

Roundtable Discussion

# Navigating the Geopolitical and Goeconomic Landscape: Strengthening India–ASEAN Maritime Cooperation in a Changing World

02 March 2026 | New Delhi

## OUTCOME REPORT

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**RIS**  
Research and Information System  
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विकासशील देशों की अनुसंधान एवं सूचना प्रणाली



**AIC**  
ASEAN-India Centre at RIS



**CMEC**  
Centre for Maritime Economy  
and Connectivity  
समुद्री अर्थव्यवस्था व संचयन केंद्र





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# MESSAGE FROM DIRECTOR GENERAL

## **Professor Sachin Kumar Sharma**

Director General, RIS

Maritime linkages between India and the ASEAN assume major strategic and economic significance. India's impetus on its Act East Policy, and the "Asean Outlook on The Indo-Pacific" emphasising ASEAN centrality uphold the salience of the Indo-Pacific. A robust maritime cooperation between the two can translate into balancing great power competition and securing maritime challenges. This also provides the opportunity for India to extend its strategic footprint into Southeast Asia through greater naval cooperation. In terms of trade, it is important to underscore that not only global trade but a large share of India-ASEAN trade passes through this maritime route. Thus, efficient and safe maritime routes are indispensable to successful trade and to keeping economic costs from rising.

Both India and ASEAN recognise the potential of maritime cooperation. This has been outlined at recent summits and through joint statements. Ports, fisheries governance, and the use of sustainable technology are prioritised in India's national blue economy and maritime infrastructure strategies. Similarly, the ASEAN-India Plan of Action (POA) for 2026-2030 exerts sharp focus on maritime connectivity, blue economy and capacity building. Cooperation between India and ASEAN in the maritime sector will prove to be beneficial in operational maritime security architecture, rule-making and standards convergence, people-to-people and institutional relations. It will also translate into addressing challenges such as non-traditional threats, including marine pollution, IUU fishing, etc.

Against this backdrop, the ASEAN-India Centre (AIC) at RIS convened a roundtable discussion, "Navigating the Geopolitical and Geoeconomic Landscape: Strengthening India-ASEAN Maritime Cooperation in a Changing World" on 02 March 2026. This brought together policymakers, diplomats, practitioners, and experts from India, Southeast Asia and the ASEAN to exchange experiences, assess best practices, and identify areas for strengthened regional cooperation for building a robust maritime partnership.

The discussions underscored the need for closer maritime integration between India and ASEAN through increased strategic initiatives. Participants underscored the importance of implementing the ASEAN-India Plan of Action 2026-2030 to augment cooperation in priority areas such as maritime security, including cyber security and digital transformation. Equally, deliberations emphasised the pertinence of revisiting the current state of economic engagement with ASEAN, greater academic and policy collaboration, and regularising and expanding the ASEAN-India maritime exercise schedule.

This Outcome Report synthesises the key insights, deliberations, and recommendations that emerged from the discussion. It highlights the need for strengthening institutional partnerships, developing joint pilot projects and embarking upon a structured maritime partnership. Together, these elements will provide a constructive and forward-looking maritime partnership between India and ASEAN.



Sachin Kumar Sharma

# INTRODUCTION

The maritime space connecting India and the member states of the Association of Southeast Asian Nations (ASEAN) constitutes one of the most strategically significant regions in the contemporary global order. Stretching across the eastern Indian Ocean, the Malacca Strait, and into the South and East China Seas, this interconnected maritime domain functions simultaneously as a geopolitical arena, a geoeconomic lifeline, and a critical conduit for global trade and energy. For both India and ASEAN, whose economies are deeply dependent on maritime connectivity, the stability, security, and sustainability of these waters are central to their long-term strategic and economic interests. The contemporary era is witnessing intense great-power competition, supply chain disruptions, and evolving non-traditional security threats, risks and challenges. In the face of all these variables, the strengthening of maritime cooperation between India and ASEAN has acquired renewed urgency and strategic relevance.

The India-ASEAN maritime interface, embodied in India's approach to ASEAN centrality, lies at the heart of the broader Indo-Pacific construct. The Indo-Pacific as a maritime region has become the focal point of global economic dynamism and geopolitical contestation. Nearly one-third of global trade and a substantial proportion of the world's energy shipments transit through the sea lines of communication (SLOCs) that traverse this maritime area. Six chokepoints from the Strait of Malacca to the Straits of Ombai and Wetar see the passage of a significant share of international shipping, linking the manufacturing hubs of East Asia with markets in South Asia, the Middle East, Europe, and beyond. Consequently, any disruption, from geopolitical tensions, maritime disputes, piracy, or environmental disasters, has the potential to generate cascading economic and security consequences across the India-ASEAN maritime space.

At the same time, the maritime domain between India and ASEAN is increasingly affected by complex geopolitical shifts. The growing strategic rivalry among major powers, particularly in the South and East China Seas, has intensified concerns regarding freedom of navigation, adherence to international maritime law, and the maintenance of a rules-based order. Several ASEAN member states remain directly involved in maritime disputes in the South China Sea, while India's expanding economic and strategic engagement with Southeast Asia has positioned it as a key stakeholder in regional stability. In this

evolving environment, maritime cooperation between India and ASEAN is not merely desirable but essential for ensuring a stable and open maritime commons.

Beyond great-power rivalry and regional traditional security concerns, the area also faces a wide array of non-traditional maritime challenges. Illegal, unreported, and unregulated (IUU) fishing, maritime crime, trafficking, marine pollution, and climate change increasingly threaten the ecological health and economic viability of this maritime domain. Coastal communities across South and Southeast Asia remain particularly vulnerable to rising sea levels, extreme weather events, and the degradation of marine ecosystems. Addressing these challenges requires coordinated approaches that combine maritime governance, capacity and capability building, technological cooperation, and information sharing.

Against this backdrop, India-ASEAN maritime cooperation represents a critical pillar for advancing both regional stability and economic resilience. Over the past decade, frameworks such as India's Act East Policy, the Indo-Pacific Oceans Initiative (IPOI), and ASEAN's Outlook on the Indo-Pacific (AOIP) have provided important conceptual foundations for expanding collaboration in areas such as maritime security, connectivity, blue economy development, and disaster management. However, translating these frameworks into operational cooperation remains an ongoing challenge that requires sustained political commitment, institutional coordination, and practical mechanisms for implementation.

