

# समाचार पत्रों से चयित अंश Newspapers Clippings

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Thu, 14 Dec, 2017

## India's 1st new sub in 17 yrs to be commissioned today

*Armed With Missiles & Torpedoes, It Will Be A Deadly Predator*

*By Rajat Pandit*

New Delhi: "Sea denial" is the name of the game for conventional diesel-electric submarines. Their primary role is to interdict an enemy's trade and energy routes, block its ports, sink its warships, and sometimes attack land targets with long-range cruise missiles.

Nuclear-powered submarines armed with nuclear-tipped ballistic missiles, called SSBNs in naval parlance are all about strategic deterrence. While India took a major step forward to complete its nuclear weapons triad by commissioning its first small SSBN called INS Arihant last year, to add to the existing Agni land missiles and fighter-bombers, its old and depleting conventional underwater combat arm has been a huge worry for the last several years.

So, when PM Narendra Modi commissions India's first new diesel-electric submarine in over 17 years in Mumbai on Thursday, it will be a red-letter day for the beleaguered Navy. The force, after all, is grappling with just 13 ageing conventional submarines, only half of them operational at any given time.

The new 1,565-tonne submarine, named INS Kalvari (tiger shark, a deadly deep-sea predator) after the

### UNDERWATER PREDATORS

#### What India has:

- 13** diesel-electric subs (17 to 32 years old). Only 7/8 operational at any given time
- 1** nuclear-powered ballistic missile sub (SSBN) INS Arihant, with 750-km range nuclear missiles
- 1** nuclear-powered attack sub (SSN) INS Chakra, with non-nuclear cruise missiles

#### What India needs:

- 18** diesel-electric submarines
- 6** SSNs with over 1,500-km cruise missiles
- 4** SSBNs with 3,500-km to over 5,000-km nuclear ballistic missiles



#### WHAT DO OTHERS HAVE?

- CHINA:** 56 subs, including 5 advanced JIN-class SSBNs with 7,400-km range JL-2 missiles
- PAKISTAN:** 5 diesel-electric subs. To induct 8 more from China
- US** has 72 nuclear submarines, Russia over 40, UK & France have around 8-12 each

#### PROJECTS

- **Six Scorpene subs** under Project-75 (₹23,652 crore). **INS Kalvari** to be commissioned on **Thursday**, **INS Khanderi** by **mid-2018**, **INS Karanj** by **early-2019**. All six by 2020-2021
- **3 more SSBNs** (Arighat, S-4 & S-4\*), after **6,000-tonne INS Arihant**, being built at Vizag under Advanced Technology Vessel programme (₹90,000 crore). Later, **13,500-tonne S-5 class SSBNs**
- **India to get 2nd SSN on 10-year lease** (\$1.5 billion) from **Russia** after **INS Chakra**
- Project to construct **six SSNs** (₹60,000 crore) has just kicked off
- **Proposed construction of 6 new diesel-electric subs** under Project-75-India (₹60,000 crore)

first-ever submarine inducted by India from Russia in December 1967, is to be followed by five of her Scorpene sisters under the Rs 23,652 crore "Project-75" underway at Mazagon Docks in collaboration with France. The Scorpene project, of course, has faced huge time and cost overruns after the contract with French shipbuilder DCNS (the Naval Group) was inked way back in October 2005.

INS Kalvari,

for instance, was to be ready by 2012, with the other five coming by 2017. Now, the second one INS Khanderi will be commissioned by mid-2018, with the third INS Karanj following by early-2019. All the six will be inducted by 2020-2021 now.

“It’s better late than never. INS Kalvari is the most potent platform to have been constructed in India, capable as it is of undertaking offensive operations spanning the entire spectrum of maritime warfare,” said an officer.

The submarine, which has a speed of 20 knots, is equipped with sea-skimming SM-39 Exocet missiles and heavy-weight wire-guided surface and underwater target torpedoes. “The submarine has superior stealth and the ability to launch a crippling attack on the enemy using precision-guided weapons,” said another officer.

Even as it pops the bubbly for INS Kalvari, the Navy is also keen to kick-start the longdelayed “Project-75-India” for construction of six new stealth submarines, with both land-attack missile capabilities and air-independent propulsion for greater underwater endurance. “We are hopeful of beginning the project by end-2018,” said Navy chief Admiral Sunil Lanba.

Four global ship-builders — Naval Group-DCNS (France), ThyssenKrupp Marine Systems (Germany), Rosoboronexport Rubin Design Bureau (Russia) and Saab Kockums (Sweden)— have responded to the initial RFI (request for information) issued by the Navy for this project estimated to be over Rs 60,000 crore.

India needs at least 18 diesel-electric and six nuclear attack submarines to guard against the two-front threat scenario from China and Pakistan as well as achieve credible nuclear deterrence.



