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Development of 'Blue Economy' with Special Reference to Coastal India: A Present and Future Scenario

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Abstract— *Since antiquity, the oceans and its littoral regions have a vital significance in Hindu religion and its greatness has profusely illustrated in the ancient holy scripts. Today, the ocean has a vital significance in relation to its economic and strategic significance which has been nomenclature as 'Blue Economy'. Present paper examines the present and prospective positions of sea borne-minerals and other natural resources of the world with special reference to India. The paper also touches on its strategic importance and the potential for shipments, trade, tourism, fisheries, and coastal based industries and its future scenario. Lastly, the paper also reviews the growth and development of 'Blue Economy' in the developed and developing countries. The paper also highlights some of the varied problematic areas of 'Blue Economy' in the changing socio-economic and political scenario of the world. There are few suggestions, which are essential to pave the way to exploit the sea-born natural resources on a sustainable basis so that a sustainable development of 'Blue Economy' may take place in accordance with changing scenarios.*

Keywords*— *blue economy, vital importance, strategic significance, coastal India, multiple resources, problematic areas, changing scenarios.

I. INTRODUCTION

Lord Rama's ancestor *Sagara*, whose sixty thousands son dug out the bed of the ocean that is called *Sagar*, the son of *Sagar*. Since antiquity the oceans and its littoral regions have played a significant role in Hindu religion and its greatness has profusely illustrated in Holy Scriptures. The ocean has served Hindi and Sanskrit names and synonyms such as *Samud Sagar*, *Sindhu*, *Jaladhi*, *Neernidhi* etc. Ten synonyms of ocean have been given in *Ramacharitramanas*. When *Ravana*, the *king* of *Lanka* heard the news about the construction of a bridge on the ocean by Lord Rama's Army; led by engineers *Nul* & *Need*, he was astonished and said, "What ! Has he really bridged the waves, the sea, the ocean, the floods, the deep, the main, the brine deep, the home of springs, the lord of rivers? (Rig Veda, Vedic period During *Rama Rajaya in Treta Yuga*, the *oceans* kept within their bounds found and cast forth jewels (Corals, Pearls and Gems etc.) on the coast for men for gather." All these reflect the retrospective significance of the coastal India of her ancient period. Its greatness has profusely illustrated in the *Holy Scriptures* (Sikarwar, 2007).

Varuna the God of Oceans- mentioned in Rig Veda seems to be one of the important of Vedic Gods. In the *pre-vedic* period, he was the supreme Lord of the Cosmos, the keeper of divine order, the bringer of rain, the enforcer of contracts. The *Varun* is keeper of the celestial waters, which flow from the opening in the sky in the form of rain (Rig Veda, Vedic Period). *Indian Mythology* on Ocean acts as a true reflector to reveal a true image of its vital significance, even today it is quite relevant in the present scenario too. The 'Blue Economy Approach' was recognized by scientists and social scientists, belonging to different streams across the world. Now, it becomes imperative to take an interest in each country, particularly the countries which enjoy the littoral locations. All these countries depict a rosy picture of "Blue Economy". The blue economy is a major catalyst of regional development which is expected to pave the way for creating millions of jobs in water derived jobs like tourism, fisheries and shipping industry. The side effects of this

economy are the carbon emissions and ecosystem disequilibrium, whereas its dependence on the freshwater, coastal and marine ecosystems are prone to expose it to the impacts of climate changes in the coming future (Report of OECD Urban Studies, 2024).

The marine environment international co-operation approaches to promote the '*Blue* Economy'. The role of marine governance and Capacity building are discussed in the context of '*Blue Economy'* (Vijay Sukija & Kapil Narula, 2017). **President Michel** is a very strong supporter of the concept of '*Blue Economy'* which essentially the long term economic and environmental sustainability of the sea, so that the hidden potential of the marine borne natural resources may be exploited in accordance with the basic principle '*The growth with justice Coming* to the present significance of coastal India, the country has 7516 Kilometers coast line, including two island groups, which has a vital significance. There are nine states which have marine coast line territories facilitated with maritime attributes. There is 25 % of the population in India, which inhabits the first 50 Kilometers of area. This coastline is facilitated with a number of sea-ports, minor as well as major, and harbours to take on large scale *marine-trade* activities which is relatively cheaper than other modes of transport. The deep and shallow based economy which deal with exploiting its natural resources like deep sea fisheries, mineral oil, sea-food which provide a food-security for the people, who dwells in the littoral states, sea-borne trade, particularly for international trade, Sea-based tourism, eco-tourism-marine life, littoral biodiversity and beach-based tourist resorts are the major potential and possibilities of tapping the '*Blue Economy'* of Indian coastal line of eastern and western and groups of islands in Arabian sea and Bay of Bengal. (Michel, 2017).