This document examines the evolving geopolitical and geoeconomic dynamics shaping the India-ASEAN maritime landscape and explores pathways for strengthening cooperation in a rapidly changing strategic environment. By assessing existing mechanisms of engagement and identifying opportunities for deeper collaboration, it seeks to contribute to the development of a more resilient, secure, and cooperative maritime order across the Indo-Pacific.

In the above context, ASEAN-India Centre (AIC) at the Research and Information System for Developing Countries (RIS) hosted a Roundtable Discussion on Navigating the Geopolitical and Geoeconomic Landscape: Strengthening India-ASEAN Maritime Cooperation in a Changing World on 02 March 2026. This roundtable, organised to observe 2026 as the ASEAN-India Maritime Year, seeks to examine the contemporary geopolitical and geoeconomic landscape and identify practical pathways through which India and ASEAN can deepen maritime cooperation. The focus is on managing competition, building shared perspectives, enhancing resilience against non-traditional risks, and accelerating equitable geoeconomic integration in the maritime domain.

The roundtable discussion registered attendance from researchers, practitioners, maritime experts, diplomats and business people. This publication serves as the outcome document for the event, with a summary of proceedings followed by key recommendations. Agenda, Speakers' Profiles and Glimpses of the Event are attached at the end for the reader's reference.

# SUMMARY OF PROCEEDINGS



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Maritime cooperation is rooted not only in present-day strategic concerns but also in decades of accumulated economic and civilisational linkages.

**CAPTAIN SARABJEET S.**

**PARMAR (RETD.)**

VISITING FELLOW, RIS

## Inaugural Session

**Captain Sarabjeet S. Parmar (Retd.)**

Visiting Fellow, RIS

**Captain Sarabjeet S. Parmar (Retd.)**, in his welcome remarks, situated the roundtable within the contemporary turbulent global context, marred with heightened tensions and geopolitical risks. He observed that while global attention is often drawn to crises in one region, as is presently happening in the West of India, developments in the eastern maritime theatre are equally consequential. Against this backdrop, he underscored the importance of sustained engagement between India and ASEAN, particularly at a time when maritime spaces are increasingly shaped by strategic competition, economic recalibration, and shifting power balances.

He described the roundtable as the beginning of a structured series of engagements leading into 2026, a year identified for advancing discussions on India-ASEAN maritime cooperation. Expressing appreciation to the Research and Information System for Developing Countries (RIS) and the ASEAN-India Centre (AIC) for convening the dialogue, he noted that the objective was not merely to hold a single discussion but to lay the groundwork for continued deliberations throughout the year.



Drawing from his maritime service experience, Captain Parmar (Retd.) emphasised a fundamental principle: for coastal nations, geographical distance is secondary to maritime connectivity. India and ASEAN are linked through shared sea lanes that traverse the wider Indian Ocean and pass through critical chokepoints before entering the semi-enclosed waters of the South China Sea. These routes sustain dense commercial traffic and underpin a long-standing symbiotic relationship between the two regions. Maritime cooperation, therefore, is rooted not only in present-day strategic concerns but also in decades of accumulated economic and civilisational linkages.

Referring to the theme of the roundtable on navigating the geopolitical and geoeconomic landscape, Capt. Parmar (Retd.) stressed that strengthening maritime cooperation requires a clear understanding of emerging realities. The region's waterways carry significant volumes of global trade, and developments in one part of the maritime domain have ripple effects across the broader Indo-Pacific.

He concluded by reiterating that the day's discussion should serve as a practical starting point for deeper engagement, encouraging candid exchanges and forward-looking recommendations to guide India-ASEAN maritime cooperation in the months ahead.

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**With countries now intensifying industrialisation and expanding digital infrastructure, the role of maritime transport in carrying intermediate goods and supporting undersea data cables has become even more significant**

**PROFESSOR SACHIN KUMAR SHARMA**  
DIRECTOR GENERAL, RIS

## **Professor Sachin Kumar Sharma**

Director General, RIS

**Professor Sachin Kumar Sharma** initiated the roundtable by reflecting on the rapidly shifting geopolitical and geoeconomic environment shaping contemporary international relations. He noted that developments over the past year, ranging from supply chain disruptions and maritime tensions to trade fragmentation and evolving multilateral dynamics, have made global interdependence more visible and more fragile. Maritime issues, he observed, can no longer be viewed in isolation. They now intersect directly with trade policy, industrial strategy, digital connectivity, and strategic competition.

Recalling the long history of engagement between India and ASEAN, Professor Sharma emphasised that the ocean has historically served as a bridge connecting the two regions. Maritime routes enabled not only the exchange of goods but also the flow of ideas, culture, and civilisational linkages. Today, that interconnectedness has acquired renewed importance. Trade between India and ASEAN increasingly involves critical industrial inputs, components for manufacturing, and commodities central to food security. As countries intensify industrialisation and expand digital infrastructure, the role of maritime transport in carrying intermediate goods and supporting undersea data cables has become even more significant.

He underlined that for India, over 90 per cent of international trade by volume is conducted through maritime routes, a pattern mirrored across much of



ASEAN and therefore, ensuring an open, secure, stable and efficient sea route is a shared strategic priority. At the same time, Professor Sharma pointed to a structural shift in global trade thinking. The earlier emphasis on efficiency and comparative advantage has given way to concerns about resilience, supply chain security, and trusted partnerships. Concepts such as friend-shoring and onshoring now influence investment and trade decisions, making reliable regional partnerships more valuable than ever.

He identified three immediate areas that require closer India-ASEAN cooperation. First, the growing interdependence between geopolitics and supply chains calls for coordinated approaches to maritime stability. Second, infrastructure, including ports, shipping connectivity, and subsea digital cables, has emerged as a critical enabler of economic security. Third, the blue economy remains central to livelihoods across the region, yet sustainability challenges such as illegal, unreported, and unregulated fishing demand collective action.

Professor Sharma concluded by noting the strong convergence between India's maritime initiatives, including SAGAR and the Indo-Pacific Oceans Initiative (IPOI), and AOIP. Both frameworks emphasise openness, inclusiveness, cooperation, and ASEAN centrality. He expressed that the roundtable would help generate practical recommendations to strengthen maritime cooperation and reinforce the strategic partnership between India and ASEAN through sustained research dialogue and institutional engagement.

