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ರಾಜ್ಯದಲ್ಲಿ ಡ್ರೈಫ್ರೂಟ್ಸ್ ಬೇಡಿಕೆ ಭಾರೀ ಹೆಚ್ಚಳ

ಮಧ್ಯಪ್ರಾಚ್ಯ ಯುದ್ಧದ ಹಿನ್ನೆಲೆ | ಬಂದರಿನಲ್ಲೇ ಎಲ್ಲಾ ಸರಕುಗಳು ಸ್ಟಕ್

ಸಂ.ಕ.ಸಮಾಚಾರ, ಬೆಂಗಳೂರು

ಇರಾನ್ ಹಾಗೂ ಇಸ್ರೇಲ್ ನಡುವಿನ ಯುದ್ಧದಿಂದಾಗಿ, ಪ್ರಪಂಚದಾದ್ಯಂತ ತೈಲ ಮಾರುಕಟ್ಟೆಗಳು ಸಂಪೂರ್ಣವಾಗಿ ಅಲುಗಾಡುತ್ತಿವೆ. ಇದರ ಎಫೆಕ್ಟ್ ರಾಜ್ಯದ ಮೇಲೂ ತಟ್ಟಿದ್ದು, ಡ್ರೈಫ್ರೂಟ್ಸ್ ಮಾರಾಟದ ಮೇಲೆ ನೇರ ಪರಿಣಾಮ ಬೀರುತ್ತಿದೆ.

ಇಸ್ರೇಲ್ ಮತ್ತು ಇರಾನ್ ನಡುವಿನ ಉದ್ವಿಗ್ನತೆ ತಾರಕಕ್ಕೇರಿದೆ. ಎರಡೂ ದೇಶಗಳು ಪರಸ್ಪರ ದಾಳಿಗಳನ್ನು ನಡೆಸುತ್ತಿವೆ. ಇದರಿಂದಾಗಿ ಅಂತಾರಾಷ್ಟ್ರೀಯ ಮಟ್ಟದಲ್ಲಿ ಕೆಲ ವಸ್ತುಗಳು ಹಾಗೂ ಪದಾರ್ಥಗಳು ದುಬಾರಿಯಾಗುತ್ತಿವೆ. ರಂಜಾನ್ ಮುಸ್ಲಿಂ ಬಾಂಧವರ ಪವಿತ್ರವಾದ ಹಬ್ಬ. ಈ ಸಮಯದಲ್ಲಿ ಬೆಳಗ್ಗೆಯಿಂದ ಸಂಜೆಯವರೆಗೂ ರೋಜಾ ಮಾಡಿ ನಂತರ ಆಹಾರ ಸೇವಿಸುತ್ತಾರೆ. ಈಗಾಗಲೇ ರಂಜಾನ್ ಮಾಸದ ಉಪವಾಸ ವ್ರತ ಆರಂಭವಾದ ಹಿನ್ನೆಲೆ ನಗರದ ಮಾರುಕಟ್ಟೆಗಳಲ್ಲಿ ಡ್ರೈಫ್ರೂಟ್ಸ್‌ಗಳಿಗೆ ಬೇಡಿಕೆ ಹೆಚ್ಚಾಗಿದ್ದು, ವ್ಯಾಪಾರ ವಹಿವಾಟು ಜೋರಾಗಿದೆ. ಆದರೆ ವಾರ್ ಹಿನ್ನೆಲೆ ಕೊಂಚ ಆತಂಕ ಎದುರಾಗಿದೆ. ಇರಾನ್, ಇಸ್ರೇಲ್‌ನಿಂದ ಬರುತ್ತಿದ್ದ ಡ್ರೈಫ್ರೂಟ್ಸ್‌ಗಳು ಬಂದ್ ಆಗಿದ್ದು, ಡ್ರೈಫ್ರೂಟ್ಸ್ ಮಾಲೀಕರಿಗೆ ದೊಡ್ಡ ಹೊಡೆತ ಬಿದ್ದಿದೆ.



