meeting oversees the BIMSTEC Joint Working Group Meeting on Counter Terrorism and Transnational Crime (JWG-CTTC), which has held 08 Meetings so far, and its constituent following six Sub-Groups:



“

The climate we experience in the future depends on our decisions now.

ioCC



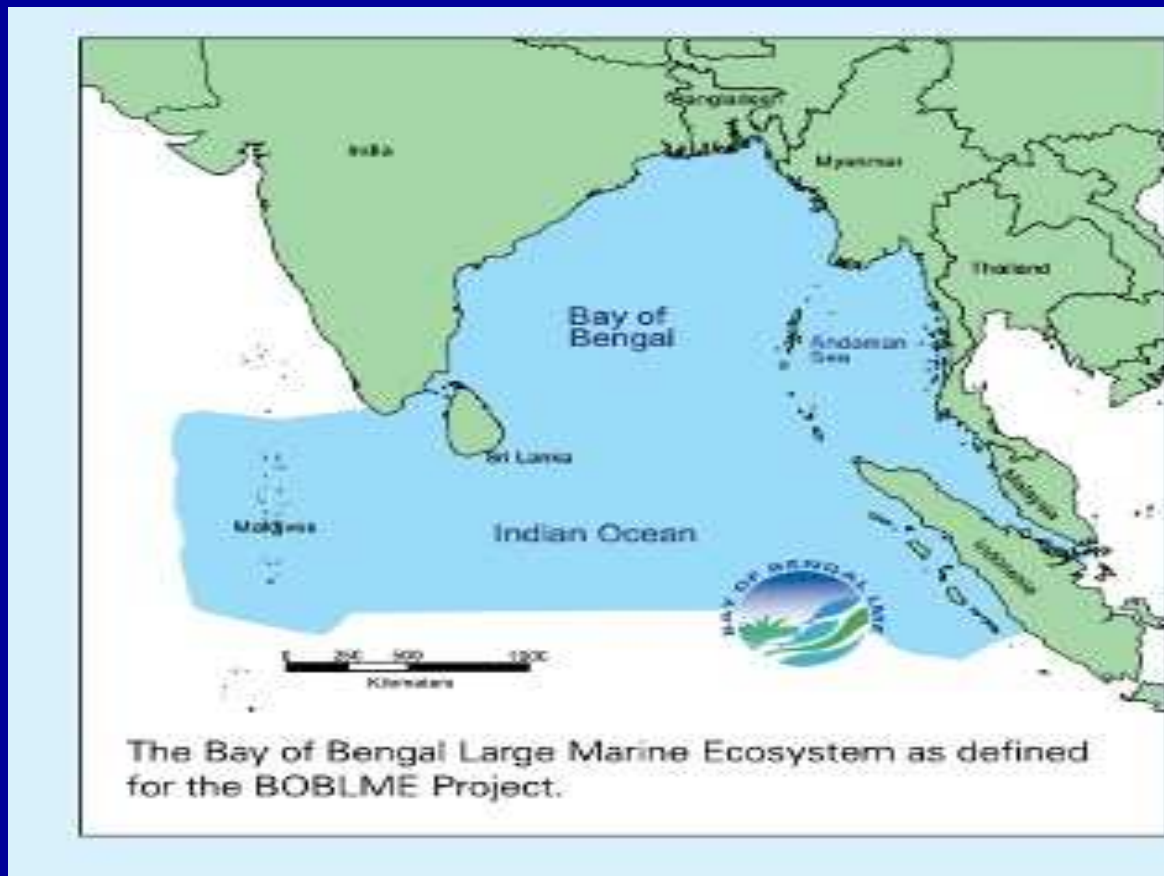
“In the Indo-Asia Pacific region, as we go from about—projections are we’re going to go from about 7 billion people in the world to about 9 or 10 by the century, and about 70 percent of them are going to live in this part of the world. About 80 percent of them today live within about 200 miles of the coast, and that trend is increasing as people move towards the economic centers which are near the ports and facilities that support globalization. So we’re seeing that trend of people moving into littoral areas. We are also seeing—if you go to USAID and you ask the numbers for my PACOM AOR how many people died due to natural disasters from 2008 to 2012, it was about 280,000 people died. Now, they weren’t all climate change or weather-related, but a lot of them were due to that. About 800,000 people were displaced and there was about \$500 billion of lost productivity.”

