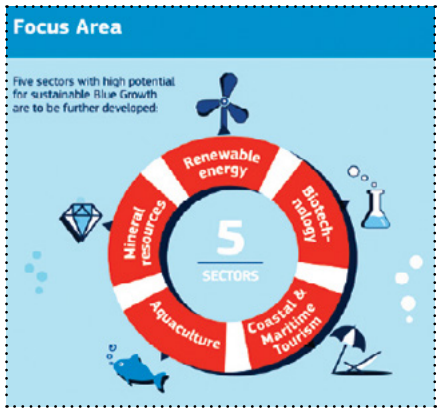
ARTICLE

"If the highest aim of a captain were to preserve his ship, he would keep it in port forever" - St. Thomas Aquinas

Blue Economy – Wave 97

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



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

Blue Economy and Ocean Governance :

Implementing the Blue Economy requires a "toolbox" with a number of existing, new and often better strategies. These include integrated maritime strategies and policies, integrated coastal management, marine protected areas etc. One of the highly-rated and promoted tools is known as ecosystem-based marine spatial planning.

Knowing the Importance of Marine Spatial planning and utilisation of space In the ocean (which also can be used In tiers) India has decided to take the help of Norway to Indulge Into activity of MSP, in a phased manner. upon successful Implementation, such policy would the be applied for all the regions.

Both the countries have successfully conducted virtual meetings recently, after which the two countries have charted out a plan to ensure that human activities at sea take place in an efficient, safe, and sustainable manner in areas such as energy, transportation, fisheries, aquaculture, tourism etc. across multiple sectors. This is a part of the **Indo-Norway Integrated Ocean Initiative** under the Memorandum of Understanding signed between the two countries in 2019. Lakshadweep and Puducherry have been identified as pilot sites for the project.

Norway to extend full support for sustainable ocean resources utilisation to advance economic and social development in coastal areas. The initiative known as **Marine Spatial Planning (MSP)** will be implemented by the Ministry of Earth Sciences (MoES) through **National Centre for Coastal Research (NCCR)** for India.

In its primary phase, NCCR will develop a marine spatial planning framework for Puducherry and Lakshadweep. These sites have been chosen for the pilot project in view of their setups with unique opportunities for multiple sectors (such as industries, fisheries, and tourism) to flourish. The Government of India's initial investments for undertaking the studies and planning are estimated to be around INR 8-10 crores per annum. In the future, marine spatial planning framework of these two environmentally critical areas can be replicated to other coastal regions of the country. **Notably, the World Bank and the United Nations Environment Programme (UNEP) have expressed interest in supporting MoES in conducting MSP, a societal-beneficial initiative for India's coastal regions.**

Earlier, **NCCR had developed coastal management plans for Chennai, Goa, and Gulf of Kachchh** which proved very successful. Now, the MSP initiative will aid development of multiple economic sectors and stakeholders in greater number of coastal areas of the country.

The Government of **India's vision of New India by 2030 highlights blue economy as one of the ten core dimensions of growth.** MSP is globally identified as a tool for sustainable and integrated ocean management.

IMO NEWS

Remove slime from ships to cut emissions: IMO

NEW DELHI
Sagar Sandesh News Service

Keeping ships' hulls free from just a thin layer of slime can reduce a ship's GHG emissions by up to 25 per cent, according to the preliminary findings of a new study, launched at COP 26 (4 November).

The preliminary findings of the study on the Impact of Ships' Biofouling on Greenhouse Gas Emissions reveals that a layer of slime as thin as 0.5 mm covering up to 50% of a hull surface can trigger an increase of GHG emissions in the range of 20 to 25%, depending on ship characteristics, speed and other prevailing conditions.

Biofouling is the build-up of microorganisms, plants, algae or small animals on surfaces; severe biofouling conditions can lead to higher emissions

One of the most significant factors impacting the efficiency of all ships in service is associated with the resistance generated by the underwater area. Maintaining a smooth and clean hull free from biofouling is of paramount importance.

More severe biofouling conditions can lead to higher emissions, showing the importance of good biofouling management. With a light layer of small calcareous growth (barnacles or tubeworms), an average length container ship can see an increase in GHG emissions of up to 55%, dependent on ship characteristics and speed.

To reduce the GHG emissions from the maritime industry the International Maritime Organization (IMO) has adopted a series of legally-binding ship design and operational performance indices that must be achieved by individual vessels. The aim is to ensure that ship operators consider options to improve the efficiency of their vessels throughout their lifecycle.

Shipping community likely to have underestimated biofouling management

The report clearly shows the importance of good biofouling management. It illustrates how the perceived impact of biofouling is likely to have been historically underestimated by the shipping community.

The report on the preliminary results of the study on the Impact of Ships' Biofouling on Greenhouse Gas Emissions was launched by the Global Industry Alliance (GIA) for Marine Biosafety, a group of leading companies that have joined forces to develop solutions and address barriers to improve biofouling management. The GIA operates under the framework of the GEF-UNDP-IMO GloFouling Partnerships project (www.glofouling.imo.org).

The findings were revealed at the 'Managing Biofouling – A Win-Win Solution to Help Curb Climate Change and Preserve Ocean Biodiversity' hybrid official side event (04 November), led by BIMCO, during the United Nations Climate Change Conference (COP 26).