

## Blue Economy-Wave 39



**Capt. Gajanan Karanjikar, Blue Economy Social Activist & Multi Modal Logistics Expert**

There are major challenges to exploit the potential of the sector.

They include:

- Fresh water will become acutely scarce in future, making aquaculture a difficult proposition.

- The energy requirement particularly in the marine sector will remain a binding constraint.

- The sector faces considerable risk

from diseases; thus, disease management will be critical.

- The availability of fish feed (fish meal and fish oil) will be a major constraint.

The above challenges exert pressure on technology for accelerating productivity through:

- a) Stock improvement
- b) Better health management
- c) Water control / management.

Water productivity in aquaculture has not even been estimated. Carrying capacity of water bodies have to be kept in view while going for intensification.

- d) Feed management
- e) Energy management
- f) Processing and value-addition
- g) Modification / innovations of feed inputs, and
- h) Fishery credit, marketing and extension machinery

What is the way forward?  
Information technology, waste reduction, motorization of traditional craft, use of low-cost fish aggregation devices (FADs), species and stock enhancement, improvisations in gears and nets, design of equipment for post-harvest technologies to avoid imports, tuna and tuna-like species farming, identification of

(Series on "Blue Economy" By Capt. Gajanan Karanjikar)

Table : Tweaking the Indicators to Suit India

new items for export are some of the new opportunities that have been identified in the marine sector.

It is expected that a long-term strategy for expansion will be based on the farming system which improves the overall efficiency of the resource used, which will be both economically and ecologically viable and socially acceptable

The new scientific opportunities in aquaculture include cold water fishery, ornamental fisheries, reservoir fisheries, integration of seaweed farming, and culture of mullets into brackish water aquaculture, spirulina production, lobster fattening, sea ranching, small scale fresh water carp culture in seasonal ponds, catfish culture and use of inland fishing craft (plank-built boats).

International trade requirements like traceability are going to be essential for products to enter major importing markets and to ensure seafood safety. Certification

and ecolabelling of fishery products will be directly related to better management practices. These, if implemented in a fair and practical way, sensitive to the needs of small producers, may provide opportunities to support responsible development of the sector, addressing negative environmental and social concerns. Principles, criteria and standards need to be developed and approaches to certification has to be harmonized, within the region. The potential for isolation of bioactive substances from the vast and diverse aquatic resources is being discovered with scientific advancements in this area of research (Proksch et al., 2003; Jimeno et al., 2004). Since India is blessed with a wide range of aquatic systems and resources this area holds great potential for research (Selvin et al., 2009).

(To be continued...)

## Korean JV to Develop Container Ship Without Ballast Water

NEW DELHI  
Sagar Sandesh News Service

A new project is being launched in Korea to develop environmentally sensitive ships that operate with minimal or no ballast water and no ballast water discharges.

**The project important step to help minimize the use of ballast water**

According to the JV, the project will be an important step to help minimize the use of ballast water that threatens the world's coastal and marine environments.

**Completing the designs by the end of 2020 expected**

The project, which will be undertaken jointly by the Korean Register of Shipping, Hyundai Mipo Dockyard, and the Korea Marine Transport Co. will explore the stability, suitability, and validity of the design and verify it in accordance with applicable rules and relevant international standards. They anticipate completing the designs by the end of 2020, and that a basic classification certificate for the optimized container carrier design will be granted for the design to proceed into construction.

As a basis for the research, the companies will be developing the design as applied to a class of 1,800 TEU

container ships. Under the Memorandum of Understanding, the basic design of the container ship will be developed and then reviewed by the Korean Register of Shipping.

**The effort to build on Hyundai Mipo Dockyard's successful construction of three 7,500-cbm (m3) grade LNG bunkering vessel**

The effort will build on Hyundai Mipo Dockyard's successful construction of three 7,500-cbm (m3) grade LNG bunkering vessel completed for Germany's Bernhard Schulte. These were the first vessels to employ the design, which the partnership will now seek to expand to the container vessels. The shipyard's goal is to build its leader as a supplier of advanced ship designs.



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