(Admiral S.J. Locklear, Commander PACOM, Testimony to the Senate Armed Services Committee, 9 April 2013)

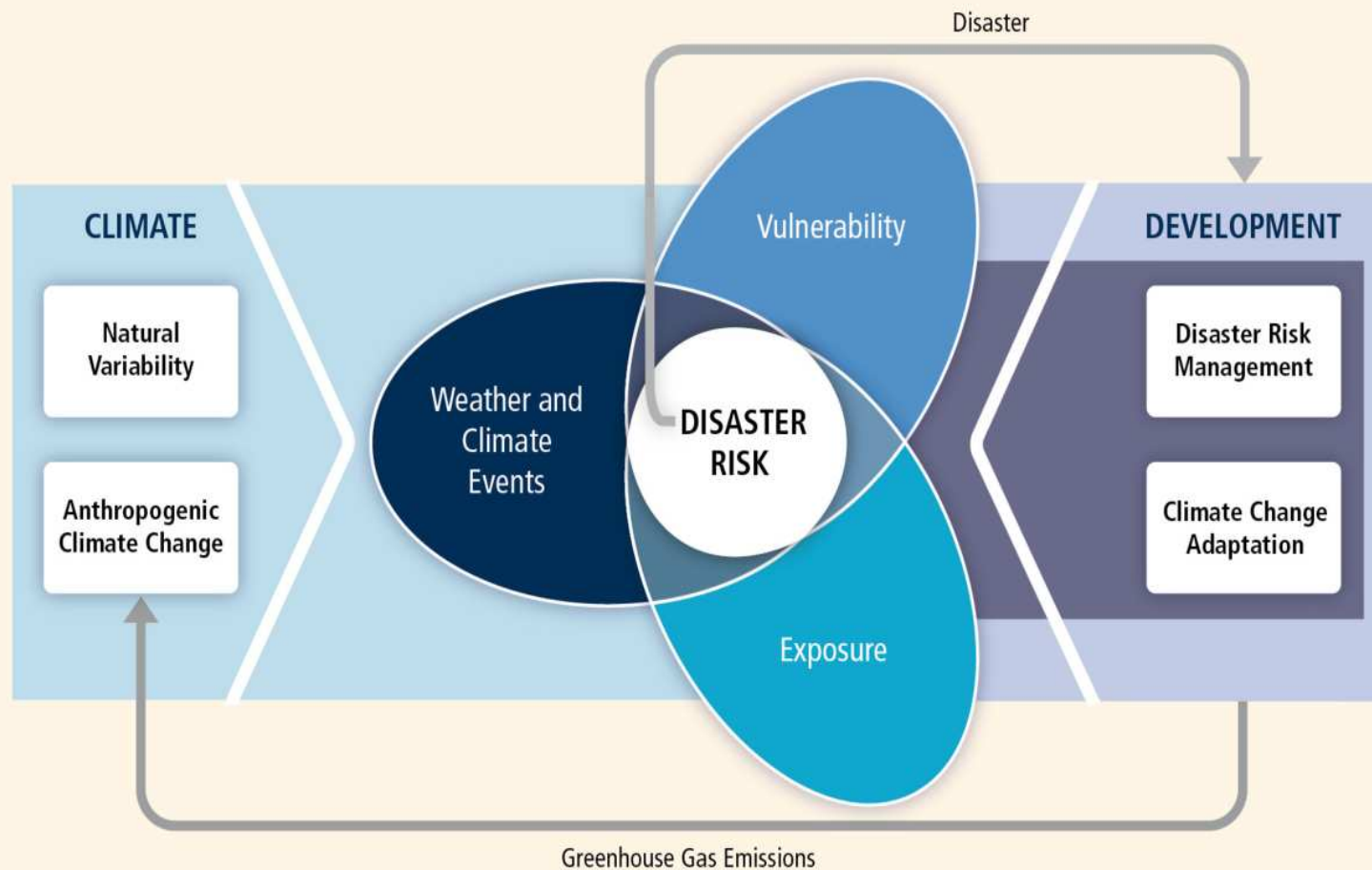


Towards A Resilient Bay of Bengal

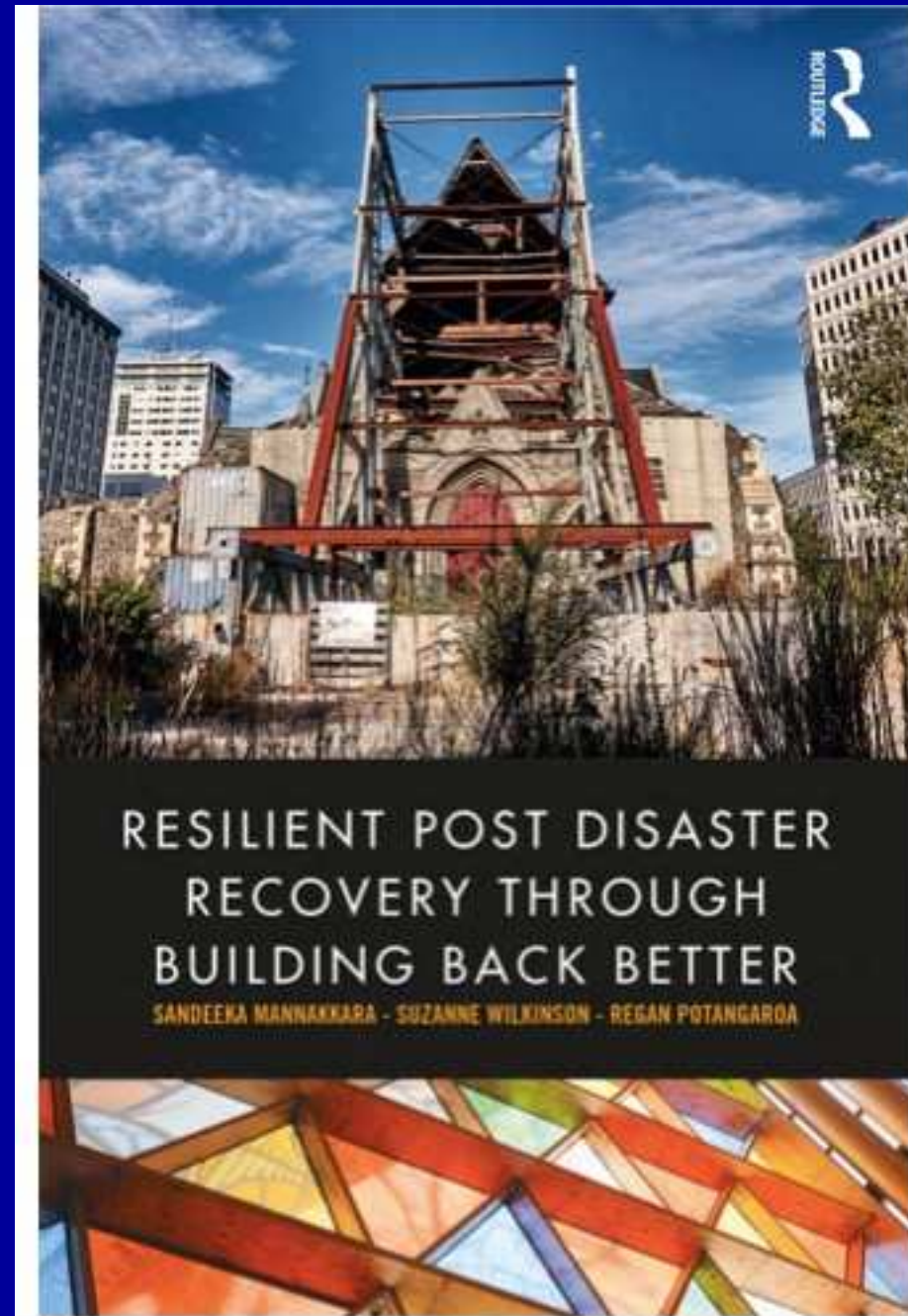
Cooperative Options with QUAD



The Bay of Bengal is a semi-enclosed sea under UNCLOS Part IX because it consists “entirely or primarily of the territorial seas and exclusive economic zones of two or more coastal States”. At its mouth between Sri Lanka and the Nicobar Islands, the bay is about 650 nautical miles wide.