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ASEAN-India partnership can strengthen maritime cooperation in a manner that is inclusive, practical and forward looking. By working together, both regions can help promote a stable and prosperous maritime region while advancing sustainable settlement and improving the wealthy aid of our peoples



**MS. THAO THI THANH NGUYEN**

ASSISTANT DIRECTOR, POLITICAL COOPERATION  
DIVISION II, ASEAN SECRETARIAT

### **Ms. Thao Thi Thanh Nguyen**

Assistant Director, Political Cooperation Division II, ASEAN Secretariat

**Ms. Thao Thi Thanh Nguyen**, in her special remarks, conveyed the appreciation of the ASEAN Secretariat to RIS and the AIC for convening the roundtable as part of the ASEAN-India 2026 engagement calendar. She noted that such policy dialogues play a valuable role in sustaining momentum in ASEAN-India relations, particularly in the maritime domain, which she described as both a strategic connector and an economic lifeline between the two sides.

She observed that maritime linkages have historically connected ASEAN and India, facilitating trade, mobility, fisheries, and communication networks that support regional prosperity. At the same time, she acknowledged that the maritime domain is increasingly shaped by geopolitical shifts, non-traditional security threats, and environmental pressures. In this context, she underlined the importance of closer ASEAN-India maritime cooperation to safeguard regional stability and unlock the full potential of the blue economy.

Ms. Nguyen situated maritime cooperation within ASEAN’s broader community-building vision for the coming decades, which seeks to foster a resilient, innovative, dynamic, and people-centred region. Engagement with key partners such as India, she noted, contributes directly to advancing peace, stability, and sustainable development across the Indo-Pacific.



She reaffirmed ASEAN's continued commitment to multilateralism, adherence to international law, and a rules-based regional order, including the 1982 United Nations Convention on the Law of the Sea (UNCLOS) as the legal framework governing maritime activities. She emphasised ASEAN centrality and the role of ASEAN-led mechanisms in building trust, promoting dialogue, and advancing mutually beneficial cooperation. In this regard, the AOIP was highlighted as an important platform for practical collaboration with partners, including India, across maritime security, connectivity, and economic cooperation.

Referring to the ASEAN-India Plan of Action (2026–2030), she described it as a forward-looking roadmap that expands cooperation in priority areas such as maritime engagement, cybersecurity, and digital transformation. She pointed to tangible outcomes already underway, including strengthened collaboration in cruise tourism through ASEAN-India Cruise Dialogues, which have supported port infrastructure development, digitalisation, and private sector participation.

India's active engagement in ASEAN-led forums, including the Expanded ASEAN Maritime Forum and the ASEAN Regional Forum, was also noted. The designation of 2026 as the ASEAN-India Maritime Year, she said, reflects shared recognition of the strategic importance of maritime cooperation and presents an opportunity to deepen collaboration in connectivity, sustainable maritime transport, environmental protection, and capacity building.

She concluded by expressing ASEAN's readiness to work closely with India in advancing inclusive, practical, and forward-looking maritime cooperation and expressed confidence that the roundtable would generate constructive recommendations for strengthening the partnership.



**We need not only focus on the ASEAN Trade in Goods Agreement (ATIGA), but also target a very comprehensive economic partnership with ASEAN. I think that is one chip in the whole block that is missing in our economic engagement to the world, and the sooner we fill it in, the better.**

**MR. JAIDEEP MAZUMDAR**  
FORMER SECRETARY (EAST),  
GOVERNMENT OF INDIA;  
FORMER AMBASSADOR OF  
INDIA TO THE PHILIPPINES,  
MEMBER GOVERNING COUNCILS  
OF INDIA FOUNDATION AND  
ASIAN CONFLUENCE. CO-CHAIR,  
SCHOOL OF GLOBAL LEADERSHIP

## Panel Discussion

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### Mr. Jaideep Mazumdar

Former Secretary (East), Government of India;  
Former Ambassador of India to the Philippines,  
Member Governing Councils of India  
Foundation and Asian Confluence. Co-Chair,  
School of Global Leadership

Chairing the session, **Mr. Jaideep Mazumdar** shared his thoughts on the current global climate. Observing that the international system is in a period of deep churn, he cautioned against attributing this flux to any single development or personality. The forces at work, he suggested, are structural and likely to endure. For India and ASEAN, the question is not whether change is occurring, but how to navigate its implications and determine whether it presents new openings for cooperation or introduces fresh constraints.

He pointed to ongoing debates about the future trajectory of major powers and their engagement in the Indo-Pacific, noting that shifts in strategic priorities will have tangible consequences for regional security dynamics. Such developments inevitably shape India-ASEAN cooperation. At the same time, he underscored that India continues to pursue an independent foreign policy, refraining from alignment with any particular bloc. This strategic autonomy, he suggested, offers reassurance to ASEAN member states and provides space for balanced engagement.

Mr. Mazumdar also drew attention to an emerging but less discussed development: the increasing engagement of several ASEAN countries with BRICS, whether as members or partners. This evolving configuration, he noted, introduces new dimensions to economic and geopolitical alignments, with potential implications for India-ASEAN relations.

On the economic front, he acknowledged the vulnerabilities exposed by overdependence on single markets and the resulting emphasis on diversifying supply chains and securing trade frameworks. While India-ASEAN relations have progressed considerably over the past twenty-five years, and more noticeably in the last decade, he observed that their full potential remains unrealised. ASEAN's internal diversity across economic levels and political systems, he noted, necessitates calibrated engagement. India has therefore advanced cooperation both at the ASEAN-wide level and bilaterally, mindful of sensitivities and differing national priorities.

Maritime cooperation, he emphasised, remains central to the partnership, encompassing security collaboration, blue economy initiatives, and connectivity. Yet, he concluded with a frank assessment that economic engagement between India and ASEAN requires greater ambition. A more comprehensive economic partnership, in his view, would strengthen the overall architecture of relations and better align the partnership with evolving regional realities

### **Cmdr. Sujeet Samaddar (Retd.)**

Visiting Fellow, RIS

**Cmdr. Sujeet Samaddar (Retd.)** anchored his discussion in geography and underscored the physical proximity between India and South-East Asia. Displaying a regional map, he noted that the Andaman and Nicobar Islands lie closer to ports of Indonesia, Malaysia, Myanmar and Thailand than to several ports on India's western coast. The Bay of Bengal and the eastern Indian Ocean, he argued, function less as dividing waters and more as a maritime bridge linking India with mainland and maritime South-East Asia. This shared



**The Indo-Pacific, must be viewed not as an arena of rivalry but as a shared maritime commons requiring cooperative stewardship for long-term regional stability. Deeper academic-policy collaboration between India-ASEAN is required to refine proposals and experiment pilot projects during the designated ASEAN-India Maritime Year of Cooperation to test workable models of cooperation.**

**CMDE. SUJEET SAMADDAR (RETD.)** VISITING FELLOW, RIS

geography creates structural opportunities for cooperation, particularly in connectivity, environmental protection, and disaster response.