ಬಹು ಮುಖ್ಯವಾಗಿ ಈ ಡ್ರೈಫ್ರೂಟ್ಸ್‌ಗಳು ಅತಿ ಹೆಚ್ಚಾಗಿ ಸೌದಿ ಅರಬ್ ಹಾಗೂ ಇರಾನ್ ಕಡೆಯಿಂದಲೇ ಬರುತ್ತಿದ್ದವು. ಆದರೆ ಯುದ್ಧದ ಪರಿಣಾಮ ನೋಡುತ್ತಿದ್ದರೆ ಮುಂದೆ ಯಾವುದೇ ಡ್ರೈಫ್ರೂಟ್ಸ್ ಸ್ಟಾಕ್‌ಗಳು ರಾಜ್ಯಕ್ಕೆ ಬರೋ ಲಕ್ಷಣಗಳು ಕಾಣುತ್ತಿಲ್ಲ. ಆದರಲ್ಲೂ ಇದೀಗ ರಂಜಾನ್ ಹಬ್ಬ ಉಪವಾಸವಾದ ಕಾರಣ ಮುಸ್ಲಿಂ ಬಾಂಧವರು ಡ್ರೈಫ್ರೂಟ್ಸ್‌ಗಳನ್ನು ಅತಿ ಹೆಚ್ಚಾಗಿ ಬಳಕೆ ಮಾಡುತ್ತಾರೆ. ಜತೆಗೆ ಬೇಡಿಕೆಯು ಹೆಚ್ಚಾಗಿದೆ. ಆದರೆ ವಾರ್ ಪರಿಣಾಮ ಡ್ರೈಫ್ರೂಟ್ಸ್‌ಗಳು ಬರೋದು ನಿಂತಿದೆ. ಸದ್ಯಕ್ಕೆ ಒಂದಷ್ಟು ಸ್ಟಾಕ್ ಇರುವ ಕಾರಣ ಕಡಿಮೆ ಬೆಲೆಗೆ ಕೊಡಲಾಗುತ್ತಿದೆ. ಆದರೆ ಇನ್ನೊಂದು ವಾರ ಇದೇ ರೀತಿ ವಾರ್ ಮುಂದುವರೆದರೆ ಡ್ರೈಫ್ರೂಟ್ಸ್ ರೇಟ್ ಒನ್ ಟು ಡಬಲ್ ಆಗುವ ಸಾಧ್ಯತೆಯಿದೆ.

ರಂಜಾನ್ ಹಬ್ಬಕ್ಕೆ ರಸೆಲ್ ಮಾರುಕಟ್ಟೆಗೆ ವಿದೇಶದಿಂದ ಸುಮಾರು 30ಕ್ಕೂ ಹೆಚ್ಚಿನ ಬಗೆಯ ಖರ್ಜೂರಗಳು ಎಂಟ್ರಿಕೊಟ್ಟಿವೆ. ಈ ಬಾರಿ ಖರ್ಜೂರ ಸೌದಿ ಅರೇಬಿಯಾ, ಜೋರ್ಡಾನ್, ಇರಾನ್‌ನಿಂದ ಹೆಚ್ಚಿನ ಡ್ರೈಫ್ರೂಟ್ಸ್ ಬರುತ್ತಿದ್ದವು. ಆದರೆ ಈಗ ಯುದ್ಧ ನಡೆಯುತ್ತಿರುವುದರಿಂದ ಅಲ್ಲಿನ ಬಂದರಿನಲ್ಲೇ ಎಲ್ಲಾ ಸರಕುಗಳು ಸ್ಟಕ್ ಆಗಿದೆ. ಇದರಿಂದ ಮುಂಬೈ ಮತ್ತು ದೆಹಲಿಯ ದೊಡ್ಡ ಮಾರುಕಟ್ಟೆಯಲ್ಲಿ ಈಗಾಗಲೇ ಶೇಖರಣೆ ಆಗಿರೋ ಸರಕುಗಳ ಬೆಲೆ ಕೂಡ ಏರಿಕೆ ಆಗುತ್ತಿದೆ. ಮುಂದಿನ ದಿನಗಳಲ್ಲಿ ನೋ ಸ್ಟಾಕ್ ಆಗುವ ಸಾಧ್ಯತೆ ಇದೆ ಎಂದು ವ್ಯಾಪಾರಸ್ಥರು ಹೇಳುತ್ತಿದ್ದಾರೆ.

S-karnataka pg 07

Byadgi chilli growers buoyed by best-ever price for produce

ARUN KUMAR HURALIMATH
HUBBALLI, DHNS

Shrunk cultivation area, yield, and huge demand from masala companies and exporters have led to the price surge of Byadgi chillies. As a result, farmers are seeing the best prices ever in history and are happy with the prices.

Byadgi chillies were sold for Rs 30,000 per quintal in 2024-25. This year (2025-26), the average price lies between Rs 50,000 and Rs 70,000 per quintal. Recently, four bags of the Byadgi dabbi variety (popularly called Kashmiri chilli) were sold for Rs 89,999 per quintal, the highest price ever in the history of Byadgi chilli.