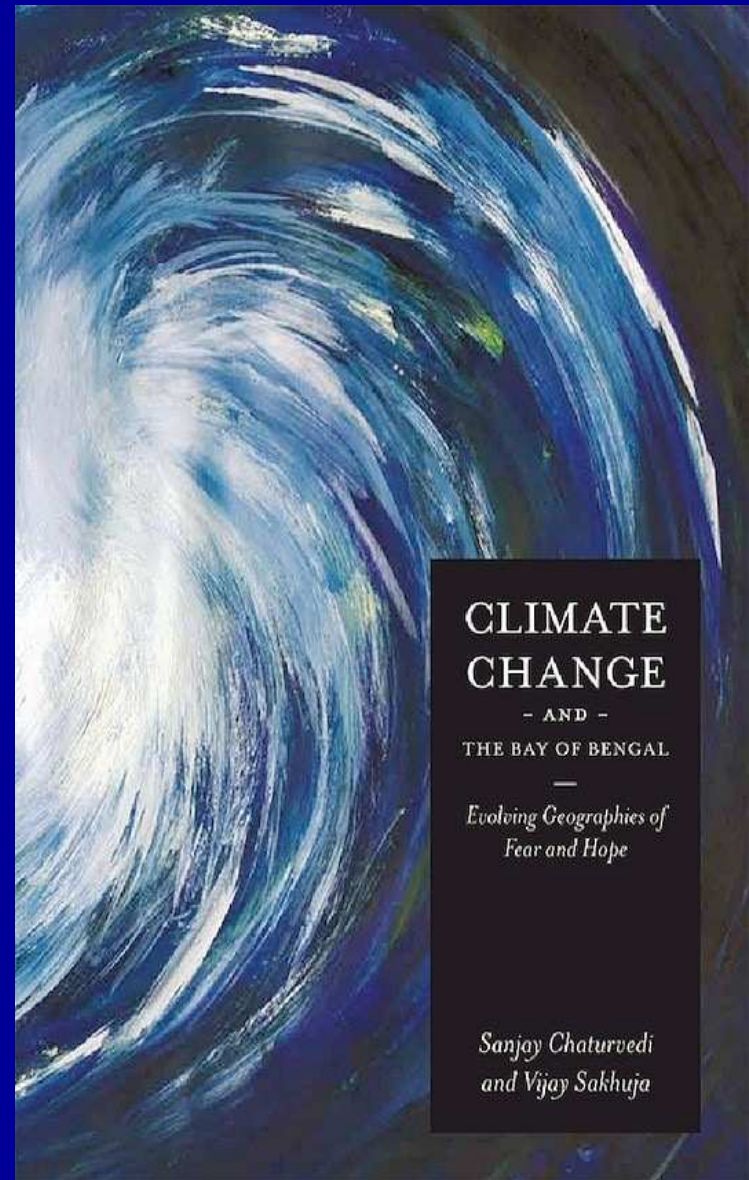
As a way to utilise the reconstruction process to improve a community's physical, social, environmental and economic conditions to create a more resilient community; where resilience is defined as “the capacity to recover or ‘bounce back’ after an event” (Twigg, 2007). Build Back Better proposes a broad holistic approach to post disaster reconstruction in order to ensure that affected communities are regenerated in a resilient manner for the future. The underpinning ideas of Build Back Better have been part of international approaches to disaster recovery. Although not specifically advocating for Building Back Better, the *Hyogo Framework for Action* (HFA), which was the outcome of the *Second World Conference on Disaster Reduction* in 2005, emphasised a resilience-based approach to disaster risk reduction and disaster recovery.” (p.5)



We argue in favour of a new imagination of the Bay of Bengal space as a semi-enclosed sea, embedded in a large marine ecosystem, under the relevant provisions of the UNCLOS that impose various obligations upon its signatories to cooperate at a regional level.

A Bay of Bengal regional seas programme, under the auspices of UNEP, should be conceptualized and operationalized in a manner that explicitly factors in climate change consequences into the existing understandings and approaches to environmental-human security in the region.”

Sanjay Chaturvedi and Vijay Sakhuja
2015





*Eight countries, connected by
one ecosystem, working together
to secure its future*



Food and Agriculture
Organization of the
United Nations

THE BAY OF BENGAL LARGE MARINE ECOSYSTEM PROJECT

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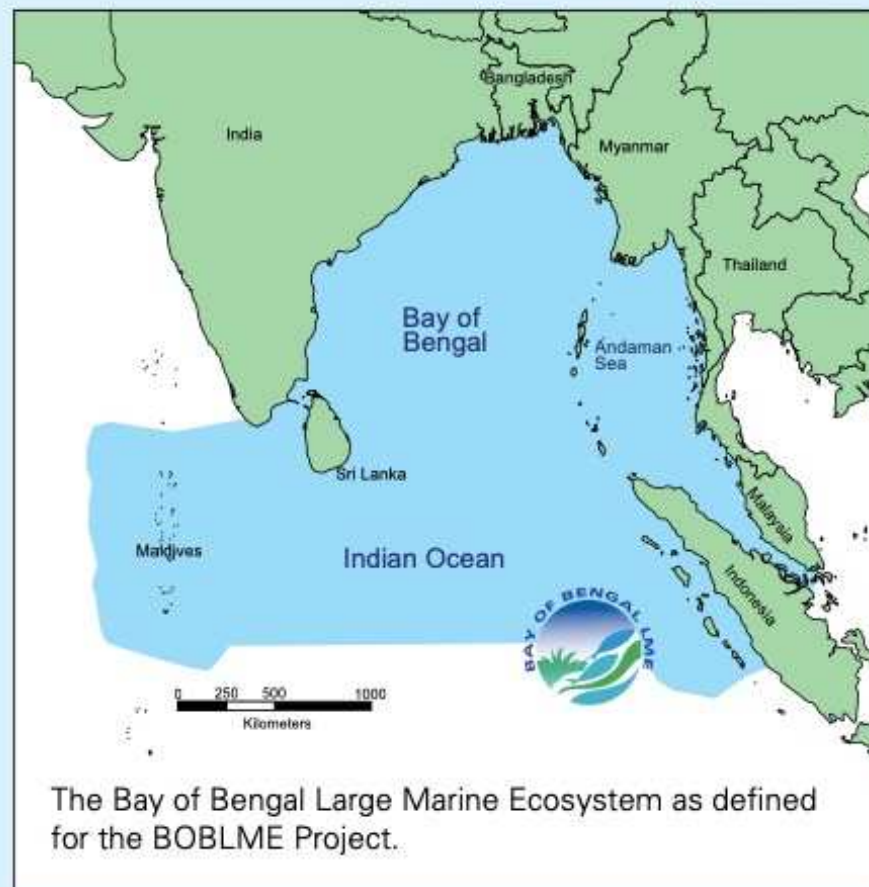
[GO](#)