He highlighted the centrality of maritime space to ASEAN's economic and social life. With nine of ten ASEAN member states being coastal, and a significant share of global trade transiting through the Malacca Strait and adjoining waters, the region's prosperity is inseparable from maritime stability. At the same time, he pointed to untapped economic potential, including scope for growth in per capita income through more structured and balanced trade arrangements between India and ASEAN.

Turning to the strategic environment, he observed that the maritime domain is increasingly shaped by the presence and capabilities of extra-regional powers. The expanding naval footprint of major powers in the Indo-Pacific introduces new pressures, even as regional countries seek cooperation rather than confrontation. Alongside traditional strategic concerns, non-traditional threats such as piracy, illegal and unreported fishing, marine pollution, overfishing, and so-called "grey zone" activities involving vessels operating without identification pose mounting risks. These challenges, he stressed, directly affect coastal populations and livelihoods, from fisheries depletion to climate-related disruptions.

Reviewing existing frameworks, he noted substantial convergence between India's and ASEAN's respective Indo-Pacific outlooks, maritime statements, and strategic partnership documents. These provide a normative foundation for deeper cooperation. Recent developments, including large-scale naval engagements and fleet reviews hosted by India, signal an intent to promote maritime stability through collaborative approaches.

Cmdr. Samaddar proposed a structured maritime partnership built around a limited set of practical pillars. Central among these is enhanced Maritime Domain Awareness through integrated information-sharing arrangements, expansion of white-shipping agreements, and improved coordination among enforcement agencies. He also emphasised cooperation in shipbuilding, port development, renewable energy, and marine environmental management, including plastic pollution and sustainable fisheries.

He concluded by urging deeper academic-policy collaboration to refine proposals and by recommending pilot projects during the designated ASEAN-India Maritime Year of Cooperation to test workable models of cooperation. The Indo-Pacific, he argued, must ultimately be viewed not as an arena of rivalry but as a shared maritime commons requiring cooperative stewardship for long-term regional stability.

## Professor Ruth Banomyong

Center of Excellence in Connectivity, Thammasat Business School,  
Thammasat University, Bangkok (Online)

**Professor Ruth Banomyong** focused his intervention on maritime connectivity, emphasising the need to move toward measurable and operational outcomes, beyond declaratory frameworks toward measurable and operational outcomes. He began by noting that while “connectivity” is widely invoked in regional discussions, its meaning varies across stakeholders, and implementation often lags behind agreements. The gap between formal commitments and full operationalisation, he argued, remains a persistent challenge in both ASEAN and India-ASEAN cooperation.

Situating the discussion within a broader strategic context, he observed that maritime transport continues to dominate trade flows and that operational reliability in maritime networks is increasingly critical. However, he cautioned that maritime connectivity cannot be treated in isolation. Ports are only one element in a larger logistics ecosystem. What happens after goods arrive at a port and how they move through inland corridors to their final destination is equally important. He therefore advocated a corridor-based approach that integrates maritime and land connectivity into a coherent multimodal framework.

Drawing on research across ASEAN, Professor Banomyong highlighted several recurring issues. Infrastructure expansion does not automatically translate into integration. In many cases, physical infrastructure is completed before institutional arrangements, regulatory harmonisation, or trade facilitation mechanisms are aligned. As a result, connectivity performance may remain suboptimal. Effective coordination across agencies, between countries, and with the private sector is essential. Hardware investments must be matched

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**India and ASEAN should optimise existing maritime networks first before prioritising on conceptualising new routes. Enhancing reliability, interoperability, predictability, and resilience should form the next phase of cooperation.**

**PROFESSOR RUTH BANOMYONG**

CENTER OF EXCELLENCE IN CONNECTIVITY,  
THAMMASAT BUSINESS SCHOOL, THAMMASAT  
UNIVERSITY, BANGKOK



by “software” reforms, including institutional optimisation and digital integration.

Rather than prioritising new routes alone, he urged India and ASEAN to optimise existing maritime networks. Enhancing reliability, interoperability, predictability, and resilience should form the next phase of cooperation. To this end, he proposed three operational pathways.

First, a joint maritime performance initiative should be undertaken, including the development of shared key performance indicators and a maritime connectivity dashboard to monitor metrics such as dwell time, schedule reliability, and corridor efficiency. Second, functional interoperability should be emphasised through closer customs coordination, interconnected port community systems, and technical alignment to improve visibility and data exchange. Third, there should be a deeper maritime integration with inland economic corridors, ensuring that ports are effectively linked to industrial zones and multimodal logistics networks.

He concluded that piloting such initiatives could build credibility, strengthen resilience, and generate tangible economic gains. A focus on measurable performance and system optimisation, he suggested, would enhance the depth and quality of India-ASEAN maritime connectivity in the years ahead.

### **Mr. Haikal Amran**

Researcher, Maritime Institute of Malaysia, Kuala Lumpur

**Mr. Haikal Amran** situating India-ASEAN maritime cooperation within the wider conception of the Indo-Pacific, approached the discussion from a geopolitical lens. He noted that while the Indo-Pacific is often framed as spanning two oceans, its strategic centre of gravity lies in the Indian Ocean. In this configuration, India occupies a pivotal



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**India-ASEAN maritime cooperation should move beyond a predominantly security-centric lens and adopt a more comprehensive, forward-looking approach that integrates economic, technological, and environmental dimensions.**

**MR. HAIKAL AMRAN**

RESEARCHER, MARITIME INSTITUTE OF MALAYSIA,  
KUALA LUMPUR

position, while ASEAN functions as the bridge linking the Indian Ocean to the Western Pacific. Malaysia, given its proximity to the Strait of Malacca and the South China Sea, sits at a critical maritime node within this ecosystem.

Emphasising the scale and significance of the Indian Ocean, which accounts for a substantial share of global maritime trade, energy flows, and coastal populations, he argued that geopolitical turbulence elsewhere should not obscure the strategic imperative of regional cooperation. Preventing escalation and safeguarding maritime stability requires stronger partnerships among littoral states rather than reliance on external powers.

