

ORIGINAL ARTICLE



INDO-OMAN RELATIONS: ANALYSES OF DUQM PORT OF OMAN

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ABSTRACT :

India Oman relations are foreign relations amongst India and the Sultanate of Oman. India has a consulate in Muscat, Oman. An Indian office was opened in Muscat in February 1955 which was moved up to a Consulate General in 1960 and later into an undeniable Embassy in 1971. The main Ambassador of India landed in Muscat in 1973. Oman built up its Embassy in New Delhi in 1972 and a Consulate General in Mumbai in 1976. India and Oman have had exchange and individuals to-individuals ties for a few centuries. Oman is home to an expansive Indian exile group and for Oman; India is an imperative exchanging accomplice. Politically, Oman has been steady of India's offered for changeless enrollment of the United Nations Security Council.

KEYWORDS: Indo-Oman Relations , Duqm Port of Oman , India landed.

INTRODUCTION

Geographical Location of Oman:

The Sultanate of Oman's essential land area has been a vital factor in its political and financial advancement. Arranged in the extraordinary south-eastern corner of the Arabian Peninsula, stretching out from scope 16.40 to 26.20 degrees north and longitude 51.50 to 59.40 degrees east, its 3,165 kilometer-long coastline keeps running from the Arabian Sea and the passageway to the Indian Ocean in the far south-west, to the Oman Sea and Musandam in the north, where it ignores the vital Strait of Hormuz and the passageway to the Gulf.

Oman imparts outskirts to the Republic of Yemen toward the south-west, the Kingdom of Saudi Arabia toward the west and the United Arab Emirates toward the north. It has power

over various little islands in the Oman Sea and the Strait of Hormuz, for example, Salamah and Her Daughters, and in addition Masirah and the Hallaniyat Islands in the Arabian Sea.

Lying on the Tropic of Cancer, the Sultanate is for the most part in a hot, bone-dry area. Be that as it may, the south of the nation has a tropical atmosphere. And also ruling the most established and most imperative ocean exchanging course on the planet between the Gulf and the Indian Ocean, Oman – with a territory of 309,500 sq. km. - is likewise mismatched by the old north-south and east-west overland Arabian exchange courses.

A nation of extensive topographical assorted variety, Oman's extraordinary element is the Hajar mountain run, that keeps running in a gigantic circular segment from the north-west of the nation toward the south-east , from Ru'us al Jibal in the Governorate of Musandam to Ras al Hadd in the south-eastern limit of the Arabian Peninsula, which ignores the Indian Ocean. Its most elevated point in the Jabal al Akhdhar - achieves a tallness of 3,000 meters.

The mountains take off to statures of somewhere in the range of 1,800 meters above ocean level in the Governorate of Musandam, where the Strait of Hormuz lies between the Omani and the Iranian drift. The Strait's traversable universal transportation paths lie on the Omani side. Omanis contrast the Hajar Mountain goes with a human spine. The locale lying on the Oman Sea is known as the Batinah, while the region toward the west of the mountains is the Dhahirah. The Batinah is the beach front strip framed by the channels that spill out of the mountains and is in the vicinity of 15 and 80 kms wide and more than 300 kms in length. It is the Sultanate's fundamental agrarian zone with ranches and plantations sustained by groundwater.

The Batinah, which stretches out northwards from Muscat to the outskirts of the United Arab Emirates, is the Sultanate's most crowded area. Its wilayats incorporate – among others - Barka, al Musana'ah, Suwaiq, Khabourah, Saham, Sohar and Shinas. A few aqueducts slice through this scope of mountains; the biggest - WadiSumail - joins the city of Muscat on the drift with the wilayats of Izki and Nizwa in the inside. Omanis call the mountain zone toward the west of the Wadi the Hajar al Gharbi; this locale incorporates the Jabal al Akhdhar and the wilayats of Rustaq, Nakhal, al Awabi and a few others. The mountain zone toward the east of WadiSumail is known as the Hajar al Sharqi. Sumail and Bidbid are two of its wilayats. Jabal Shams in the Dakhiliyah locale - the most noteworthy crest in the Hajar run - ascends to a tallness of 3,000 meters above ocean level.

At al Qurum Heights in Muscat, the Omani drift limits and ends up rough with various gulfs. The shoreline from South Muscat Point to Ras al Hadd is comparable. From Ras al Hadd to Filim on the shore of Masirah Bay in the Sharqiyah area, the Sharqiyah Sands reach out finished a band of landscape about 160 kms in length by 8 kms wide. Toward the south-west of Masirah Island lies a tremendous level, stony region known as the Jiddat al Harasis. Toward the west of the Sharqiyah Sands is an extend of low-lying rough landscape around 250 kms wide and crossed by channels running from north to south; these incorporate WadiHalfain and WadiAndam.