The Bay of Bengal Large Marine Ecosystem (BOBLME) Project

The eight countries surrounding the Bay of Bengal – Bangladesh, India, Indonesia, Malaysia, Maldives, Myanmar, Sri Lanka and Thailand – committed themselves to work together through the Bay of Bengal Large Marine Ecosystem (BOBLME) Project to better the lives of the coastal populations through improved regional management of the Bay of Bengal environment and its fisheries.

The BOBLME Project began in April 2009 and ran until December 2015. FAO was the executing agency. The BOBLME Project was principally supported by the Global Environment Facility (GEF), the Norwegian Agency for Development Cooperation (NORAD), Sweden through the Swedish International Development Cooperation Agency (SIDA), the Food and Agriculture Organization of the United Nations (FAO), the National Oceanic and Atmospheric Administration of the USA (NOAA) and the World Bank.

The BOBLME Project implemented a wide range of activities relating to the conservation and management of fisheries and the marine environment.



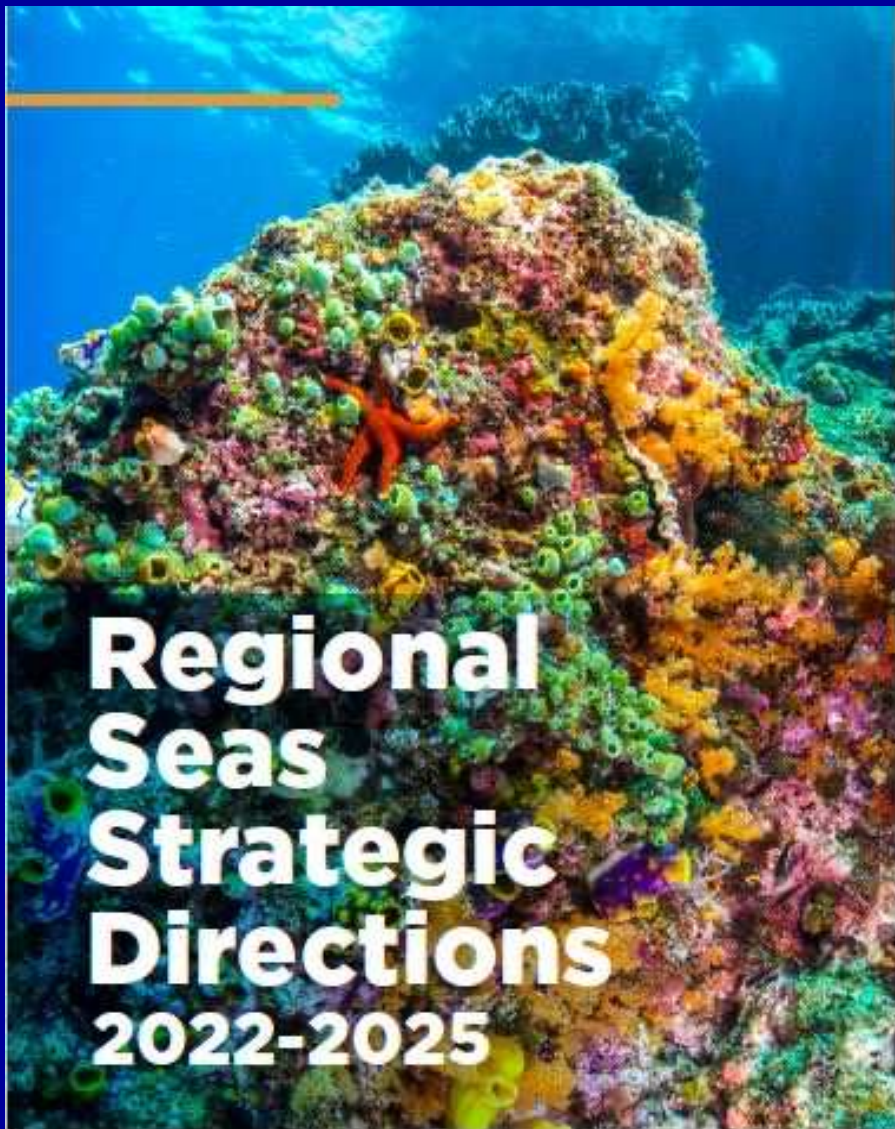
The Bay of Bengal Large Marine Ecosystem as defined for the BOBLME Project.

