



"A sailing ship is no democracy; you don't caucus a crew as to where you'll go anymore than you inquire when they'd like to shorten sail. - Sterling Hayden

## Blue Economy-Wave 48

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



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



been refined; the number of countries that produce crude oil remains very limited. Oil tankers are used to transport crude oil from producing to non-producing countries, and occasionally these tanks will run aground or collide during the transportation process, resulting in large-scale leakage of crude oil.

The world marine bio industry market amounts today to around US\$3 billion annually, but it has grown by multiples each year. At one-in-6000, the success rate for product development from marine materials is more than twice as high as the one-in-13,000 rate for land-based biological materials, suggesting that research is also high in efficiency. In recent years, advanced economies have invested heavily in the production of chemicals, new materials, and energy products using biological resources.

The single largest field in marine bio industry is the algae industry. Historically,

Spill/tanker	Locations	Date	Tonnes of crude oil (thousands)
Kuwait oil fires	Kuwait	1991	136,000
Kuwaiti oil lakes	Kuwait	1991	3409-6818
Lakeview gusher	United States, Kern County, California	1910	1200
Gulf war oil spill	Kuwait, Iraq, and the Persian Gulf	1991	818-1091
Deepwater horizon	United States, Gulf of Mexico	2010	560-585
Ixtoc I	Mexico, Gulf of Mexico	1980	454-480
Atlantic empress/aegean captain	Trinidad and Tobago	1979	287
Fergana valley	Uzbekistan	1992	285
Nowruz field platform	Iran, Persian Gulf	1983	260
Abt summer	Angola	1991	260
Castillo de bellver	South Africa, Saldanha Bay	1983	252
Amoco cadiz	France, Brittany	1978	223

[https://en.wikipedia.org/wiki/Oil\\_spill](https://en.wikipedia.org/wiki/Oil_spill)

Chart: Largest Oil spills in the history

The rapid progression of climate change and the issue of reducing carbon dioxide have resulted in growing attention to the oceans in recent years and a trend toward seeking to understand their role. In particular, facts are coming to light about the vital role marine microbes and organisms in general play in the Earth's oxygen cycle. Previously, only around one percent of marine microbes could be cultured with existing technology, while the 99% remained outside of our understanding.

Most of the energy used on Earth today comes from fossil fuels, and nearly all of that comes from petroleum. Crude oil refers to petroleum that has not yet

humans have a long tradition of using algae in various ways for food and industry. In Asia, algae have long been used for food alone. In the West, algae have been used to produce valuable chemical materials, which have been the subject of a large amount of research. Polysaccharides, which are important constituents of algae, have been used as materials for food, cosmetics, medicines, and material engineering. Recently, attention has focused on multifunctional oligosaccharide materials possessing biological adjustment functions. The oceans contain a vast variety of algae containing somewhat different bioactive materials from land-based organisms, making them a veritable treasure trove of bioactive substances containing new

polysaccharides. For this reason, many researchers are vigorously studying algae in the hopes of obtaining new bioactive substances (Brown et al. 1997; Jiao et al. 2011; Verma et al. 2010; Villa-Carvajal et al. 2014; Wijesekara et al. 2011).

Trends in new marine materials industries and research today suggest that the industry possesses high potential for continued development. In addition to marine organism-based polymers, algal materials used for cars, algal fibers, and nano-composite materials, there is a nearly endless range of fields that can be developed through the use of new marine-derived materials.

(To be continued...)

## Shipping lines hike freight rates, drop Indian boxes even from regular Ports like Mundra and JNPT says FIEO



Under the circumstances, we suggest that there should be a proper body to regulate the shipping companies operating from Indian ports. This body can be similar to RERA who are regulating the building industry: FIEO

NEW DELHI  
Sagar Sandesh News Service

Indian Exporters Organisations have charged the international shipping lines with resorting to excessive freight hikes and rejection of Indian containers even from "regular" ports like Mundhra and JNPT at the last minute creating a serious problem for the Indian industry.

**FIEO's second letter to Shipping Ministry citing "monopolistic and unfair practices" by shipping companies**

The Federation of Indian Exporters Organisations (FIEO) has written a second letter to the Shipping Ministry within a week citing "monopolistic and unfair practices" by shipping companies which has led to an unprecedented increase in freights for overseas destinations.

FIEO President Sharad Kumar Saraf, in a letter to Director General Shipping has said that the shipping lines have again increased their freight to main European ports. It is about 60 per cent increase within a week. Similarly freight to Latin American ports have been increased by 50 per cent and for US ports are also being increased regularly. "This has an unprecedented increase and a clear indication of monopolistic and unfair practice", he said.

**The FIEO President said in the letter that availability of containers has further worsened even from regular ports such as Mundra and JNPT. (It looks like Federation seems to be not bothered about the conditions of shippers in not so regular ports elsewhere in the country. There is**

**no mention of their plight in FIEO President's letter to the Ministry.)**

The situation in inland container depots (ICDs) is still worse, he added. While it is true that imports have reduced but shipping lines can easily bring empty containers with negligible cost from Dubai and other ports.

"In fact they are paying a much higher rent (storage cost) for containers in other ports which can be saved by utilising them for exports out of India. Shipping companies are using this as an opportunity for increasing the freight. FIEO contended

**FIEO has sought a regulatory body to regulate the shipping companies**

FIEO has sought a regulatory body like RERA to regulate the shipping companies. "Under the circumstances, we suggest that there should be a proper body to regulate the shipping companies operating from Indian ports. This body can be similar to RERA who are regulating the building industry.

From the last 3 months (since July 2020) the shipping lines are shutting out the containers abruptly giving reasons that the vessels are full. On the other hand in China the Shipping Company cannot

shut out any cargo otherwise they face suspension of their service in China.

"Shipping companies are able to increase the freights by forming cartels", Saraf said in the letter.

"The major carriers have consolidated and have almost monopolised the container freights and are abruptly increasing the freights, without any proper justifications, by forming cartels and actions should be initiated against such monopolistic practices," the FIEO complained to the Shipping Ministry.

**Lines are shutting out the containers abruptly**

It is experienced that the shipping lines are offering vessel space of 3 weeks to 4 weeks ahead. Even after such long dates for shipment, lines are shutting out the containers abruptly and are not liable to pay any compensation to the shipper for delays.

Shippers are facing huge issues due to such situations and total irresponsible and monopolistic attitudes by the shipping lines. The shippers are charged with demurrages and detention charges for any small delay of any sort, but there is no responsibility of the carrier in case they delay the cargo for their operative reasons, it said.