Toward the west of Masirah Island is the landmass of Barr al Hikman, which is isolated from Masirah by a channel 14 kms wide. The Barr al Hikman comprises of salt pads which, at a few times of the year are secured by the ocean, much of the time coming to similarly as five

kilometers inland. The number of inhabitants here gains a living from angling. The Sultanate of Oman reaches out along the shore of the Arabian Sea for 560 kms, around 130 kms of which are presented to the storm downpours. This extend comprises of a beach front plain between 8-10 kms wide which incorporates the city of Salalah and a few wilayats, for example, Mirbat, Taqah, Sadah, Rakhyut and Dhalkut. The beach front waters of the Governorate of Dhofar are rich in angle, especially sardines; the surplus sardine gets are regularly used as creature grub and compost.

The mountain district of Dhofar keeps running from east to west for a separation of around 400 kms, from inverse the Hallaniyat Islands to the outskirts of Yemen. It shapes a constant chain which incorporates the JabalSamhanmountains in the East and the JabalQamar in the West. At no time is this range in excess of 23 kms wide or higher than 2,500 meters.

A 75 kms swathe of these mountains is shrouded in greenery from June to September every year amid the khareef season, when the south-west storm winds give the locale an altogether different character from whatever remains of the Arabian Peninsula as the tropical downpours change it into a delightful summer resort with lavish fields. Frankincense trees develop in a few territories- an reminder that Dhofar was once prestigious for its exchange this substance, which was the fundamental wellspring of its riches in antiquated circumstances. New water springs stream in this district consistently.

RELATION BETWEEN INDIA AND OMAN:

India– Oman relations are outside relations amongst India and the Sultanate of Oman. India has a consulate in Muscat, Oman. An Indian department was opened in Muscat in February 1955 which was moved up to an office general in 1960 and later into an undeniable government office in 1971. The principal minister of India landed in Muscat in 1973. Oman set up its government office in New Delhi in 1972 and an office general in Mumbai in 1976. India and Oman have had exchange and individuals to-individuals ties for a few centuries. Oman is home to a vast Indian ostracize group and for Oman, India is a critical exchanging accomplice. Politically, Oman has been steady of India's offered for perpetual participation of the United Nations Security Council.

Exchange amongst India and Oman has a background marked by a few millenniums and archeological unearthings in Oman have uncovered proof to demonstrate Indo-Oman exchange the amid the Classical Age dated to around third century BCE.[3] Later, Oman had joins with the Indian states in Gujarat and along the Malabar Coast. The Indian sovereign Tipu Sultan sent a political designation to Oman amid his rule.

ECONOMIC RELATION:

In 2010, reciprocal exchange amongst India and Oman remained at \$4.5 billion. India was Oman's second biggest goal for its non-oil fares and its fourth biggest hotspot for imports. Indian and Omani firms have embraced joint ventures in an extensive variety of segments including manures, pharmaceuticals; vitality and engineering.The Oman-India Fertilizer Company (OMIFCO) plant at Sur in Oman and the Bharat-Oman Oil Refinery at Bina has been set up as joint ventures between Indian open division organizations and Oman Oil Company.

Gas Pipeline:

India has been thinking about the development of a 1,100-km-long submerged gaseous petrol pipeline from Oman. Called the South Asia Gas Enterprise (SAGE), it will go about as another option to the Iran– Pakistan– India pipeline. The task has been moderate in emerging in spite of the fact that it was first mooted in 1985.

DEFENSE CO-OPERATION:

Oman is the principal Gulf country to have formalized barrier relations with India. The two nations directed joint military activities in 2006 and hence marked a protection agreement. Following Prime Minister Manmohan Singh's visit to Oman in 2008, safeguard co-task between the two nations was additionally ventured up. The Indian Navy has berthing rights in Oman, and has been using Oman's ports as bases for leading against theft tasks in the Gulf of Aden. The Indian Air Force has likewise been holding half-yearly joint activities with the Royal Air Force of Oman since 2009. Oman has moved toward India so as to fence along the Oman-Yemen fringe so as to shield the country from developing distress in Yemen. The standard issue rifle of the Royal Army of Oman is India's INSAS rifle. India has a listening post at Ras al Hadd and birthing rights for the Indian Navy at Mascat maritime base.