Mr. Amran cautioned against interpreting India's engagement with South-East Asia solely through the prism of balancing China. In his view, such a framing is reductionist and overlooks India's longstanding shared cultural heritage and structural interests in the region. India's Act East Policy, evolving from the earlier Look East approach, reflects recognition that its economic and maritime future is closely intertwined with South-East Asia. Geographic proximity, particularly through the Andaman and Nicobar Islands and shared maritime boundaries with several ASEAN states creates a contiguous maritime ecosystem that warrants independent strategic logic.

He observed that institutional architecture between India and ASEAN is robust, encompassing multiple forums, summits, and plans of action. However, the economic and maritime trade dimensions of cooperation remain underdeveloped relative to defence and security engagement. From a Malaysian perspective, he stressed that non-tariff barriers and structural trade challenges have limited the realisation of full potential. He opined that sectors such as semiconductors and supply chain integration offer untapped opportunities.

Mr. Amran proposed three areas for deeper engagement. First, revitalising maritime economic cooperation by addressing trade barriers and strengthening supply chain linkages. Second, expanding non-traditional security collaboration, particularly in response to emerging challenges such as dark fleet activities, illegal ship-to-ship transfers, and associated environmental risks in congested waters like the Strait of Malacca. Third, enhancing cooperation on critical underwater infrastructure and cyber resilience, including submarine cable protection, where vulnerabilities affect both India and ASEAN.

He concluded that India-ASEAN maritime cooperation should move beyond a predominantly security-centric lens and adopt a more comprehensive, forward-looking approach that integrates economic, technological, and environmental dimensions.

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**India should explore structured BRICS-ASEAN engagement, including through BRICS+ formats, to widen diplomatic space and reinforce complementarities between emerging multilateral platforms and ASEAN-led processes**

**DR. RAHUL MISHRA**

ASSOCIATE PROFESSOR, CENTRE FOR INDO-PACIFIC STUDIES, JAWAHARLAL NEHRU UNIVERSITY

### **Dr. Rahul Mishra**

Associate Professor, Centre for Indo-Pacific Studies, Jawaharlal Nehru University

**Dr. Rahul Mishra** initiated his intervention by noting that 2026 is the year of ASEAN-India maritime cooperation and hence, strategically important. He recalled that India’s maritime outreach dates back to the early 1990s, when the Look East Policy was launched alongside naval exercises such as MILAN and later SIMBEX with Singapore. In his view, maritime cooperation has always combined diplomatic outreach with a calibrated security dimension, even if the latter has often remained in the background.

He underscored the material stakes involved; with over 55 percent of India’s trade transiting through the South China Sea adjoining South-East Asia, he called for stocktaking, interoperability, formalised HADR frameworks, IPOI-AOIP convergence, and maritime corridor focus. Historical and civilisational links reinforce these economic ties, but contemporary engagement now rests on institutional foundations, including the Comprehensive Strategic Partnership that concluded in 2022. Dr. Mishra suggested that the present moment calls for a systematic evaluation of progress under existing frameworks, including maritime initiatives under the IPOI and their convergence with ASEAN mechanisms.

On the security front, he highlighted India’s record in coordinated patrols, port calls, anti-piracy operations, and HADR. India’s role as an early responder during regional crises has, in his assessment, strengthened trust. He posed the question of whether India should move beyond being described as a “net security provider” to institutionalising elements of this role within more formal cooperative arrangements.

Dr. Mishra also emphasised connectivity and port development, pointing to evolving trust exemplified by projects such as Sabang. At the same time, he cautioned that lessons from earlier connectivity initiatives must inform future efforts. Greater attention to maritime corridors, alongside land-based projects, could yield more durable results.

Turning to recommendations, he advocated a sector-focused, multi-layered approach. India should identify priority partner countries for specific areas of defence cooperation, semiconductor supply chains, diaspora engagement, and trade while tailoring its outreach accordingly. Conducting regular ASEAN-India maritime exercises and deepening interoperability were also identified as priorities. He further suggested that India should consider engaging more proactively in multilateral formats relevant to Southeast Asia.

Finally, Dr. Mishra highlighted the significance of India's BRICS presidency. He proposed that India should explore a structured BRICS-ASEAN engagement, including through BRICS+ formats, to widen diplomatic space and reinforce complementarities between emerging multilateral platforms and ASEAN-led processes. In his view, careful mapping of resources, partnerships, and sectoral strengths will be critical to shaping the next phase of ASEAN-India maritime cooperation.

## **Dr Pankaj Vashisht**

Associate Professor and Coordinator, ASEAN-India Centre (AIC), Research and Information System for Developing Countries (RIS)

In his concluding remarks, **Dr. Pankaj Vashisht** thanked all speakers and participants for their substantive contributions. He emphasised that this roundtable marks the formal launch of a dedicated seminar series on India-ASEAN maritime relations and underscored its potential to contribute to RIS's research program through the production of reports and other research output by examining specific themes across the maritime domain and generating actionable recommendations. He expressed hope for continued engagement from the ASEAN Secretariat and partners as the series builds toward a more structured, forward-looking maritime cooperation agenda.



**DR PANKAJ VASHISHT**  
ASSOCIATE PROFESSOR AND  
COORDINATOR, ASEAN-INDIA  
CENTRE (AIC), RESEARCH AND  
INFORMATION SYSTEM FOR  
DEVELOPING COUNTRIES (RIS)

# KEY RECOMMENDATIONS AND TAKEAWAYS

Building on the discussions and diverse perspectives presented during the roundtable discussion, the overarching argument reflected the need for closer integration between India and ASEAN, especially in the maritime sector. A vast portion of both India's and ASEAN's take place through the maritime route. This augments the need for closer maritime cooperation between these two, given the rapidly evolving geopolitical and geo-economic landscape. Addressing challenges such as fragmented supply chains, maritime choke points and non-traditional maritime threats, panellists outlined the importance of embracing adaptive policy frameworks for a structured regional cooperation.

Against this backdrop, the following key recommendations and takeaways emerged from the workshop:

- Implement the ASEAN-India Plan of Action 2026-2030 to expand cooperation in priority areas such as maritime security, including cyber security and digital transformation.
- Promote cooperation through ASEAN-India cruise dialogues to advance port infrastructure development, digitalisation, and enhanced maritime productivity and encourage greater private sector engagement.
- Re-energise the current state of economic engagement with ASEAN, aiming for a comprehensive economic partnership.
- Develop a structured maritime partnership based on five key areas: maritime domain awareness, maritime law enforcement, communication, grey zone threats, and humanitarian assistance.
- Design and launch pilot maritime cooperation projects during the ASEAN maritime year of cooperation to test operational approaches and refine policy and technical solutions.
- Establish a program for deeper academic and policy collaboration between Indian and Southeast Asian institutions to generate evidence-based proposals for maritime cooperation and governance.
- Develop a joint India-ASEAN maritime performance dashboard with agreed KPIs and corridor assessment tools

to measure and monitor connectivity performance.