Channappa Mayannavar, a dry chilli grower from Chakkanarti village of Kundgol taluk in Dharwad district, said last year they cultivated dry chilli on 12 acres and invested around Rs 1.80 lakh. Due to rain and disease, they managed to get only 4 quintals of yield, which was sold for Rs 30,000. This year, they decided to totally drop the chilli crop. But his father forced him not to drop their traditional crop.

He cultivated the crop on only 4 acres. They got a good yield and a good price, too, he added. To protect the crop from thieves, they have installed a CCTV camera in their field.

Byadgi Chilli Merchants' Association secretary Raju Morigeri said there is a shortage of supply of Byadgi chillies, and masala companies have been demanding more supplies.

"In January, following the price hike, only a few masala companies purchased chillies. In February, the supply of Byadgi chillies did not improve; hence, many malasa companies rushed to the market to buy chillies, which is the reason behind the shot-up prices," he noted.

He also added that all frontline masala companies in the country use Byadgi chillies for good colour, medium pungency and long shelf life of their products. Therefore, it is inevitable for them to purchase the chillies at any cost. Last year, good-quality chillies were sold for Rs 30,000, but this year the price is almost double, he explained.



All frontline masala companies in the country use Byadgi chillies for good colour, medium pungency and long shelf life of their products.

Byadgi APMC secretary Adarsh said they get all varieties of dry chilli to the Byadgi market, which is the largest dry chilli market in India. This year, they have received only 20% of the Byadgi variety chilli, and the rest are of other varieties.

The Byadgi chilli market follows an online e-tender system. The farmers can sell their produce through online bidding and get the best price based on quality. Therefore, the farmers visit Byadgi market from many districts and even from the neighbouring states of Andhra Pradesh and Telangana.

Karnataka State Spices Development Board (KSSDB) Managing Director B R Girish said the dry chilli cultivating area dropped to 83,597 ha in 2025-26 from 1.24 lakh ha in 2024-25. Despite this, the rain in September and October also affected the yield, followed by diseases. "In the cultivated area, only 10% is the Byadgi variety chilli," he noted.

Karibasappa Hariyalad, a chilli trader in Byadgi, said, "Last year, there was a good supply and lower prices. This year, there is less supply and good prices. We are doing well this year."

RAJU MORIGERI
Secretary, Byadgi Chilli Merchants' Association

"In January, following the price hike, only a few masala companies purchased chillies. In February, the supply of Byadgi chillies did not improve; hence, many malasa companies rushed to the market to buy chillies, which is the reason behind the shot-up prices.

Dec Hrd pg 04

Hormuz closure brews trouble for Assam tea

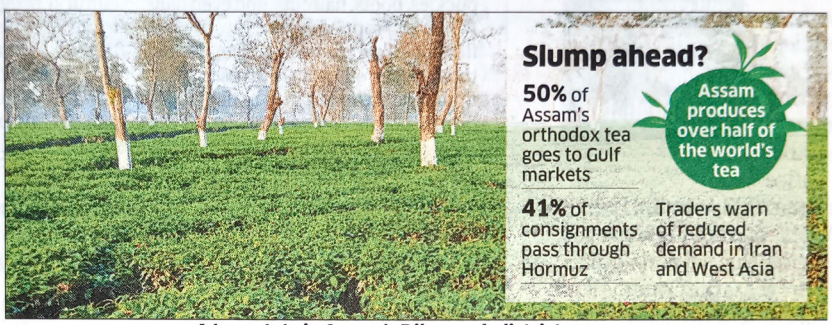
SUMIR KARMAKAR
GUWAHATI, DHNS

The sudden closure of the Strait of Hormuz by Iran, following military strikes by Israel and the United States, has raised fears of a halt in India's tea exports, particularly the premium orthodox tea produced in Assam.

Nearly 50% of Assam's orthodox tea is exported to Iran, Kuwait, Bahrain, Qatar, Saudi Arabia (eastern Gulf ports), and the United Arab Emirates, with 41% of consignments transported via the Strait of Hormuz.

Tea traders and estate owners in Assam fear that exports could be severely impacted unless the conflict eases and shipping through the Strait of Hormuz resumes.

"If one looks at the total tea export figures of 280 million kg achieved in 2025, almost 41% of India's tea exports passed through the Strait of Hormuz," noted Shailja Mehta, president of the Tea Association of India, a leading forum of tea estate owners and traders.