The BOBLME Project

- expanded knowledge and strengthened understanding of the ecological, human and governance dimensions of the Bay of Bengal through its reviews, research, working groups and expert workshops
- increased awareness of transboundary issues by undertaking a Transboundary Diagnostic Analysis which is the basis of this Strategic Action Programme; and strengthened the capacity of participating countries to implement it

The UNEP Regional Seas Programme is UNEP's most important regional mechanism for conservation of the marine and coastal environment since its establishment in 1974. It is an action-oriented programme that implements region-specific activities, bringing together stakeholders including governments, scientific communities and civil societies. These Multilateral Environmental Agreements are governed by their own meetings of the Contracting Parties.







From Directions

To Action





Launched in March 1997

Members: Australia, Bangladesh, Comoros, India, Indonesia, Iran, Kenya, Madagascar, Malaysia, Mauritius, Mozambique, Oman, Singapore, South Africa, Sri Lanka, Tanzania, Thailand, United Arab Emirate, and Yemen, Seychelles

Dialogue Partners: The United States of America, China, Egypt, France, Japan, United Kingdom, Germany (Oct. 2015)

Observers: Indian Ocean Research Group (IORG) and Indian Ocean Tourism Organization (IOTO)

<http://www.iorarc.org>

PRIORITY AREAS OF IORA

Maritime Security

Trade and Investment Facilitation

Fisheries Management

Disaster Risk Management

Science and Technology & Academic Cooperation.

