The here proposed paper studies social contestation processes as part of knowledge producing processes on two German research vessels and in German and Brazilian marine science institutes with a particular focus on the social identity markers of gender, ethnicity and age and how they affect the team-based sense-making processes. Methodologically, our research draws on participant observation of following marine scientists in their daily working routines and semi-structured interviews on the German research vessels Merian in 2018 and Meteor in 2021, as well as in marine science institutes from 2022 to 2024. Conceptually, the research follows approaches of the Sociology of Knowledge (Keller et al., 2018) and intersectional approaches (Grabe, 2012; Patil, 2013) that integrate transnational experiences across national borders and other (physical) boundaries.

Based on the empirical research, we assess transnational and intersectional sense-making practices at sea in (marine) climate change sciences – following postcolonial and traditional gender norms. These shape the social organisation of interdisciplinary teams of research, and in their contestation contribute to structural change with regard to interdisciplinary and transnational team organisation, the shaping of communicative spaces, and the social organisation of work. Open remains the question whether these changes to the social organisation of doing research at sea actually also changes what is being researched in the future, and how it is being made sense off. It moreover shows the need for increased female and non-binary participation in marine sciences and in the blue economy, e.g. as crewmembers on research vessels, an essential step towards (gender) equality, intersectional representation and thus blue justice.

SESSION 2: FOOD SECURITY & SUSTAINABLE BLUE CONSUMPTION

Security Issues of Maritime Logistics of Illicit Trade in the Black and Azov Seas during the War

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The military blockade of the Black and Azov Seas during the Russian aggression made maritime logistics impossible. The key challenge at the beginning of the war was the sale of agricultural products with grain reserves of more than 20 million tons and the prospects of a new harvest in view of the loss of the pre-war capacity of sea ports, the sale of which accounted for 70% of all export cargo worth 47 billion dollars.

From the standpoint of global food security and the SDGs, the significance of access to the sea and its own seaports for the economy of Ukraine and countries dependent on the export of its agricultural products is substantiated. A retrospective analysis of events since the beginning of hostilities with a projection onto the picture of maritime logistics through the Black Sea under the Istanbul Initiative on the safe transportation of grain and food products from Ukrainian ports and the crisis of overland transportation through the «Solidarity Lanes» by transit to the Baltic Sea has been conducted. Emphasis is placed on the role of research on the status of the Azov Sea and the illicit monopoly gained by Russia in the use of its natural resources and logistics routes of sea spaces and ports.

The policy of internal protectionism has been identified as a justification for the creation of illicit sales channels through maritime logistics based on ignoring customs transit control tools. Such uncontrolled points of maritime logistics as corridors of “gray” zones of military conflicts and transshipment logistics

bridgeheads of intermediary countries at sea have been analysed, the expediency of deepening the coordination of efforts to fight against illicit trade by counteracting the distortion of information about the country of origin of goods was determined.

Traceability in small-scale fisheries for inclusive market access

Gisela Costa, Centre for Environmental and Marine Studies, University of Aveiro

The globalisation and industrialization of seafood production and markets have increased the complexity of seafood supply chains and the availability and variety of products. Nowadays, consumers have access to products from a variety of different origins of which they know very little about and express an interest in having more information on the origin of seafood. Retailers (with their control and influence over the information consumers have access to), companies and brands increasingly aim to provide products deemed as more socially and environmentally responsible, putting pressure on seafood producers to meet these requirements. In this context, traceability of products is becoming increasingly demanded. Inclusively, recently published regulation by the European Union (Regulation (EU) No 2023/2842 of 22 November 2023) sets a framework for developing a traceability system and traceability requirements to come into force by 2029. However, the implementation of traceability methods and technologies face challenges which small-scale producers might have trouble overcoming. We will present the results of a systematic review of the literature on the challenges and opportunities faced by small-scale fisheries (SSF) with regards to traceability, and present some examples of SSF initiatives which implemented traceability. We also seek further SSF initiatives with traceability solutions, to map, investigate and describe challenges and successful methods and ways of operating. Increasing the knowledge of issues around the traceability of SSF products is essential for the promotion of inclusive and feasible traceability options for the sector and to pave the way for inclusive models that empower SSF to compete in the traceability race and promote more equitable seafood value-chains.

On the tail of Portuguese Atlantic bluefin tuna: how far does it travel?

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Despite the impact that demand has on fishing, the value chains and consumption patterns are insufficiently known and described. Also, fishery related modelling research has historically focused on population dynamics and ecological modelling, neglecting seafood supply chains and their socio-economic aspects.

Atlantic bluefin tuna was once a species which had a comparative low value, being a food source that was consumed and preserved for rich and poor consumers alike. Historically the lucrative sushi/sashimi market was associated to Japan, which remains as the largest market in the world, but other countries are increasing their consumption as Japanese restaurants and consumption of fresh tuna products have become more popular around the globe becoming what industry insiders call “red gold”. After the onset of the lucrative sushi/sashimi market, Atlantic bluefin tuna experienced a market transformation into the most valuable fish in the world.

Atlantic Bluefin tuna has been under a recovery plan for several years but since 2019 a management plan has been adopted. Nowadays, Portugal is one of the eight counties from the European Union