II. TAPPING THE COASTAL NATURAL RESOURCES

Examining the coastal existing and potential of mineral oil of the country, it has been observed that the sea-bed like *Bombay High*, has been proved conducive to tapping the petroleum for last over 40 years. It has also been observed that there is great potential for crude oil reserves along with coastal areas of Kutch and Bay of Bengal and Arabian Sea. In this context, various reports of *remote sensing* of geological survey indicate that the whole of Indian marine coast, particularly the sedimentation formed *continental shelf* has a great potentiality under the *submerged sedimentary* rocks.

Presently, exploration projects are going on beneath the sea bed for mineral oil in the eastern and western coast of India. The institutions like Indian Institute of Petroleum Research and Oil & Natural Gas Commission have been playing a significant role in exploring the hidden potential of mineral oil in both coastal areas of India. India now produces 30 percent of domestic production oil and 70 % of the crude oil is imported from the Arabian countries. In this context, it has been reviewed that the potentiality of crude oil production along with coastal areas of India, indicate a rosy picture which tends to lead India self independent in petroleum production. It is because of the potentiality of promising projections by the experts in chemical Engineering & Technology of IIT Kanpur. Examining the significant value of ***livelihood opportunities*** and technology deriving from emerging sectors like deep sea fishing, marine tourism, bio-technology and marine derived pharmaceuticals for economic growth, nutrition and food-security also reveals a rosy picture for tapping the hidden potential from the coastal area of India too. In this context, deep sea fishing, a base of livelihood for the millions of inhabitants of the eastern and western coast of India. With regard to deep sea fisheries of the Indian coastal region, the entire coastal region and the exclusive economic zone which is located within 200 Nautical miles from the coast is characterized by favorable conditions for producing large sufficient quantities of '*Zoo-plankton'* which is food of the fisheries activities of the coastal areas. The fishing technology which includes R&D in developing trawlers, construction of *cold-storage* in the coastal town and cities, fish-canning industries etc. are required so that the deep fishing activities may be developed in accordance with the sustainable conditions in eastern and western coastal areas of India (Gunter & Pauli, 2010).

In order to ameliorate the socio-economic conditions of the fishing communities, through forming of the **SHGs (Self Help Groups),** under micro-finance, particularly for those who are engaged in deep-fishing activities, can be benefitted by tapping this marine based sustainable livelihood. The institutions like National Institute of *Marine fishery* and the *National Institute of Oceanography*, *Panaji* can play a vital role to develop the deep sea fishery in the coastal areas of India and earn the foreign exchange by exporting the fish and canned fish, provided a strong infrastructure of fishing industry may be developed in the coastal areas of India. Only then, the dream of '*Blue Revolution'* will be full-filled and will attain the full employment position, ensuring employment on a sustainable basis for the people who are engaged in *marine fishery* activities. In order to assess the potential of India's marine environment, it becomes imperative to examine the correct *geo-strategies* for changing global scenarios. That perspective will come from reviewing the peninsular configuration, the way it dominates the Indian Ocean and the way it acts as a local point of trade routes. The Indian

Ocean is the smallest of the three navigable ones, does not possess a wide, unobstructed gateway and yet happens to be the most important water body for all the trade routes that pass close to Indian shores. However, it shows a greater responsibility on India in terms of security of global sea lines of communication. There is also a resident opportunity in this challenge, catering to the potential of business at all ports and earning revenue through bunkering and maintenance facilities in our transit port. The advantage of India due to Her *geographical location, is enormous*. After parts, the next asset to focus upon should be the Indian owned shipping fleet. At present, less than 9 million Gross Tons, with the fleet of just 700 vessels, we have barely 200 foreign going ships available under the Indian flag. This is an unhealthy sign of crises. India needs consistent efforts to overcome this problematic area (Mohanty, & Ketal, 2016).