Tourism

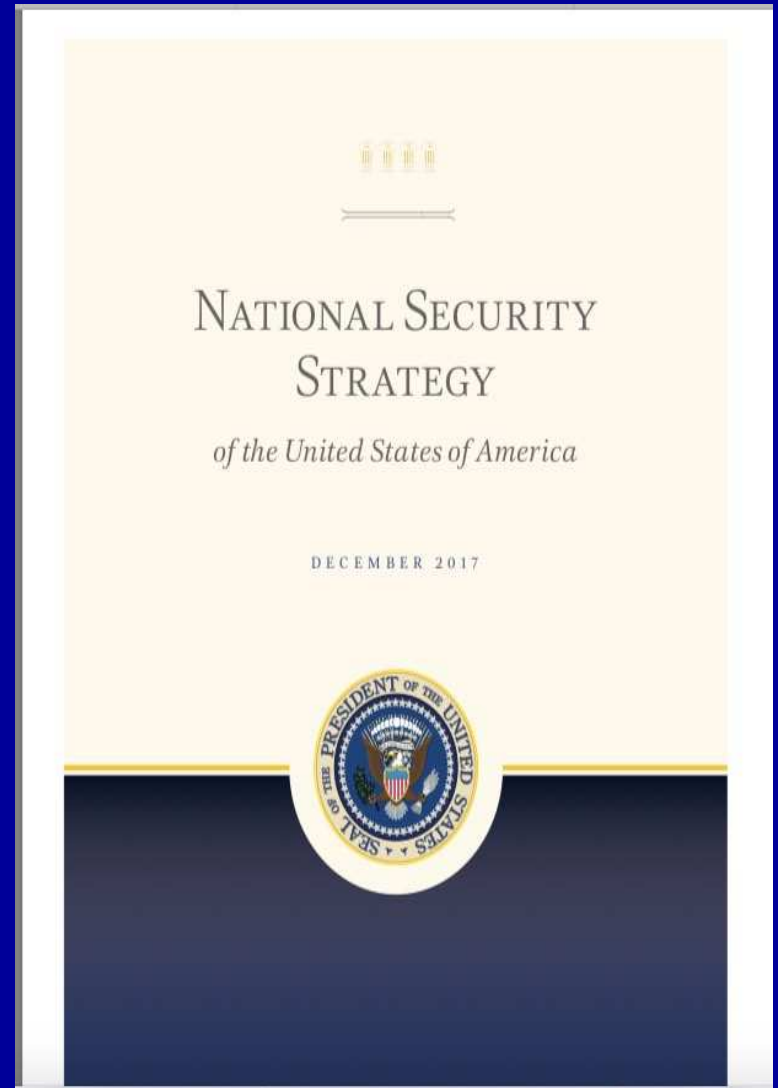


“We reaffirm our shared principles for boosting economic growth in the Indian Ocean region as articulated in our ‘IORA Economic Declaration’. We are committed to strengthening the blue economy—maritime related economic activity—as a common source of growth, innovation and job creation. Expansion of trade and investment within the region, including fisheries activities, minerals exploration, development of renewable energy and coastal tourism, will stimulate growth and improve our food and energy security.”

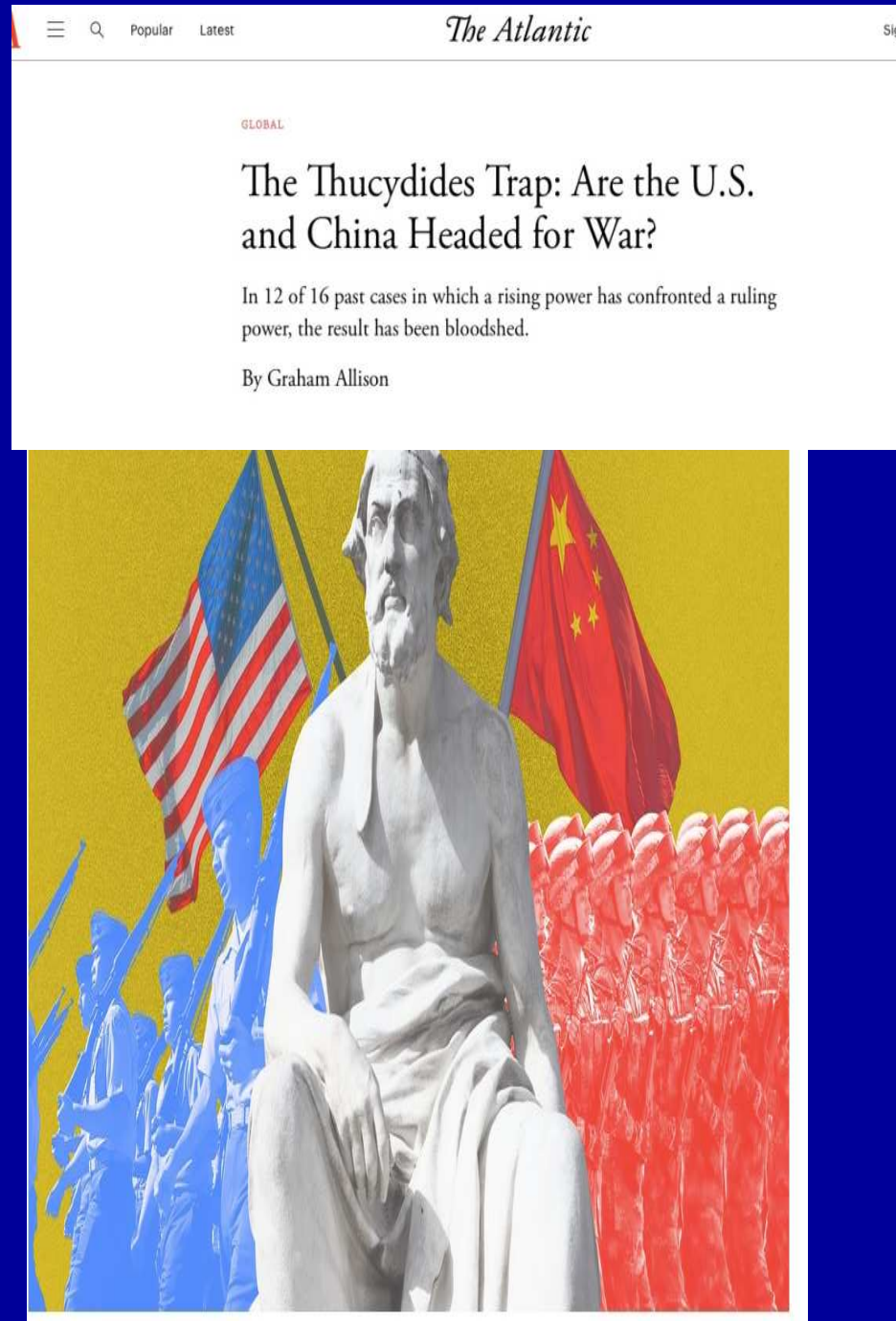
Challenges: Excessive Geopolitics and Fear

Geopolitical: Thucydides Traps and
Ontological Insecurities

“A geopolitical competition between free and repressive visions of world order is taking place in the Indo-Pacific region. The region, which stretches from the west coast of India to the western shores of the United States, represents the most populous and economically dynamic part of the world. The U.S. interest in a free and open Indo-Pacific extends back to the earliest days of our republic.”



