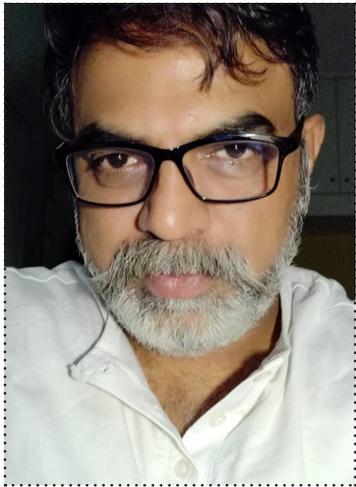# Blue Economy-Wave 35

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

What is Mariculture?

Mariculture is a specialized branch of aquaculture involving the cultivation of marine organisms for food and other products in the open ocean, an enclosed section of the ocean, or in tanks, ponds or raceways which are filled with seawater. An example of the latter is the farming of marine fish, including finfish and shellfish like prawns, or oysters and seaweed in saltwater ponds. Non-food products produced by Mariculture include: fish meal, nutrient agar, jewellery (e.g. cultured pearls), and cosmetics.

Mariculture has rapidly expanded over the last two decades due to new technology, improvements in formulated feeds, greater biological understanding of farmed species, increased water quality within closed farm systems, greater demand for seafood products, site expansion and government interest.As a consequence, Mariculture has been subject to some controversy regarding its social and environmental impacts.Commonly identified environmental impacts from marine farms are:
1. Wastes from cage cultures;
2. Farm escapees and invasive;
3. Genetic pollution and

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Table : Tweaking the Indicators to Suit India

disease and parasite transfer;
4. Habitat modification.

As with most farming practices, the degree of environmental impact depends on the size of the farm, the cultured species, stock density, type of feed, hydrography of the site, and husbandry methods.The adjacent diagram connects these causes and effects.

Among maritime states, Kerala was the first to recognize the advantages of utilizing mussel farming technologyin rural development, from a meagre production in 1997 where cultured mussel production rose to 1 250tonnes in 2002 with over 250 mussel farms being established in the estuaries of Kerala. Mariculture, withtechnologies developed in the recent years, is an option for supplementing the marine capture fisheries and alsogainful employment for the fisherfolk in the coastal areas. Mussels, oysters and seaweeds have been the maincomponent of mariculture, with some posibilities of crab and lobster fattening. Green mussel, Perna viridis andIndian brown mussel, P.indica are the two important mussel species viable in the country, the culturetechnologies of which have been standardized.

Mariculture development must be sustained by basic and applied research and development in major fields such as nutrition, genetics, system management, product handling, and socioeconomics. One approach is closed systems that have no direct interaction with the local environment.However, investment and operational cost are currently significantly higher than open cages, limiting them to their current role as hatcheries.

Since the last decade, considerable changes have taken place in the diversification and production of mariculture in India. Most significant is the emergence of oyster and mussel farming as a commercial aquaculture programme, and the production estimate in 2007 was 10 044 tonnes. Apart from increasedproduction, India has several new technological developments like tissue culture of marine pearls, hatcherytechniques for lobsters and ornamental fishes that have potential to make an impact on the country'seconomical development. In India, two species of marine mussels, namely, the green mussel (Perna viridis) andthe Indian brown mussel (P. indica) are found in rocky coastal areas

(To be continued...)

Concor to resume Coastal shipping service on the West Coast from Kandla to Tuticorin from next month

Shipping experts say the present west coast coastal service could not be extended from Tuticorin to Chennai Port because of the draft restrictions in the Pamban area near Rameshwaram

MUMBAI
Sagar Sandesh News Bureau

From mid-July, state-run Container Corporation of India Ltd (Concor) will restart coastal shipping services from VOC Port Tuticorin to Kandla port in Gujarat it had suspended in March when the government imposed a nationwide lockdown to slow the spread of the pandemic.

"We have already told the vessel operator to tie-up all the slots, complete the process ," a Concor official said, adding that the service would resume by mid-July. India's biggest rail hauler of containers has purchased 2,000 new higher capacity containers — painted in dark blue – to be used in coastal trade.

Concor entered coastal shipping in January 2019

Concor entered coastal shipping in January 2019 linking Kandla Port with VO Chidambaranar Port Trust in Tuticorin with stops at New Mangalore Port Trust and Cochin Port Trust by a weekly call.

Beginning November last year till March 2020, the two ships deployed on the service were running at full capacity and an average of 60 containers used to be left behind in many ports enroute when the ships sailed for want of space in the ship. On the March 27 sailing and the 59th overall since the service began, some 100 containers were left behind for want of space.

Between November 2019 and March 2020, the ships carried over 30,000 twenty-foot containers. Notwithstading that it is a new service tried out on an experimental basis, the peformance in terms of generation of cargo from both ends was good.

Concor had picked Vishwa Samudra Coastal Lines Ltd to launch the Western coast service last year through a tender, seeking to benefit from the impetus given by the government to decongest road and rail.

The 10-year contract deployed two coastal ships

The 10-year contract deployed two coastal ships capable of carrying as much as 700 twenty-foot equivalent units or TEUs with maximum gross weight of 21,000 tonnes.

Concor had planned to launch a similar service on the Eastern coast linking Chennai Port with Dhaka in Bangladesh, in March. "Everything is in place."

Shipping experts say the present west coast coastal service could not be extended from Tuticorin to Chennai Port because of the draft restrictions in the Pamban area near Rameshwaram.