Thu, 14 Dec, 2017

## Rafale deal: Unnecessary criticism

By Satish Chandra

*The Modi government's Rafale deal is designed to address our critical shortage of fighter aircraft*

By attacking the government on issues on which it deserved to be commended, the Opposition has undermined its own credibility. Among such criticisms is one directed at the Rafale deal designed to address our critical shortage of fighter aircraft which the UPA had failed to do.

### Background of Rafale deal

To objectively assess the validity of this criticism, the following needs to be noted:

1. In August, 2007, the UPA government issued a Request for Proposal (RFP) for acquisition of 126 Medium Multi Role Combat Aircraft (MMRCA) entailing import of 18 and local manufacture of 108 by Hindustan Aeronautics Limited (HAL). The RFP was deficient as the weaponry, radar etc specified were the most basic.

2. In 2012, Dassault Aviation, the manufacturer of Rafale, was announced as the lowest bidder, but the UPA could not bring the negotiations for contract finalisation to fruition. This was due to Dassault Aviation's reluctance to take responsibility for HAL's manufacture of the 108 aircraft as required under the RFP and due to a huge mismatch between the two about the manhours required for local manufacture which had a bearing on pricing.

3. The BJP government was unable to prevail upon Dassault on these two issues, making impossible the finalisation of the MMRCA deal as originally conceived. So, the government had to choose between opting for a fresh tender and obtaining the already selected Rafale through an alternative arrangement. Since the former

would have led to delays with adverse security ramifications, the second option was taken, entailing import of 36 Rafale aircraft to meet our requirements.

### **Counter-points for criticism**

The Rafale deal negotiated by the BJP has been criticised on the grounds that it was costlier than the one concluded by the UPA, that it entailed no technology transfer, that there was no role for HAL and a private sector company would stand to benefit, and that it had no CCS approval.

1. However, firstly, it is erroneous to suggest that the UPA had "concluded" a deal with Dassault. The fact is that negotiations by the UPA with Dassault progressed at a snail's pace and no contract was finalised.

2. Secondly, due CCS approval had been obtained for concluding the Rafale deal prior to PM's visit to Paris in April, 2015, when it was announced.

3. Thirdly, a price comparison between the deal under negotiation by the UPA and the one finally concluded by the BJP is like comparing apples to oranges as the two were quite different. The former was for 126 aircraft, of which 18 were to be imported and 108 to be locally assembled and the latter was for outright import of 36 aircraft. Further, the BJP contracted deal envisaged a much more sophisticated Rafale than that contemplated by the UPA in terms of weaponry and 13 India-specific enhancement capabilities not supplied to any other country. Additionally, it obtained better terms for performance-based logistic support as well as guarantees that a minimum of 75 per cent of the fleet would always be available for operations.

Though an accurate price comparison is not possible between the two contracts due to their variance in nature and in deliverables, services etc, an approximation is possible from the figures provided in noted security analyst Nitin Gokhale's recent book titled Securing India the Modi Way. The book reveals that the Ministry of Defence benchmarked cost of acquisition of 126 Rafales in 2011 was Rs 1,63,403 crore. By extrapolation, the per unit cost of a Rafale to be contracted for by the UPA comes to about Rs 1280 crore. As against this, the book pegs the per unit cost of the basic Rafael under the BJP concluded contract at Rs 688 crore. Given the size of the deal under consideration by the UPA government, the per unit cost of aircraft should not have been higher than that concluded by the BJP government. Indeed, it should have been substantially lower due to economies of scale and local assembly.

4. Finally, it is incorrect to suggest that the contract involves no technology transfer. This will inevitably occur through offsets. Under our defence procurement policy, Dassault is free to choose any Indian company, public or private, as its offset partner. Given the differences between Dassault and HAL which stymied the conclusion of the MMRCA deal for 126 Rafales, the former may opt for another Indian partner or partners. This should be of no concern to us.

## **THE ASIAN AGE**

*Thu, 14 Dec, 2017*

### **Afghan women officers train at Chennai academy**

*Under Taliban's 1996-2001 regime, girls were banned from education.*

New Delhi: From shooting an AK-47 to dealing with computer-simulated sieges, 20 Afghan women officers are being put through their paces at a military training academy in India.

They are the first Afghan women to attend the academy in city of Chennai, which has been training men from the country's military for several years.

The women receive weapons training and learn tactics and logistical and navigational skills at the academy, the only military training establishment in India for both men and women.

This week they were taught how to use an AK-47 and given classroom training in ambush situations.

The three-week crash course ends on December 24 and is reported to be a pilot for a full training scheme being planned for next year as part of the Afghan National Army's efforts to recruit more women.

Afghanistan has said it wants women to make up 10 per cent of the armed forces, an ambitious goal given the current figure is barely three per cent. As well as the dangers of fighting in their war-plagued homeland, those who sign up say they face criticism for their choice.

Niloofar Rahmani was hailed as a role model for Afghan women after becoming the first female fixed-wing pilot in the Afghan Air Force. But last year, she sought asylum in the US, saying she had received death threats from insurgents and faced contempt from some of her colleagues. Under the Taliban's 1996-2001 regime, girls were banned from education.