The Blue Economy is envisaged as the integration of *Ocean Economy* developed with the principles of social inclusion, *environmental sustainability* and innovative, dynamic business models. It is found upon a system *approach*, wherein renewable and organic inputs are fed with a sustainable designed system to fuel '*Blue Growth'* such '*Blue Growth'* addresses the problems of resource scarcity and waste disposal, while delivering sustainable development that enhances human welfare in a holistic manner. The basic principles of '*Blue Economy'* are characterized by the basic needs of all with what we have, introducing innovations inspired by nature, generating multiple benefits, including and social capital offering more with less. Secondly, the solutions are first and foremost based on physics. The deciding factors are pressure and temperature as found on site. Thirdly, they substitute something with nothing-question any resource regarding its necessity for production (Hazara & Bhukta, 2022).

Apart from above mentioned principles of '***Blue Economy'*** the other principles are natural systems cascade nutrients, matter and energy-waste does not exist. Any by-product is the source of a new product. There are some principles related to nature which provide room for the entire system who do more with less. Nature is contrary to *monopolization*. Nature evolved from a few species to a rich biodiversity. Nature only works with what is locally available. Sustainable business evolves with respect not only for local resources, but also for culture and tradition. Nature responds to basic needs and then evolves from sufficiency to abundance. The model relies on scarcity as a basis for production and consumption. In natural water, air and soil is common , free and abundant. Nature systems share risk. Any risk is a motivator for innovations. Nature is efficient which has paved the way to make sustainable business, maximize and make use of available material and energy which reduces the unit price for the consumer. Lastly, nature searches for economies of scope which lie in making use of natural resources on the principle of '*growth with justice'* (Sonali, & Mittra, 2017).

III. BLUE ECONOMY-WORLD SCENARIO

Keeping in view the significance of sustainable and inclusive growth across sectors, we observe that there are countries big and small, island and coastal. And that is why the phrase –"*Blue Economy*"-the economic development of oceans, seas and coast lines which are spreading with rapid speed around the world. For example, in the European countries, it is known as "*Blue Growth"* and EU has special strategy for it, looking at economic sectors as aquaculture, coastal tourism, and shipping and off course undersea mining, the machine are being developed that can be dropped to the ocean's bottom and crunch it up to the valuable minerals. A new *International Seabed Authority* is already granting licenses to companies for big tracts of undersea land. The rapid growth of undersea is just one example of why we need some clear definitions, guidelines and eventually stronger laws, about how to make the *blue economy* suitable. It is because, if we are going to create a "***Green Economy***", we have to do it in a "*blue*" context, too. And that is why, *Atkinson* group was so happy to work for *World Wild-life Fund* (*WWF*) over the past year, helping WWF to develop a new set of principles for a sustainable *blue economy*.

In case of the experiences of the other countries like China, called for the development of a "***Blue Economy***" to optimize the traditional marine industries while promoting its sustainability, ***China*** has registered five voluntary commitments to SDG14; strengthen the protection of marine ecological environment; enhancement of international marine cooperation in *Asia Pacific* region; improve the ability of marine observation; early warning and disaster prevention & mitigation capacities, strengthen scientific and technical innovation & international cooperation. Lastly, develop a sustainable ocean economy-what did not draw much attention then was the fact that the COMRA's exploration rights in the Indian Ocean were over and above its existing allocation in the Western Pacific. A 15-year contract with the seabed authority in 2001 had given China rights to explore 75,000 Sq Kms of seabed for poly-metallic nodules (small rocks containing metal ore-manganese, copper, cobalt, etc) in which it has shown rapid progress in extracting the minerals. This is significant because ISBA's 2011 decision resulted in China establishing mining rights in two major oceanic systems that contain the world's most important sea lines of communication (Zhao, Rui 2013).

In this context, China's deep-sea exploration rights weren't apparently acquired through any backroom maneuvers or use of geo-strategic clout. The license to explore the Western Indian Ocean sea-bed was, in major part, attributable to a concerted effort at scouting the seas and gathering evidence for the presence of mineral nodes on the sea bed. In fact, China's mining rights in the IOR were given six years after a Chinese government-sponsored expedition team found clues of an enormous belt of *poly-metallic sulphides* in a deep-sea rift south of Madagascar. "A '*Blue Economy'* is a new frontier for Africa, as ***Jamal Saghir***, the senior regional advisor for the African region at the *World Bank*, advocated that the African coastal and insular countries wish to invest in the '*Blue Economy'* and have requested technical and financial support. And they need to factor climate change in the question which is ambitious". The **World Bank** tends to support them by mobilizing its own IDA resolutions and climate finance held in Mauritius. He added that with the support of the World Bank and FAO; "*African countries will be the champions*" of the oceans economy (Rio-de-Janeiro: United Nations, 2012).