- Initiate a functional interoperability project to link customs and port-community/whole-of-supply-chain systems between India and ASEAN to improve visibility and data exchange.
- Design a multimodal maritime–land corridor integration pilot to connect ports with inland economic corridors and industrial zones for improved trade facilitation.
- Assess and document non-tariff trade barriers that limit maritime economic cooperation between India and ASEAN and propose practical measures to reduce those barriers, highlighting opportunities in sectors such as semiconductors.
- Investigate semiconductor supply-chain opportunities between India and Southeast Asian states and develop recommendations for opening targeted sectors via existing frameworks to increase trade integration.
- Explore and draft a coordinated approach for non-traditional maritime security cooperation to address dark-fleet activities (illegal ship-to-ship transfers, unlit transits) and recommend joint enforcement and capacity-building measures relevant to the Straits of Malacca and broader Indo-Pacific waters.
- Initiate inclusion of India in ASEAN discussions on threats relating to critical underwater infrastructure and cyber resilience, using existing ASEAN Working Groups and forums

to develop joint risk assessments and response protocols for submarine cables and other seabed assets.

- Develop a plan to integrate IPOI initiatives with MAHASAGAR and identify steps to bring the ASEAN countries on board for maritime cooperation.
- Regularise and expand the ASEAN-India maritime exercise schedule to reduce multi-year gaps, increase interoperability, and widen participating countries and scenarios.
- Conduct a comprehensive evaluation of progress on India’s Comprehensive Strategic Partnerships with Southeast Asian countries and produce a report summarising gaps and next steps.
- Design and propose an institutionalised India-led maritime crisis cooperation framework (formal mechanism) to convert first-responder actions into a structured mutual-assistance arrangement.
- Create a focused country-by-sector, defence-export and defence-cooperation plan identifying priority ASEAN partners for targeted defence trade and capacity-building.
- Assess the feasibility and implications of India joining the “Squad” (multilateral initiative covering the South China Sea) and prepare recommendations for policymakers.
- Develop options for engaging ASEAN member states with BRICS during India’s presidency and draft a proposal for regional outreach.

# PROFILE OF SPEAKERS

## Inaugural Session

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### **Capt Sarabjeet S. Parmar (Retd.)**

Visiting Fellow, RIS

Capt Sarabjeet S. Parmar (Retd.) was commissioned into the Indian Navy on 01 July 1987 and retired on 30 June 2023. He has commanded two ships and a frontline anti-submarine warfare and anti-shipping helicopter squadron. He was a member of The XI Indian Antarctic Summer Expedition in 1991, attended the Management Defence Course Conducted by the British Government at Colombo in 2005, and represented the Indian Navy in the first international HOSTAC (helicopter operations from ships other than aircraft carriers) conference held in Norfolk, USA in 2008. He has been a Research Fellow at the Manohar Parrikar Institute for Defence Studies and Analyses and worked in the Indian Navy's strategic apex-level offices, where, as Director Strategy was part of the core team that published the Indian Navy's unclassified Maritime Security Strategy Document titled Ensuring Secure Seas: Indian Maritime Security Strategy in 2015, carried out regional maritime assessments and completed the doctrine development plan. He was the Executive Director and Senior Fellow at The National Maritime Foundation before his retirement. He has written and spoken extensively on maritime security and strategy issues at various national and International conferences and his main areas of research include national and maritime strategy and security-related aspects in the Indo-Pacific, piracy, HADR, and International maritime law with a focus on lawfare.



## **Professor Sachin Kumar Sharma**

Director General, RIS, India

Professor Sharma brings over two decades of expertise in international trade, development cooperation, and multilateral and regional negotiations. His research, advocacy, and capacity-building work have shaped discussions on trade and development, agricultural subsidies, investment, food security, sustainability, market access, trade disputes, transparency, LDC graduation, Aid for Trade, and negotiations at the WTO, FAO, G20, and in regional trade agreements. He holds an M.Phil. and a PhD in Economics from Jawaharlal Nehru University (JNU), Delhi, with a specialisation in the WTO, international trade, quantitative techniques, and agricultural policy. He is skilled in econometrics, Computable General Equilibrium (GTAP), Partial Equilibrium Modelling, and statistical tools, with extensive experience in trade analytics. A prolific scholar, Professor Sharma has authored six books, numerous peer-reviewed journal articles, several working papers, and book chapters, in addition to regularly contributing to policy debates through articles in leading newspapers and participating in global forums. Before joining RIS, he served as a Professor at the Centre for WTO Studies (CWS) at the Indian Institute of Foreign Trade. At CWS, he led and supervised a multidisciplinary team of economists, lawyers, and officials, working on a wide range of economic, development, and legal issues. His evidence-based policy inputs, analysis, and recommendations were extensively utilised by many developing countries and LDCs to comply with WTO obligations and to advance negotiations on agriculture and sustainability, including securing the perpetual peace clause on food security and shaping disciplines on domestic support. Through knowledge sharing, critical inputs on proposals, and capacity-building initiatives, he also coordinated with key members of the G-33 to develop and advocate common negotiating positions among high-level policymakers of developing countries and LDCs. Representing India, he made significant contributions to South-South Cooperation through WTO proposals on domestic support, sustainability, food security, cotton, Special and Differential Treatment, and several other issues, many of which were co-sponsored by 75 countries from the G-33, OACPS, and the African Group. His initiatives played a pivotal role in invoking the Bali Peace Clause, thereby safeguarding India's public stockholding programs for food security from WTO disputes. As an integral member of the Indian delegation, he played a crucial role in negotiations at the last five WTO Ministerial Conferences. He has conducted numerous training programmes on trade issues to strengthen South-South cooperation and collaborated with leading organisations, think tanks, and UN agencies. As Director General of RIS, Professor Sharma envisions strengthening RIS as the premier institution of the Global South, providing cutting-edge, development oriented research and policy dialogue on contemporary global economic challenges. He aims to further RIS's mission of fostering South-South cooperation, supporting evidence-based policy making, and ensuring that the voices of developing countries are strongly represented in the international economic discourse.



