



Blue Economy-Wave 37

(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



increase from 35 500 tonnes in 1991–1992 to 82 850 tonnes in 1994–1995. Furthermore, the sector took almost 4–5 years to revive following the damage inflicted by the white spot syndrome. A cautious approach and the adoption of good management practices subsequently, helped the sector to reach a record production of 270 819 tonnes during 2012–2013 from approximately 115 826 ha area under production. A high export potential backed by an assured supply of quality seed through the establishment of large numbers of shrimp hatcheries, the availability of other critical inputs like formulated feed, easily accessed institutional finance, increased entrepreneurial involvement, the

entry of several privately owned large companies and above all higher profit margins were the guiding force behind such high growth during last decade.

Aquaculture over recent years has not only led to substantial socio-economic benefits such as increased nutritional levels, income, employment and foreign exchange, but has also brought vast un-utilized and under-utilized land and water resources under culture. With freshwater aquaculture being compatible with other farming systems, it is largely environmentally friendly and provides for recycling and utilization of several types of organic wastes. Over the years, however, culture practices have undergone considerable intensification and with the possibility of obtaining high productivity levels there has been a state of flux between the different farming practices. In the brackish water sector there were issues of waste generation, conversion of agricultural land, salinization, degradation of soil and the environment due to the extensive use of drugs and chemicals, destruction of mangroves and so on. Though some of these issues posed concerns, most however, were isolated instances with the bulk

of farming conforming to eco-requirements.

What are the challenges?

Marketing problems, environmental concern and disease outbreaks, feed and energy costs are mentioned as the main factors that contribute to the constraints in the future mariculture development.

Marine sector is also facing the problem of influx of sewage water and other pollutants, causing health hazards. Yet another problem faced relates to global warming. The marine fisheries also have to bear the large-scale destruction of juvenile fishes. From all these angles, institutionalization of conservatory and regulatory / control measures are important in the marine sector.

The adoption of aquaculture technologies have been found to be constrained by such problems as lack of skill, capital, infrastructural facilities, availability of water bodies, tragedy of commons, input (feed) scarcity, and high risk.

Immediate and long-term requirements of fisheries sector include

(i) sustainability of the

fishery resources – marine and inland,

(ii) continued optimization of fishing gear for marine, inland and the aquaculture sector, in terms of selectivity and environmental footprint,

(iii) conservation of biodiversity through optimization of fishing effort, prevention of capture of juveniles and non-targeted catches by suitable technical measures,

(iv) development of harvest and postharvest technologies for the nonconventional deep sea resources,

(v) enhancement of shelf fishery resources,

(vi) value addition along the value chain,

(vii) utilization of fishery wastes

(viii) ensuring environmental safety in harvest and post-harvest operations,

(ix) energy conservation in fish production and post-harvest sectors,

(x) ensuring aquatic food safety and traceability,

(xi) responsible utilization of landed fish,

(xii) minimizing harvest and post-harvest losses,

(xiii) suitable inputs for policy formulation and

(xiv) Effective transfer of technology.

(To be continued...)

Over One lakh hectares of land available with Major Ports says Shipping Minister



My work is to generate employment, increase cargo and increase the indigenous production: Minister Mandaviya

NEW DELHI
Sagar Sandesh News Bureau

Shipping Ministry has identified that the state owned Major Ports possess over one lakh hectares of land in their port premises and Government

proposes to usher in Port led industries, Shipping Minister Mansukh Mandaviya said.

"Major ports have among them about 1,10,000 hectare land ... A chunk of this will be used for developing industries and industrialisation for port-led

development in the country. We are in the process of identifying port-led industries," Minister of State for Shipping Mandaviya told a news agency.

Unlike in China, here manufacturing concentrated deep into hinterland, one of the major reasons contributing to high logistics cost

The idea of Port led industrialisation was mooted by the Former Shipping Minister Nitin Gadkari. Unlike China where most of the industries are set up adjacent to the ports, manufacturing in India is concentrated deep into the hinterland, warranting huge movement for both import of raw materials and export of finished goods. This is one of the major reasons contributing to high logistics cost in India ranging from 14 to 15 per cent of the GDP.

Though the project of port industrialisation is talked about for the past four years under the sagar mala project, it has not taken off so far.

Mandaviya said so far the ports' land

was being utilised for earning rent. "Land was used to get rent but earning money is not my work. My work is to generate employment, increase cargo and increase the indigenous production," the minister said. "The interest and penal interest over a period of time have increased quite substantially which is coming in the way of settlement of lease rent. In order to facilitate and expedite the recovery of these huge pending dues of Major Ports, Ministry of Shipping has issued 'One Time Settlement Scheme' for settlement of dues," it said.

Terming port sector development crucial for economic growth, Mandaviya said a large number of steps have been initiated for ports including capacity augmentation.

The Ministry of Shipping is developing various industrial zones including an SEZ at JNPT in Maharashtra (Rs 12,554 crore), Kandla port in Gujarat (Rs 11,147 crore) and Smart Industrial Port Cities (SIPCs) at Paradip (Rs.600 crore) in Odisha are under implementation the annual report said.

A CAG report earlier had observed that major ports had failed to utilise close to half of the total land under their command.