In the maritime domain, cooperation in the *blue economy* in Bay of Bengal has opened new opportunities in **Bangladesh** and India. It is also the shared responsibility of both the countries that our common maritime region in Bay of Bengal remain peaceful so as harmless as the potential of '*Blue Economy'* India and Bangladesh can develop a joint road map of the '*Blue Economy'* cooperation and help for the coming years. Similarly, the littoral countries of *Latin America* are also making consistent efforts to explore the scope of '*Blue Economy'* in accordance with their prevailing oceanic conditions. All these countries are like Brazil, Venezuela, Peru, Argentina, Ecuador, Columbia, Guyana, Surinam and Fr. Guiana with assistance from the USA and Canada. However, the USA and Canada have already made remarkable progress in the field of developing the '*Blue Economy'* by exploring the hidden potential in their Atlantic and Pacific Oceans (Narwal, Kaur, & Singh, 2024).

IV. BLUE ECONOMY: INDIAN SCENARIO

During the past few years, '*deep sea-mining'* has been the subject of a lively debate among maritime analysts. With global appetite for minerals and *rare metals* growing, the competition for deep sea-spaces rich with poly-metallic nodules and hydrothermal deposits has been increasing. Much of the interest in deep-sea mining has been led by the discovery that *poly-metallic Sulphides* – a great source of valuable minerals such as gold, silver and zinc - also contain valuable *rare-earth* metals, a commonly used ingredient in modern day electronic devices and gadgets. As a result, many countries have embarked upon a drive to upgrade their under-sea mineral exploration and extraction capabilities. In order to reduce the *chronic pressure* on conventional sources of energy, tidal energy can be a best substitute of energy for generating electric energy for the coastal regions of India. Few years back acquisition of India's deep-sea exploration ship '***Samudra Ratnakar'*** by the Geological Survey of India (GSI) was a significant development. The platform acquired from South Korea, the ***Samudra Ratnakar*** is well equipped with sophisticated deep-sea survey instruments like Doppler profilers, multibeam sonar, acoustic positioning systems, marine magnetometers and a marine data management system, which provide a qualitative edge over other survey ships. As a result, it has paved the way to facilitate modern geo-scientific oceanographic research; the new ship's chief attribute is its cutting-edge deep-sea exploration capability. With an impressive array of instruments and a modern on-board laboratory, the new ship represents a technological leap in India's sea-mining prowess. It is to be noted that India already has a limited deep-sea exploration capability in the form of the **Sagar Nidhi** (a research vessel operated by the National Institute of Ocean Technology). The ***Samudra Ratnakar***, however, more sophisticated in its salient features and systems that enable a rigorous survey of the deep sea-bed, and an accurate analysis of the excavated material. Not surprisingly, it is being seen as an illustration of India's determination to be a serious player in deep sea mining and research. The initiative that India is now displaying in deep-sea mining seems linked to China's perceived '*strategic-play'* in the Indian Ocean. In 2011, when the International Sea Bed Authority (ISBA's) decided to allow the China Ocean Mineral Resources Research and Development Association (COMRA) to undertake exploration for poly-metallic *Sulphides* in a 10,000 sq. kms area in the south-west Indian Ocean it caused a flutter in the Indian strategic community, which saw the development as a geo-strategic gambit aimed at extending China's footprint in the Indian Ocean Region (Gunter & Pauli, 2011).

India's recent efforts to be a serious player in the strategic *arena* of deep sea mining have resulted in the commissioning of a rare-earth mineral processing plant in Orissa, and a project to up-grade older exploration ships. '*Deep-sea mining'* has now been officially recognized as a future frontier of scientific research, a notion first detailed in the vision plan outlined by a National Security Council policy paper in 2012. Interestingly, the policy document also covered the broader domain of '*rare earths'*, mandating the creation of a stockpile of '*strategically critical input metals'*. As a corollary, New Delhi has commenced a search for partners that it could combine

forces with to bolster its efforts towards exploration and mining of rare minerals (National Security Council Paper, 2012).

One such agreement was held with Japan in November 2012. As part of the larger framework of Indo-Japan strategic collaboration, an agreement was signed for the exploration and production of rare earths, following which India is establishing a *monazite processing* plant in Orissa. Japan-the second largest consumer of *rare earths* -is driven by its anxiety of China's monopolistic practices, and has been leading efforts to explore the market. A significant component of Tokyo's new policy of regional integration is building capacity for extraction of rare earths. The new approach was much in evidence during Japan's offer to *Vietnam* to help in the construction of a Research and Technology Transfer Centre in Hanoi. It was encouraged by Tokyo's '*rare earths diplomacy'*, New Delhi is now said to be mulling over a proposal for deep-sea mining and production technology from Tokyo under the strategic dialogue framework, and the acquisition of more deep-sea exploration vessels (Sikarwar, 2012).