“More than 2,400 years ago, the Athenian historian Thucydides offered a powerful insight: “It was the rise of Athens, and the fear that this inspired in Sparta, that made war inevitable.” Others identified an array of contributing causes of the Peloponnesian War. But Thucydides went to the heart of the matter, focusing on the inexorable, structural stress caused by a rapid shift in the balance of power between two rivals. Note that Thucydides identified two key drivers of this dynamic: the rising power’s growing entitlement, sense of its importance, and demand for greater say and sway, on the one hand, and the fear, insecurity, and determination to defend the status quo this engenders in the established power, on the other.”





Shealah Craighead, The White House

Graham Allison

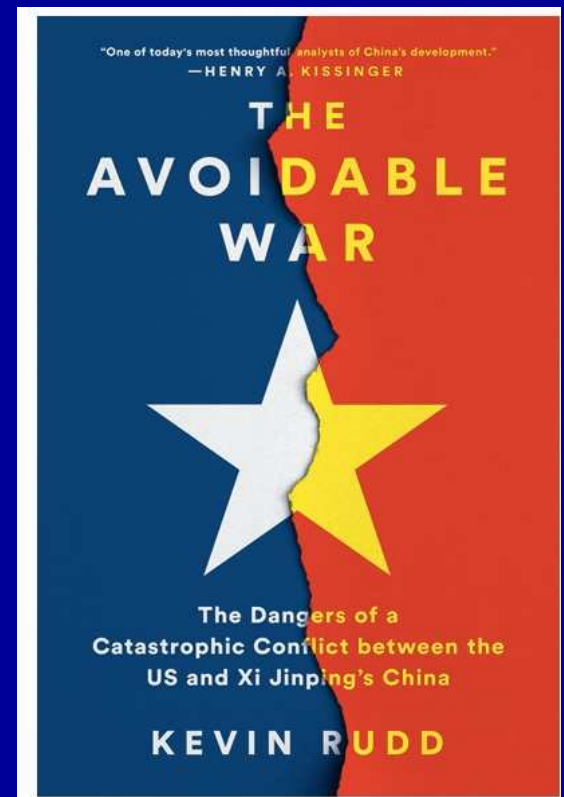
"If leaders in Beijing and Washington just keep doing what they have been doing for the past 20 years, the odds that they stumble to war seem to me greater than even."

DESTINED FOR WAR

CAN AMERICA AND CHINA
ESCAPE THUCYDIDES'S TRAP?

GRAHAM ALLISON

“The best way forward may be relatively simple: a mutually agreed strategic framework for avoiding war while preserving a principled peace, and one that would need to be robust enough to provide clear-cut strategic guidance for both the political and military leadership of each country for the decade ahead. At the same time, it would need to be sufficiently flexible to deal with multiple contingencies as they arose. Nevertheless, managed strategic competition does leave open another possibility: that, over time, if it delivers the strategic stability that is sought, new levels of trust may indeed emerge through experience. In time, it may be that new modes of thinking (siwei) about each other develop. Common global challenges—for example, on combatting climate change—may assume a greater importance for all governments as more classical forms of interstate rivalry subside within our overall political priorities and a new, more globalized generation of networked political leaders, comfortable with this way of thinking, take on the leadership positions of the future and guide us into the decades that lie beyond this most dangerous decade of the 2020s. But for that to happen, we must first get through this one” (KEVIN RUDD)



Intersecting logics and Inspiring Visions

"I believe that if oceans were to propel our economies, then we must:

- Use seas to build peace, friendship and trust, and curb conflict;
- respect and ensure freedom of navigation; and
- cooperate, not compete in responding to the challenges in the seas.

The large presence of foreign Navies at this Fleet Review is a confirmation of our shared urge to walk the pathways of peace and cooperation to keep the maritime domain safe and secure.

Prime Minister's address at International Fleet Review 2016

February 07, 2016

Source: www.mea.gov.in



“As the main resident power in the Indian Ocean region, we have a vital stake in the evolution of a stable, open, inclusive and balanced security and cooperation architecture in the region. India stands for harnessing the forces of geo-politics for new forms of cooperation rather than it being used as an excuse for domination by any single country. That is the vision that we aspire to. And that is the vision we look forward to realizing our partnership with all countries of the IOR.”

Ambassador Nirupama Rao

