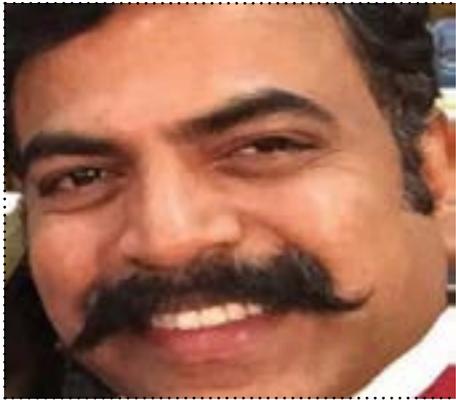




“If the highest aim of a captain were to preserve his ship, he would keep it in port forever”
- St. Thomas Aquinas

Blue Economy – Wave 81

(Series on “Blue Economy” By Capt. Gajanan Karanjikar)



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



Blue Economy and National Waterways (cont..)

Concept of Golden Inland Waterway (GIW)

I had touched upon this in the last article with an idea to borrow the concept, draw some parallels and work on connectivity thus proposed after we analyse the issues with out waterways. Hence a bit of the concept in next few articles.

This Framework identifies GIWs from 66 global large rivers (basin area > 100,000km²). The development paths of GIWs worldwide are examined in terms of a general three-stage route with

particular attention to the exploitation threshold due to ecological considerations in the vicinity of the turning point from the developing to the developed stage. Using a comprehensive framework to correlate data related to GIWs exploitation, riverine ecosystem, and regional development, were examined the sustainability of global GIWs in 2015 and 2050, which highlights the need for GIWs exploitation in the context of health of the local ecosystem and regional sustainability.

The framework integrates three primary sectors, i.e. GIWs exploitation, riverine ecosystem, and regional development. First, the stage of development for each of the GIWs is primarily determined from the regional development sector. Second, regional development would stimulate waterway transport need and require

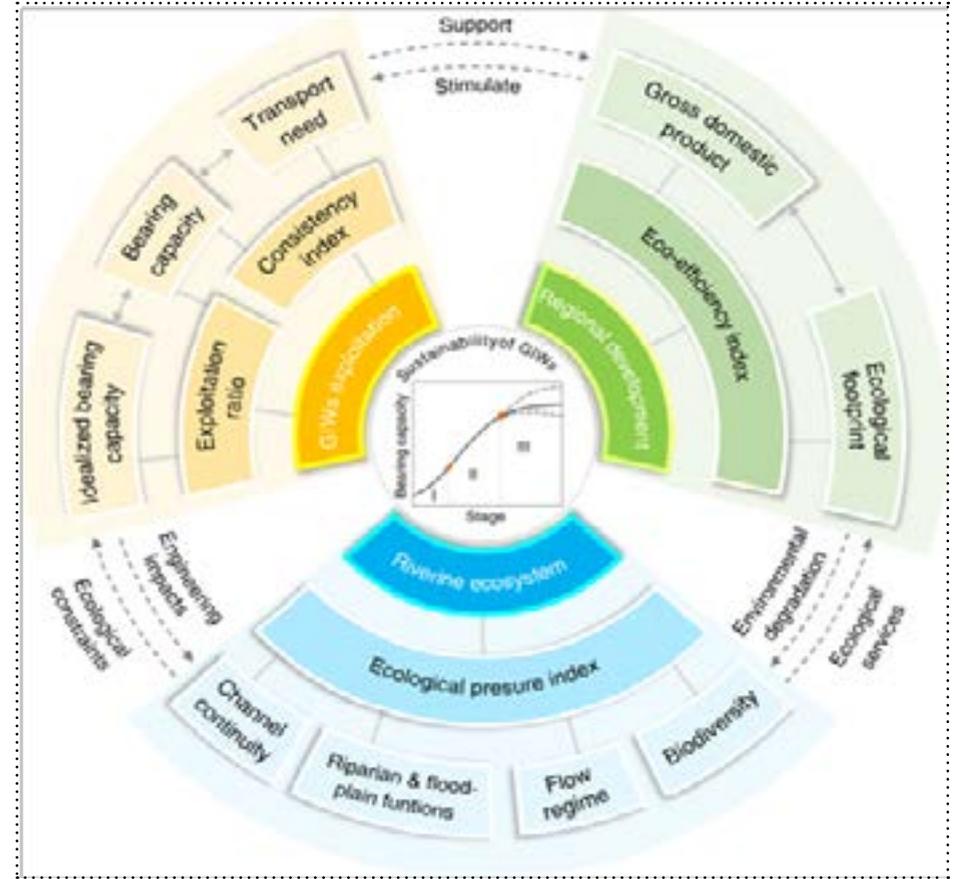


Figure courtesy: Golden Inland Waterway (GIW)

expansion in bearing capacity of specific GIWs. Third, the exploitation ratio is identified in the GIWs exploitation sector for the goal of regional development, but should not exceed a certain threshold due to ecological considerations. Fourth, ecological pressure from engineering practice is assessed in the riverine ecosystem sector to maintain the fundamental ecological services

for regional development. Finally, sustainability of GIWs is estimated in terms of the metrics from the three sectors.

Nine types of large waterways were identified based on a bearing capacity index (BCI) determined as the basin-averaged inland waterway bearing capacity; and a socio-economic index (SEI) established from GDP, agriculture and industry outputs, and population.

Exporters in a dilemma order book full but shipping them will be problem due to hike in container costs

CHENNAI
Sagar Sandesh News Bureau

Chennai port is facing a huge shortage of containers forcing the exporters to pay through their nose to send their consignments either to United States or the Continent. There is demand supply gap triggered by the pandemic throughout the world and Chennai port is also facing the problem like any other port.

Container transportation costs have more than doubled to both United states and Continent

Industry sources said container transportation costs have more than doubled to both United states and Continent as this part of the world had successfully blunted the second

wave of the pandemic and have resumed business in a big way.

The cost of transportation through containers from Chennai port to US which was around 2000 US dollars a few years ago (40 foot container) has shot up to 5000 US Dollars last year but has reached its peak at around 6500 US dollars at present. The cost of transportation to Europe has gone up by six fold in the last three years

Price hike for containers due to pandemic and crippled supply chain

The abnormal price hike for containers is due to the pandemic which had crippled the supply chain industry leading to congestion at various ports. Certain cargo need to

be quarantined for a long time leading to delays in movement.

Talking to Sagar Sandesh Mr C R Raghavendra, Chairman of the Chennai and Ennore Ports Steamer agents association attributed the hike to severe demand and supply gap. The shortage of containers in the Chennai port region is around 25 per cent compared to the usual stocks.

The industry is working round the clock with customs to get the containers struck at Customs released at the earliest. About 10,000 containers are held up with various agencies including the customs on issues he said

With pandemic decline container availability and prices expected to stabilize



The shortage of containers in the Chennai port region is around 25 per cent compared to the usual stocks.

He however expressed confidence that now with the pandemic tapering off even in our country, the container availability and prices are expected to stabilize in the next three to four months

Exports from India are picking up during the last few months with the US market opening up after the Trump's regime protectionist era and

European market recovering after corona pandemic being contained industry source said

The sources however felt the container problem in Chennai port is expected to continue till the end of the year 2021. With exporters order book getting filled up they are concerned about the logistics issues as the freight markets remained hot.