



# Blue Economy - Wave 95

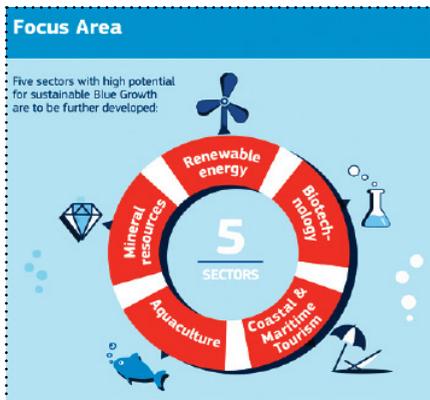
(Series on "Blue Economy" By Capt. Gajanan Karanjikar)



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

## Blue Economy and Ocean Governance :

**W**ho has known the ocean? Neither you nor I, with our earth-bound senses, now the foam and surge of the tide that beats over the crab hiding under theseaweed of his tide pool home; or the lilt of the long, slow swells of mid-ocean, where shoals of wandering fish prey and are preyed upon, and the dolphin breaks the waves to breathe the upper atmosphere. (...) To sense this



world of waters known to the creatures of the sea we must shed our human perceptions of length and breadth and time and place, and enter vicariously into a universe of all-pervading water. For to the sea's children nothing is so important as the fluidity of their world. (Carson 1937)

The challenge, therefore, is to develop science-based methods that can help resolve as many of these conflicts in an open, fair and robust way, such that social, economic and ecological objectives can be met in a single solution. This chapter considers two existing tools—Ecologically or Biologically Significant Areas (EBSAs) and Marine Spatial



Planning (MSP)—and describes how Systematic Conservation Planning (SCP) can advance and link these two processes. The efficacy of this SCP approach is discussed in the context of developing countries currently seeking sustainable ocean-resource use whilst simultaneously aiming to grow their national economies. The broad applicability of the method is also showcased by including countries with contrasting data availability. The International Union for Conservation of Nature (IUCN) definition of a "Protected Area" (PA) is used throughout, with "reserve" referring to the stricter Category 1a and 1b PAs.

The discipline of land-use planning has a much longer history than that of sea-use planning, providing opportunity for the latter processes to learn from what has gone before and to build on what is currently considered best practice. Further, our understanding of the relationship

between humans and the environment has grown substantially in the last few decades.

The convention on biological diversity mentioned written in 2011, By 2020, at least 17 per cent of terrestrial and inland water, and 10 per cent of coastal and marine areas, especially areas of particular importance for biodiversity and ecosystem services, are conserved through effectively and equitably managed, ecologically representative and well-connected systems of protected areas and other effective area-based conservation measures, and integrated into the wider landscape and seascapes.

MSP is a modern solution to a modern problem, so it reflects our contemporary understanding of conservation and management, described earlier. It is considered "a practical way to create and establish a more rational organisation of the use of marine space and the interactions between its uses, to balance demands for development with the need to protect marine ecosystems, and to achieve social and economic objectives in an open and planned way". It explicitly aims to analyse and allocate parts of the ocean to the various human uses, in both space and time, in such a way that it reduces conflict and achieves social, economic and environmental objectives. To succeed, MSP must adopt principles of ecosystem-based management. Critically, therefore, a core objective in the plan must be to maintain the underlying environment "in a healthy, productive and resilient condition so that it can provide the services humans want and need"

NEW DELHI  
Sagar Sandesh News Bureau

The Task force of the shipping ministry to address the chronic issue of container

shortage faced by the ExIM Trade for the past one year met recently where a top government official of the ministry outlined the measures taken by the Ministry to overcome the problem

## Task force of the shipping ministry to attend to container shortage outlines the measures taken by the Govt



**Major Ports are encouraging shipping lines to arrange direct call of mother vessels for transshipment services.**

Additional secretary of the Port and Shipping Ministry outlined the measures taken by the government to address the issue. They include

**Major Ports encouraging shipping lines to arrange direct call of mother vessels for transshipment services**

Major Ports are encouraging shipping lines to arrange direct call of mother vessels for transshipment services. (But ports like VOC Tuticorin Chennai Kamarajar have virtually

become feeder ports as Port infrastructure and connectivity needs have not been attended to by the shipping ministry for the past several years. They have virtually become satellite ports of Colombo)

Through regular interaction with all the stakeholders by Port Chairmen, container shortages at JNPT, Mundra and ICDs considerably reduced.

**Quarantine restrictions on vessels from Covid affected countries removed**

Fiscal incentives have been provided by port authorities i.e. volume-linked discounts on port charges, increasing free storage periods and concessional storage charges. Quarantine restrictions on vessels arriving from Covid-affected countries have been removed

**Import of empty containers increased**

Import of empty containers increased; so far more than 1.67 million TEUs have been repositioned by shipping lines

An Advisory was issued by

DG Shipping asking CSLA and its member shipping lines to allow payment of Inland Haulage Charges directly to the railway authorities and not levy any special priority charges

**Major lines halt increase in spot prices till early next year**

Major lines like CMA CGM and Hapag-Lloyd have announced halting increase in spot prices till early next year

Export of many commodities like rice, sugar, steel products etc. have been converted successfully in Mumbai Port into bulk and break-bulk shipment by extending fiscal incentives

Similarly, import of pulses, soybean etc. have been received in bulk and break-bulk form in Mumbai Port

Sandstone and Porcelain Tiles Export Association in discussion with the Shipping Corporation of India (SCI) to convert containerised cargo into bulk and break-bulk for export to Europe

SCI diverted 4,500-TEU containership engaged in coastal trade to EXIM trade from 03.09.2021.



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