ABOUT DUQM PORT:

Arranged on the southeastern seaboard of the Sultanate of Oman, ignoring the Arabian Sea and the Indian Ocean past, Port of Duqm is quick turning into a critical reality of the Middle East locale's quickly changing sea scene. With its profound draft, extensive quay dividers, and far reaching bowl, Port of Duqm has the trappings of a world-class, multipurpose business passage. Furthermore, as the vital stay of a tremendous Special Economic Zone imagined at Duqm, it likewise can possibly form into one of the Middle East's biggest ports over the long haul.

At the core of Port of Duqm's allure is its key geopolitical area, far expelled from Strait of Hormuz and the Arabian Gulf. It is this worthwhile area that the Omani government tries to use as it embarks to position Duqm as a sheltered, stable and business-accommodating goal for mechanical and monetary venture. For sure, the Sultanate of Oman and the Port of Duqm specifically remain to receive the rewards of the nation's worldwide notoriety as a desert spring of quietness and leading figure of territorial peace and compromise.

Underscoring Port of Duqm's key significance is its arranged advancement into a coordinated, multimodal coordination's center point, including the sea, street, and air and rail methods of transportation. An air terminal is under development at Duqm, while a proposed rail-based cargo and traveler transportation organize, will in the end interface this mechanical port city with the national rail framework. Utilities and administrations are likewise present day, viably giving financial specialists an unrivaled setting to work together. Organized commerce understandings (FTAs) with the United States and Singapore, and also its neighborliness and exchange disapproved of culture, add to Oman's speculation offer.

A consultant named Haskoning is doing the Master Plan and Feasibility Study for the Improvement of the port. Toward the start of the examination, Duqm Port had been wanted to

be fishery port, which was appeared in Hydrographic Survey Report by MOAF in 1989 and site examination report by Fugro in 1990. As GOS was setting the arrangement that Duqm Port would assume a part in the advancement of center region of Oman, the improvement design of Duqm Port was developed to encourage dry dock for repairing substantial vessels.

STARAIT OF HORMUZ AND ITS IMPORTANCE FOR OIL PRODUCING COUNTRIES:

The Strait of Hormuz, which is situated amongst Oman and Iran, interfaces the Persian Gulf with the Gulf of Oman and the Arabian Sea. Hormuz is the world's most essential oil chokepoint because of its day by day oil stream of very nearly 17 million barrels for each day (bbl/d) in 2011, up from between 15.5-16.0 million bbl/d in 2009-2010. Courses through the Strait in 2011 were around 35% of all seaborne exchanged oil, or very nearly 20% of oil exchanged around the world.

The Strait of Hormuz is a strait between the Persian Gulf and the Gulf of Oman. It gives the main ocean section from the Persian Gulf to the untamed sea and is one of the world's most deliberately imperative gag focuses. On the north drift lies Iran, and on the south drift the United Arab Emirates and Musandam, an exclave of Oman. At its tightest, the strait has a width of 29 nautical miles (54 km).

Around 20% of the world's oil goes through the strait, making it a profoundly imperative vital area for universal exchange

All things considered, 14 raw petroleum tankers for each day went through the Strait in 2011, with a comparing measure of exhaust tankers entering to get new freights. Over 85% of these unrefined petroleum trades went to Asian markets, with Japan, India, South Korea, and China speaking to the biggest goals.

At its tightest point, the Strait is 21 miles wide, yet the width of the transportation path in either course is just two miles, isolated by a two-mile cradle zone. The Strait is profound and sufficiently wide to deal with the world's biggest unrefined petroleum tankers, with around 66% of oil shipments conveyed by tankers more than 150,000 deadweight tons.

A few options are conceivably accessible to move oil from the Persian Gulf district without traveling Hormuz, yet they are constrained in limit, much of the time are not as of now working or operable, and for the most part cause higher transport costs and strategic difficulties.

- Alternate route of action incorporate the 745-mile Petroline, otherwise called the East-West Pipeline, crosswise over Saudi Arabia from Abqaiq to the Red Sea. The East-West Pipeline has a nameplate limit of around 5 million bbl/d, with current developments assessed at 2 million bbl/d.
- The Abqaiq-Yanbu petroleum gas fluids pipeline, which runs parallel to the Petroline to the Red Sea, has a 290,000-bbl/d limit.
- Extra oil could likewise be pumped north by means of the Iraq-Turkey pipeline to the port of Ceyhan on the Mediterranean Sea, however volumes have been constrained by the conclusion of the Strategic Pipeline connecting north and south Iraq.