## **Ms. Thao Thi Thanh Nguyen**

Assistant Director, Head of Division, Political Cooperation Division 2, Political Security Directorate, ASEAN Political-Security Community Department, the ASEAN Secretariat

With ten years of experience at the ASEAN Secretariat, ADR Thao facilitates ASEAN cooperation under the ASEAN Foreign Ministers and Senior Officials' tracks. She also assists in coordinating ASEAN's maritime cooperation, including the development of the ASEAN Maritime Outlook. Other areas that ADR Thao is responsible for include the situation in Myanmar, the Code of Conduct of Parties in the South China Sea (COC) negotiations, the Treaty of Amity and Cooperation in Southeast Asia (TAC), the Southeast Asia Nuclear Weapon Free Zone Treaty (SEANWFZ Treaty) and ASEAN's cooperation in the area of nuclear safety, security and safeguards. She holds a bachelor's degree in International Relations from the Diplomatic Academy of Viet Nam (DAV) and a Master of Arts (MA) Degree in Development Studies from the University of East Anglia (UEA), United Kingdom.

## **Panel Discussion**

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## **Mr. Jaideep Mazumdar**

Former Secretary (East) and Indian Ambassador to the Philippines. Member Governing Councils of India Foundation and Asian Confluence. Co-Chair, School of Global Leadership

Mr Jaideep Mazumdar, born in Shillong, India, joined the Indian Foreign Service in 1989. Most recently, he has been Ambassador of India to Austria, the Holy See and Montenegro and Permanent Representative to the UN and other international organisations in Vienna. He was also Governor on the Board of Governors of the IAEA during this time and Chair of the Plenary of the Wassenaar Arrangement. Prior to that, he was Ambassador to the Philippines, Palau and the Federated States of Micronesia. In his career of over 34 years, he has served in various diplomatic capacities in China (Hong Kong and Beijing), in Bangladesh, at the United Nations in New York, and in Cairo, Egypt. He has also served as Deputy Chief of Mission in Beijing and in Kathmandu.

In his stints in New Delhi, he has served in the Prime Minister's Office on foreign affairs, defence and security issues, atomic energy and space, as Chief of Protocol and as Head of the Southern Division in the Ministry of External Affairs of India looking after bilateral relations with countries in Southeast Asia, as well as Australia, New Zealand and the Pacific Island Countries. Concurrently, he also headed the Nalanda Division in the Ministry of External Affairs, charged with the revival of the ancient Nalanda University, an East Asia Summit initiative.

He holds a Bachelor's degree in Economics and a Master's degree in Management. Apart from the English language, he is conversant in Assamese, Bengali, Hindi and Chinese.



## **Cmde Sujeet Samaddar (Retd)**

Visiting Fellow, RIS

Commodore Sujeet Samaddar graduated from IIT Roorkee (B.E) in 1978. Samaddar began his career as an Engineer Trainee with Tata Consulting Engineers, Mumbai. Commissioned into the Indian Navy in 1980, Samaddar held various staff and four command appointments and retired in 2009 as Principal Director Naval Plans. He was awarded the Admiral RD Katari Fellowship at the United Services Institution, New Delhi, on "Defence Development and National Security: Linkages in the Indian Context" which was published by Gyan Books in 2005. Post retirement, he has served as Vice President Operations, NOVA Integrated Systems, a TATA Enterprise and Director and CEO of ShinMaywa Industries India Private Limited. Samaddar was Senior Consultant (Industry), NITI Aayog, Government of India, until January 2019. He drafted the National Maritime Policy and the National Material Recycling Policy and was involved in the FDI policy for the aerospace and defence sector, small arms manufacturing, regional transport aircraft program, amongst other industry issues.



## **Professor Ruth Banomyong**

Center of Excellence in Connectivity, Thammasat Business School,  
Thammasat University, Bangkok, Thailand

Ruth Banomyong is a Professor in the Department of International Business, Logistics and Transport Management. He is Head of the Center of Excellence in Connectivity. Ruth was Dean at the Faculty of Commerce & Accountancy (a.k.a. Thammasat Business School), Thammasat University in Thailand. He specialises in multimodal transport, trade facilitation, and logistics policy. Holding a PhD from Cardiff, he has published over 100 papers and consulted for UNCTAD, ADB, and The World Bank. Ruth Banomyong is on the board of WICE Logistics (Public) Co. Ltd. and two other companies. He was a board member of the Civil Aviation Authority of Thailand. Prof Banomyong received a graduate degree and an undergraduate degree from Université Paris 1, an undergraduate degree from Lycee Michelet and a doctorate from Cardiff Business School. His primary research interests are in the fields of multimodal transport, international logistics, logistics policy development and supply chain performance measurements.



## **Mr Haikal Amran**

Researcher, Maritime Institute of Malaysia, Kuala Lumpur

Mr Haikal Amran is a researcher at the Maritime Institute of Malaysia. His research focuses on maritime security and diplomacy. He has a background in international relations, and his work in maritime focuses on the maritime security, both traditional and non-traditional, of Malaysia's maritime domains, such as the South China Sea and the Straits of Malacca. He also looks into emerging threats relevant to the bodies of water adjacent to Malaysia. In addition, given his international relations background, he also looks into the big picture of geopolitics in the larger Indo-Pacific region.



## **Dr. Rahul Mishra**

Associate Professor, Centre of Indo-Pacific Studies, JNU

Dr Rahul Mishra is Senior Research Fellow at the German-Southeast Asian Center of Excellence for Public Policy and Good Governance (CPG), Thammasat University, Bangkok, Thailand, and an Associate Professor, Centre for Indo-Pacific Studies, School of International Studies, Jawaharlal Nehru University (JNU), India. He is also the Honorary Director of the Trinity Consultancy Services, Kuala Lumpur, Malaysia. Before joining CPG and JNU, Dr Mishra was the Director, Centre for ASEAN Regionalism Universiti of Malaya (CARUM), and University of Malaya. He was also the Managing Editor of the AEI Insights journal. He served the University of Malaya till November 2023.

Dr. Mishra specialises in politico-security affairs of the Southeast Asian region, and the role of major & middle powers in the Indo-Pacific region, especially in the context of rising China. He has more than 250 publications to his credit, which include books, journal articles, policy reports, and op-eds for leading newspapers.



## **Dr Pankaj Vashisht**

Associate Professor and Coordinator, ASEAN-India Centre (AIC) at RIS

Dr. Pankaj Vashisht is an Associate Professor and Coordinator at the ASEAN-India Centre (AIC), housed within the RIS. Earlier, he was with the Indian Council for Research on International Economic Relations (ICRIER).

