



Blue Economy-Wave 38

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

Table : Tweaking the Indicators to Suit India



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



terms of landings and catch per unit effort.

- There will be increasing demand for development and implementation of conservation technologies for minimising negative impacts of fishing on resources, biodiversity and environment. These may include technologies for bycatch reduction, protection of vulnerable species, minimising energy use in harvest and post-harvest operations and minimising environmental impacts and materials protection technologies.

- Problems of scarcity and cost of timber resources for boat building, biodegradation and corrosion may further aggravate and may require intensive work on alternate boat building materials. Climate change is likely to show its impacts causing regime shifts of certain commercial species which may affect their regional

availability and abundance, which in turn may impact on the fish harvesting and processing sectors, either negatively or positively.

- Requirement for the regionalisation and implementation of the FAO Code of Conduct for Responsible Fisheries, adoption and implementation of Ecosystem based Fisheries Management (EFM) and effective control of illegal, unreported and unregulated (IUU) fishing to management of fisheries may come to the forefront.

- Fishery certification, Eco labelling and traceability may become important issues influencing international seafood trade from India, in the next few years and expertise and infrastructure may have to be developed to address these issues on national and international level.

- Reservoir fisheries may get a boost, due to its high potential in enhancement of national fish production. Cluster based integration in harvest and post harvest operations, value addition and marketing, under value chain concept may have to be evolved. Factors affecting riverine fish production such as pollution, destructive fishing and overfishing may aggravate in the next few decades and may need management redressal.

- Unconventional resources such as oceanic

cephalopods and myctophids may become significant sources of seafood supply in the next few decades, in the context of stagnation and shortfall in the availability of traditional fishery resources, and these developments may demand appropriate technology interventions for their sustainable harvesting, value addition and utilisation.

- Further enhancement in India-based tuna fishing effort may take place in Indian Ocean region and accompanying effort in improving harvesting and processing of high value tuna products may be required. Advanced techniques for seafood preservation such as non-thermal processing may become available and widely applied in seafood processing and preservation.

- Value addition will be the key principle in guiding product development. A zero-waste approach will be warranted with fishery waste also converted to economical products. Packaging will play an important role in determining consumer acceptability with respect to perceptions on safety as well as maintenance of quality.

- Newer products that have wide ranging applications may be available from the large aquatic resources, including microbes. These can be exploited for human good. There is need to mainstream fish in the food

habits of the Indian population with better understanding of the role of fish in decreasing malnutrition and improving health and creation of awareness about its significance.

- Seafood safety issues may bring in newer challenges with the emergence of new forms and variants of pathogens. The issue will also come into focus with increasing stress on the domestic market for promotion of seafood products. Increased awareness of consumer regarding the usefulness of fish as a source of nutrition and the changing demands for newer and convenient products that are easy to cook or consume will call for intensified efforts in this area.

- The national and international policy regimes vis-à-vis trade, climate change, conservation and environment are changing rapidly and these will continue to have an impact on the fisheries sector of the country. The traditional systems of technology transfer will undergo changes and innovative models including public-private partnerships will evolve making the process of technology commercialization more dynamic and a truly two way process.

Intellectual Property protection will see new challenges in the face of the need for judicious commercialization and responding to societal needs

(To be continued...)

Adani moves first-ever inland waterways container cargo from India to Bangladesh



Adani Logistics in association with Five Star Logistics moved this first consignment of Rashmi Cement and Orissa Metaliks.

NEW DELHI
Sagar Sandesh News Service

Adani Logistics moved the first-ever containerized cargo export from India to Bangladesh using Inland Waterways and it has reached its destination Pangaon International Container Terminal, Dhaka on

July 12, 2020. The barge MV Pruthvi carrying 45 TEUs (about 1,250 MT) of sponge iron was flagged off on June 30, 2020, from Haldia Docks for its maiden voyage from Haldia to Dhaka on Indo Bangladesh Protocol Route (IBPR).

The barge sailed on July

5, 2020, from Haldia and completed its voyage in 7 days

Post receipt of its Let Export Order, the barge sailed on July 5, 2020, from Haldia and completed its voyage in 7 days. Adani Logistics in association with Five Star Logistics moved this first consignment of Rashmi Cement and Orissa Metaliks.

The India-Bangladesh Protocol on Inland Water Trade and Transit (PIWTT) was signed in 1972 to allow free movement of goods between India and Bangladesh through specified routes linking domestic cargo movement between West Bengal, Assam and Tripura via Bangladesh as well as EXIM cargo movement from India to Bangladesh.

The container export cargo consignment an

alternative for Exim trade to roadways and railways

The container export cargo consignment has provided importers and exporters of India and Bangladesh an alternative to roadways and railways.

Petrapole - Benapole

Pre Covid-19 lockdown, the ICP at Petrapole used to handle about 500-550 trucks from India and about 100-150 trucks from Bangladesh every day. Since the past few years, exporters/importers of both the nations are looking for alternative transportation options ...Bulk commodities such as Fly Ash, Stone Aggregates, and Project Cargo etc. are already being moved from India to Bangladesh using inland waterways.

Competitive alternative to road and rail

Capt. Anil Kishore Singh, CEO - inland waterways, Adani Logistics, said, "Since last year, our team is working on offering commercially viable logistics solutions using Inland Waterways."

Riva Ganguly Das, High Commissioner of India to Bangladesh welcomed the movement of first containerized cargo export from India to Bangladesh using Inland waterways. She said "Connectivity provided by the existing and the newly added protocol routes provides an excellent opportunity for expansion of our bilateral trade besides which, in the present Covid-19 scenario it provides an economical, faster and safer mode of transport for business communities of both the countries and will also have environmental benefits for the region."