- The United Arab Emirates is likewise finishing the 1.5 million bbl/d Abu Dhabi Crude Oil Pipeline that will cross the emirate of Abu Dhabi and end at the port of Fujairah only south of the Strait.
- Other backup ways to go could incorporate the deactivated 1.65-million bbl/d Iraqi Pipeline crosswise over Saudi Arabia (IPSA) and the deactivated 0.5 million-bbl/d Tapline to Lebanon.

How the duqm port will facilitate gulf countries to supply their oil by bypassing Strait of Hormuz:

As indicated by the United States Energy Information Administration (EIA), in 2007 the United States imported by and large more than 13 million barrels for every day of those 13 million barrels, just around 2.2 million barrels originate from countries in the Persian Gulf, a unimportant 16% of aggregate imports, or, under 10% of aggregate oil interest for the United States. Would an interruption of oil activity in the Strait even influence the United States? The response to the above inquiry is an earnest YES. A long time back, it used to issue which nations delivered oil particularly for which different nations. Presently, the worldwide oil advertise is completely incorporated, "basically a worldwide auction."

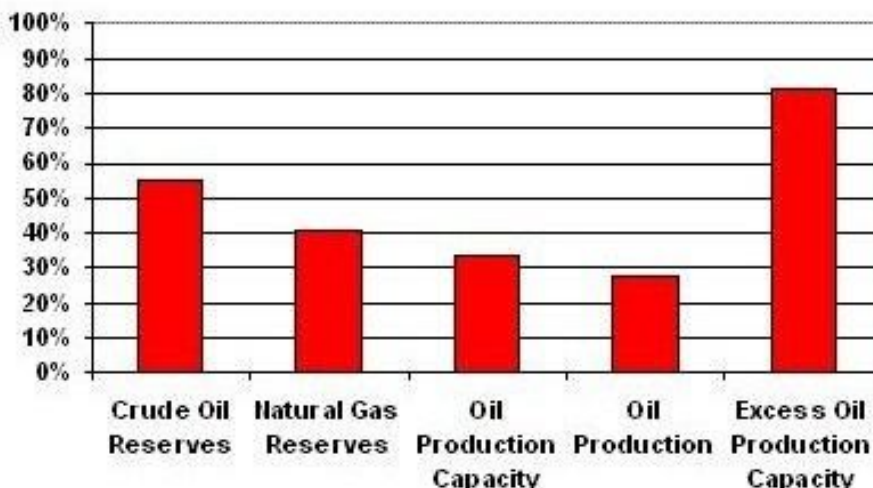
According to the EIA, "The reality the oil markets are physically between associated, with supply for an area originating from another district, implies that of need even nearby fuel costs feel the effect of costs abroad."

It is a result of this combination that any significant supply interruption would swell through the whole worldwide oil showcase, paying little heed to which nations import the particular oil that has been disturbed. This is the reason disturbance in the Strait of Hormuz is an interruption to the United States oil supply.

OIL IN THE GULF:

The Persian Gulf countries contain a significant percentage of the world's oil reserves and production capacity:

- Demonstrated oil stores of 728 billion barrels, speaking to 55 percent of the world's oil saves toward the finish of 2006
- Oil generation limit of 25.4 million barrels for every day (33 percent of the world aggregate) toward the finish of 2006
- Add up to oil generation of 23.6 million barrels for each day in 2006
- Around 2.4 - 2.9 million barrels for each day of overabundance oil creation limit, as of March 2007, of which 1.9 to 2.4 million barrel for every day is situated in Saudi Arabia



Source: www.strausscenter.org

The Persian Gulf sends out roughly 18.2 million barrels of oil for each day; around 17 million barrels for each day travel through the Strait of Hormuz in tankers. Also, more than 3.5 billion cubic feet of flammable gas, around 18 percent of world shipments, go through the Strait by means of LNG tankers. There are few backup courses of action for sending out Persian Gulf oil and gas, making the Strait of Hormuz a critical chokepoint. Persian Gulf oil is exports east to Asia, basically to Japan, China, and India, and west to Western Europe and the United States.