With over 16 years of experience in policy-oriented research, Dr. Vashisht specialises in international trade, technology, labour economics, applied econometrics, and industrial competitiveness. As Head of AIC, he closely examines India-ASEAN relations, with a focus on trade and investment, regional value chains, and economic integration. His recent work has also expanded to critical minerals and MSME digitalisation, exploring their role in fostering economic resilience and regional cooperation. Dr. Vashisht has worked closely with policymakers at both the central and state levels in India and has conducted research for international organisations such as The

World Bank, Asian Development Bank, and Elcano Royal Institute. He has also collaborated with Indian industry associations, including the Auto Component Manufacturers Association (ACMA) and the Society of Indian Automobile Manufacturers (SIAM).

He holds a PhD in Economics from Jawaharlal Nehru University (JNU), New Delhi, and is a recipient of the Young Scholar Grant to attend the 38th NBER Summer Institute in Cambridge, USA, in 2015. Dr. Vashisht has made significant contributions to understanding the impact of international trade, technological advancements, and regional cooperation on economic development and employment in India. His extensive body of work includes a book on the competitiveness of the Indian auto industry, several reports, chapters in edited volumes, research papers in refereed national and international journals, and working papers. He is also a regular contributor to leading print media. Widely travelled, Dr. Vashisht has presented his research at various international conferences.

# AGENDA

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## 10:00 AM - 10:30 AM Registration

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## 10:30 AM - 11:00 AM Inaugural Session

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### *Welcome Remarks*

- **Capt. Sarabjeet S. Parmar (Retd.)**, Visiting Fellow, RIS

### *Opening Remarks*

- **Professor Sachin Kumar Sharma**, Director General, RIS

### *Special Remarks*

- **Ms. Thao Thi Thanh Nguyen**, Assistant Director, Political Cooperation Division II, ASEAN Secretariat

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## 11:00 AM - 12:30 PM Panel Discussion

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### *Chairs*

- **Mr. Jaideep Mazumdar**, Former Secretary (East) and Indian Ambassador to the Philippines. Member of the Governing Councils of India Foundation and Asian Confluence. Co-Chair, School of Global Leadership

### *Panellists*

- **Cmde Sujeet Samaddar (Retd)**, Visiting Fellow, RIS
- **Professor Ruth Banomyong**, Center of Excellence in Connectivity, Thammasat Business School, Thammasat University, Bangkok, Thailand (Online)

- **Mr Haikal Amran**, Researcher, Maritime Institute of Malaysia, Kuala Lumpur (Online)
- **Dr. Rahul Mishra**, Associate Professor, Centre of Indo-Pacific Studies, JNU

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**12:30 PM - 12:45 PM    Vote of Thanks**

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- **Dr. Pankaj Vashisht**, Coordinator, ASEAN-India Centre (AIC), RIS, New Delhi

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**12:45 PM onwards    Lunch**

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# GLIMPSES OF THE EVENT







# RIS

Research and Information System  
for Developing Countries

विकासशील देशों की अनुसंधान एवं सूचना प्रणाली

RIS specialises in issues related to international economic development, trade, investment and technology. It is envisioned as a forum for fostering effective policy dialogue and capacity-building among developing countries on global and regional economic issues. The focus of the work programme of RIS is to promote South-South Cooperation and collaborate with developing countries in multilateral negotiations in various forums. Through its following centres/forums, RIS promotes policy dialogue and coherence on regional and international economic issues.



The word “DAKSHIN” (दक्षिण) is of Sanskrit origin, meaning “South.” The Hon’ble Prime Minister of India, Shri Narendra Modi, inaugurated DAKSHIN - Global South Centre of Excellence in November 2023. The initiative was inspired by the deliberations of Global South leaders during the Voice of the Global South Summits. DAKSHIN stands for Development and Knowledge Sharing Initiative. Hosted at the RIS, DAKSHIN has established linkages with leading think tanks and universities across the Global South and is building a dynamic network of scholars working on Global South issues.



AIC at RIS has been working to strengthen India’s strategic partnership with ASEAN in its realisation of the ASEAN Community. AIC at RIS undertakes research, policy advocacy and regular networking activities with relevant organisations and think-tanks in India and ASEAN countries, with the aim of providing policy inputs, up-to-date information, data resources and sustained interaction, for strengthening ASEAN-India partnership.



CMEC has been established at RIS under the aegis of the Ministry of Ports, Shipping and Waterways (MoPS&W), Government of India. CMEC is a collaboration between RIS and Indian Ports Association (IPA). It has been mandated to act as an advisory/technological arm of MoPSW to provide the analytical support on policies and their implementation.



FITM is a joint initiative by the Ministry of Ayush and RIS. It has been established with the objective of undertaking policy research on economy, intellectual property rights (IPRs) trade, sustainability and international cooperation in traditional medicines. FITM provides analytical support to the Ministry of Ayush on policy and strategy responses on emerging national and global developments.



BEF aims to serve as a dedicated platform for fostering dialogue on promoting the concept in the Indian Ocean and other regions. The forum focuses on conducting studies on the potential, prospects and challenges of blue economy; providing regular inputs to practitioners in the government and the private sectors; and promoting advocacy for its smooth adoption in national economic policies.



FIDC, has been engaged in exploring nuances of India’s development cooperation programme, keeping in view the wider perspective of South-South Cooperation in the backdrop of international development cooperation scenario. It is a tripartite initiative of the Development Partnership Administration (DPA) of the Ministry of External Affairs, Government of India, academia and civil society organisations.



FIRD aims to harness the full potential and synergy between science and technology, diplomacy, foreign policy and development cooperation in order to meet India’s development and security needs. It is also engaged in strengthening India’s engagement with the international system and on key global issues involving science and technology.



As part of its work programme, RIS has been deeply involved in strengthening economic integration in the South Asia region. In this context, the role of the South Asia Centre for Policy Studies (SACEPS) is very important. SACEPS is a network organisation engaged in addressing regional issues of common concerns in South Asia.



Knowledge generated endogenously among the Southern partners can help in consolidation of stronger common issues at different global policy fora. The purpose of NeST is to provide a global platform for Southern Think-Tanks for collaboratively generating, systematising, consolidating and sharing knowledge on South South Cooperation approaches for international development.



DST-Satellite Centre for Policy Research on STI Diplomacy at RIS aims to advance policy research at the intersection of science, technology, innovation (STI) and diplomacy, in alignment with India’s developmental priorities and foreign policy objectives.

— Policy research to shape the international development agenda —

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