India's anxieties vis-a-vis Chinese deep sea mining capability are sharpened by *Beijing's* historic past which indicates making use of *rare earths* as a '*bargaining chip'* to extract *strategic concessions*. Consider, for instance, the 2010 episode; when China blocked Japan's supply of *rare-earth minerals* for two months over skirmishes relating to disputed territorial claims in the China Seas. So strong and pervasive has China's '*hard-bargaining'* tactics been with respect to *rare earths*, that in 2012 the World Trade Organization even created a panel to investigate its harmful influence on the market. Hence, it is obvious that India has a great potential to boost the '*Blue Economy'*, provided it overcomes the constraints on different problematic areas. Only then the growth and development of the '*Blue Economy'* will ensure a sustainable development in the coming years of India. And also it is expected to pave the way to strengthen the employment potential of the '*Hinterland'* of the coastal regions of India. As a result, it is hopefully to be given rise to a '*Multiplier-effects'* to the whole regional economy of coastal India and hopefully strengthen the '*Hinterland'* of the coastal areas, where there is the potentiality of development of 'Blue-economy' exist in the coastal and its surrounding areas of India, reflects a rosy picture in for increasing a considerable growth in the Gross Domestic Growth and boosting the overall Indian Economy (Dutt & Sunderm, 2020).

V. BLUE ECONOMY AND MARINE SECURITY

Since the 18th century, marine security has been the main concern with the littoral countries of the different continents of the world. Marine security now becomes imperative for each and every littoral country. In order to review the implications of changing the geo-political and strategic environment on marine security, we have to review the strength and weakness of the *strategic* and *geo-political* changing scenario in relation to changing international relations. The changing geo-political situation in the Indian Ocean region in the last decade, has acted as a stimulus for the littoral nations to look seaward. Inception of maritime construct, linking the Indian Ocean littorals in the form of Indian Ocean Naval Symposium held in 2008. Since its inception, ISNS has generated significant interest and contributed in immense measure towards providing a platform for all IOR littoral navies to periodically and regularly discuss the issues that bear upon regional maritime security and cooperation.. Keeping in view the *locational advantage* and *disadvantage* it becomes imperative to review the situation-that how a rise in element of complexity and unpredictability in external threats along the coastal line can have impact on the country's security challenges? In this context, the historic past indicates instances of threat to the Indian coast. During the 70s, the entire Indian Ocean became the major *arena* of superpowers rivalry, when the United States of America had established a military base in *Diego Garcia*, an Island in the Indian Ocean. In order to confront this military base, the super powers like France, Russia, China and other littoral countries have also started to establish their bases in the littoral countries and other strategic islands like Socotra etc. In order to meet the growing challenges of maritime security strategy, a *Maritime Security Strategy* (IMSS-15) was updated before the commencement of an international fleet review at Visakhapatnam; the new document is an enunciation of contemporary nautical precepts and a reflection of the Navy's maritime operations philosophy. In order to assess India's maritime compulsions, the IMSS focuses attention on security of the Indian sea lines of communication, the preservation of national influence in the maritime neighborhood, and protection of overseas investment and Indian residing abroad. As a consequence; it seems to prioritize security against irregular challenges over other traditional threats. In order to combat the smuggling, piracy, armed robbery, humanitarian crises, various peace support operations and non-combatants have been instituted by the Indian Navy. Only then the '*Blue Economy'* will be ensured to grow on *sustainable growth principle*. India is the 20th largest maritime country in the world. Its strategic location of a long coastline which flanks

significant major routes of the world of shipping transport, make it a major maritime country. The maritime sector in the country includes ports, shipping, ship building and ship repair as well as inland water transport systems. It has been observed that 95 % of India's trade by volume and 70% by value are transported by maritime transport. The current share of world merchandise trade at around 0.80 %, a sound maritime infrastructure has a great significant place for *space*, *structure* and *pattern* of economic development. The National Maritime Development Programme which operates under the Ministry of Shipping, Road Transport and Highways are the nodal organizations, entrusted with the responsibility of formulating and implementation of policies and programmes for this sector. According to the NMDP report, there are 887 projects which cover the entire gamut of activities in ports, merchant shipping, and inland water transport. It envisages a total investment of Rs 100, 339 crores, out of which Rs 55, 804 Crores is for major *ports* and rest for shipping and inland water transport (NMDP Report, 2016).