Country Name	Europe	North America	Asia and Pacific	Latin America	Africa	Middle East	Total World
Iran	1,084	0	1,605	0	149	0	2,839
Iraq	371	664	446	0	0	0	1,481
Kuwait	317	154	1,956	0	46	0	2,473
Qatar	0	3	699	0	0	0	701
Saudi Arabia	1,163	1,501	4,721	85	340	497	8,307
United Arab Emirates	78	9	2,741	0	44	0	2,873

Source: OPEC flows of Crude and Refined Oil,

INDIA CAN GET EASY AND SHORT ACCESS TO OIL THROUGH DUQM PORT:

A consent to give Indian Navy access to the Duqm port in Oman will have extensive results for India's vital achieve westwards and in the Indian Ocean. Seen together with the concurrence with the UAE for joint maritime activities in the Persian Gulf in March, India is ensuring progress in contributing its quality the zone. Few months back, India and Seychelles conquered local restriction in the island country to consent to an overhauled arrangement for India to construct "military framework" in the island of Assumption. India has the nearest political ties with Oman, additionally the longest. Its geo-key significance for India is one of a kind as it sits on the pivotal conduits of the Persian Gulf and the Indian Ocean. More than that,

Oman has been the first "neutral" nation in that area — part of the Arab GCC, yet keeping up close connections with Iran, and now, the odd one out of the Arab cooperation, Qatar. The US utilized Oman's great workplaces to connect with Iran when they arranged the atomic arrangement, similarly as it was Oman's mediation that helped India protect Father Tom from ISIS imprisonment in Yemen. As India tries to connect with the Gulf nations all the more seriously, the Oman encounter is important.

The Port of Duqm likewise has an extraordinary financial zone, where about \$1.8 billion ventures are being made by some Indian organizations. The Adani amass had marked a MoU with Duqm port specialists a year ago, however no speculations have been made up until now. "The Prime Minister communicated his deference at the progressing endeavors and plans the Sultanate of Oman is making to enhance its economy and respected the welcome to Indian organizations to put resources into different divisions in the extraordinary financial zones of Oman, incorporating SEZs in Duqm, Sohar and Salalah. He offered India's organization and collaboration in territories of need, for example, minerals and mining, producing, coordinations, foundation, tourism, horticulture and fisheries, IT and IT empowered administrations, abilities improvement, advancement," said the joint proclamation.

India's exercises in Duqm have seen an ascent as of late. India had in September a year ago sent an assault submarine to this port. India's maritime units were on a month long organization with the point of upgrade participation and observation

Notwithstanding this India likewise picks up from the nearness of an extraordinary financial zone at the Port of Duqm. There is an expected 1.8 billion dollar speculation being made by Indian organizations. The joint proclamation issued amid Modi's visit said that the Indian side expressed gratitude toward Oman for encouraging operational visits by Indian Naval boats and airplane and in addition Indian Air Force air ship to different ports and air terminals. "Perceiving their regular duty towards advancing local peace and security, the two sides underlined the significance of further solidifying respective vital commitment, particularly in the territories of security and safeguard," the announcement likewise read.

Port of Duqm is arranged on the southeastern seaboard of Oman, neglecting the Arabian Sea and the Indian Ocean. A Special Economic Zone is imagined at Duqm. The port expects to use its geological area at the intersection of global East-West dispatching courses, and additionally its closeness to ocean paths entering and leaving the Arabian Gulf. Actually, Oman – and Duqm specifically – gets itself blast amidst universal transportation paths connecting the key generation markets of the East with the buyer markets of the West. Duqm will be associated with the Oman National Railway arrange amid the main period of its usage. Availability with the Gulf Cooperation Council (GCC)- wide rail system will be guaranteed through the development of a connection amongst Sohar and Al Ain in neighboring United Arab Emirates, as indicated by data gave by the Duqm port experts. The fast, twofold track rail framework will take into account the rapid transportation of compartments, mass products, and other general cargoes, to and from Duqm.

Underscoring Port of Duqm's key significance is its arranged advancement into a coordinated, multimodal coordinations center, enveloping the sea, street, air and rail methods of transportation, as per port experts. An air terminal is under development at Duqm, while a

proposed rail-based cargo and traveler transportation organize, will in the end connect this modern port city with the national rail framework.

CONCLUSION:

In the last conclusion, Duqm does in a single sense think outside the box of India's past doomed bases. It is based not in a landlocked nation, confronting a vast ocean, and in a nation that isn't a noteworthy monetary power and subsequently with the power differential to support India. What it doesn't represent is if the power differential is sufficiently vast for the base to be deliberately valuable. Similarly bases are made to ensure essential abroad interests, ordinarily the indication of a capable and blasting economy, which India isn't. This is the reason there are noteworthy question marks about Indian bases in Seychelles, and access to French bases in the Red Sea and the Indian Ocean and Singapore. There is a reason, in this way, to be mindfully idealistic, however not excessively so.

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