VI. PORT LED INDUSTRIALIZATION

There is 7500 KM coastline covering 13 states and union territories, having *locational advantages* for navigable and potentially navigable waterways. Maritime logistics is a very significant component for the Indian economy which accounts 90 per cent of *EXIM* trade by volume and 72 per cent of *EXIM* trade of India by value. It means that about 1 billion tons of cargo is handled by 200 ports. The ***Sagarmala*** is aimed at promoting port-based or port-proximate industrial and manufacturing clusters. These would cut-across three archetypes of energy, material, and discrete manufacturing. In this context, there are 32 clusters which have been identified that would entail an investment of Rs one *Lakh Crores*. The project may lead to additional investment of Rs 7 *Lakh Crores* by the industry. In order to meet Nation's projected energy needs, three coastal power clusters and two coastal refinery clusters have been projected within the identified areas. In addition, 4 new *gas-based* petro-chemical clusters have also been identified with promising potential of growth proposal of 80 percent self-sufficiency through domestic petro-chemical production. In order to boost up the export from US $-500 billion to US $ 900 billion by the year 2020, port-based manufacturing can play a vital role in supporting this initiative. In this context, ports should target a few sectors, where they take lead and make manufacturing more comprehensive in accordance with prevailing local conditions. Lastly, six *discrete manufacturing sectors* have been finalized for promoting the port-based manufacturing. These *manufacturing units* are food-processing, auto-motives, electronic items, apparel, leather goods, foot wear and furniture. These clusters will hopefully generate experts with US $ 110 billion by the year 2025 and over Crores jobs either directly or indirectly in its '*Hinter-land'* of coastal areas of India (Hazara & Shukla, 2022).

VII. CONCLUSION

Since antiquity the oceans and its littoral regions have played a significant role in Hindu religion and its greatness has profusely illustrated in Holy Scriptures. Sea and Oceans have a vital significance, as a part of aggravating the nation's economy. Keeping in view its multiple benefits, the sea and ocean-based economy has been referred to as the '*Blue Economy.'* In order to boost up this '*Blue Economy',* consistent efforts have been made to tap this hidden potential in accordance with existing *geological* and *oceanographic* conditions of coastal India. It has been reviewed that the *ocean-based* economic and *port-based* industrial activities which include deep sea-fisheries, exploration of mineral bearing rocks, crude oil, medicinal sea rocks and plants, oceanic transport, sea-based tourism, tidal energy and *port led industrialization* have a great potential to boost up the marine-based '*Blue Economy'.* In this context, almost all the developed and developing countries are making their consistent efforts to identify the possible potential in their respective countries.. Though countries like India have a great potential to tap this *hidden* resources potential, it needs a *constant vigil* for her entire coastal region. In this context, India is making consistent efforts to provide constant *vigilance* through tightening the coastal security by coastal guards. In this context, various reports show that the superpowers' rivalries have always been proved a '*wet blanket'* to tap the hidden potential of '*Blue-economy'* of Indian Ocean. Though India is making consistent efforts to ensure national security by strengthening the *naval-based marine security* for coastal India, there have been constant threats to Indian security which can be seen by citing varied marine intervention by the Pakistani terrorists, smugglers and other anti-social elements. Keeping in view the constant threat to developing the '*Blue Economy,'* it requires a periodic review in relation to its strength, weakness, opportunity and threat in the changing *geo-political global* scenario. Only then, we may ensure to tap the hidden potential of '*Blue Economy'* and find the supplementary sources of food security, energy, employment by developing *port-led* industrialization in the coastal regions of India. It requires a huge investment and identifies the ocean-based economic and industrial activities on '*sustainable'* basis and ensures to develop the '*Blue Economy'* for the millions of people of India, who dwell in the coastal regions of eastern and western parts of India. It will also ensure to reduce the *chronic pressure* on conventional sources of energy resources and creating a

sustainable employment for the people who live in littoral regions of India. In order to strengthen the scope of '*Blue Economy'*, it require a periodic review in terms of its '*Strength'*, '*Weakness'*, '*Opportunity'* and '*Threat'* so that we can tap the hidden potential of the oceanic resources on sustainable basis and project a '*rosy-picture'* of '*Blue Economy'* in the changing global scenario.

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