A tea estate in Assam's Dibrugarh district. DH PHOTO

"The surge in export volumes was driven by a quantitative jump in orthodox teas, with Gulf countries registering significant growth. The ongoing war is bound to impact Indian tea exports, particularly Assam's orthodox tea," she said.

Promotion in vain?

With over 850 big tea estates and thousands of small tea gardens, Assam produces more than half of the tea in the world. The state has been trying to promote orthodox tea by offering incentives to growers to push exports.

Dinesh Bihani, secretary of Guwahati Tea Auction Buyers Association, said the potential impact on prices and trade disruption in Iran and other West Asian markets could reduce tea demand.

"If alternative global buyers do not absorb the surplus supply, prices, particularly for orthodox teas, may face downward pressure," he said.

He, however, noted that an immediate slump in prices is unlikely, given that the tea production season is yet to commence. Production will begin in March-April.

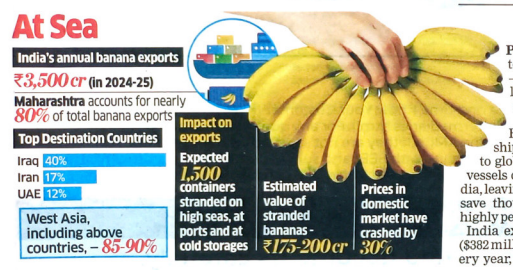
"But as the new season starts in Assam, with expectations of higher orthodox output, reduced demand from West Asia could trigger a sharp correction in orthodox prices," he said.

Since the domestic market for orthodox teas is limited and the bulk of production is export-oriented, any sustained disruption in demand from West Asia would directly affect the Indian tea industry, Bihani added.

Dec Hrd pg 07

Not Going, Bananas: Ramzan Ripe Time for Most-exported Fruit but War a Spoiler

Vessels stranded at sea due to closure of Strait of Hormuz while some shipments are turning back, exporters scramble to save highly perishable cargo



Jayashree Bhosale

Pune: Bananas—India's top fruit export by volume—have become the unlikely casualty of the festering conflict in West Asia.

The closure of Strait of Hormuz, the vital narrow shipping lane linking the Gulf to global markets, has stranded vessels carrying bananas from India, leaving exporters scrambling to save thousands of tonnes of the highly perishable cargo.

India exports about ₹3,500 crore ($382 million) worth of bananas every year, according to Directorate General of Commercial Intelligence and Statistics (DGCIS) data.

West Asia is the largest consumer of Indian bananas, accounting for up to 90% of exports with nearly 40% shipped to Iraq alone.

With ships unable or unwilling to pass through the Hormuz since the outbreak of the conflict, some vessels are waiting outside the Strait while others are turning back, injecting supplies in the Indian market and further suppressing domestic banana prices which have already fallen by about 30%.

The disruption hit at a critical juncture when Maharashtra, which accounts for more than 80% of India's banana exports, was ramping up shipments to meet Ramzan demand across the Gulf Cooperation Council (GCC) countries.

GLUT IN DOMESTIC MKT

Return of some shipments has led to further suppressing domestic banana prices which have already fallen by 30%

"We have been firefighting ever since the war has started," said a leading banana exporter, requesting anonymity. "Some vessels with banana containers have not been allowed to berth at their destination ports. Some vessels are waiting outside the Strait of Hormuz. Even the shipping lines don't know what is happening. The captains are not willing to take risks."

Trade estimates suggest 1,500 to 2,000 containers of bananas valued at roughly ₹175–200 crore are stranded at various stages of transit.

"There are containers on vessels which have been stranded on this side of the Hormuz Strait on the waters," said Prakash Jain, owner of Nature One Fresh Produce. "Secondly, some containers are at different ports waiting to be unloaded. Then, there are containers in transit and in cold storages."

The uncertainty is forcing exporters to improvise. Some consignments have already been diverted to alternate ports. "Some of my containers which were heading towards Syria have been unloaded in Sri Lanka," said an exporter tracking shipments in the Arabian Sea. "The containers that were going to Iran would be mostly unloaded at Oman."

Even when diversions are possible, exporters say finding alternative buyers is difficult.

"There are fixed buyers of Indian bananas," said Danish Shah, managing partner at Sanghar Exports.

Eco Times Pg 07

Hindu Pg 05

Ports see 60,000 tonne basmati rice stuck on war, exporters call for help

The Hindu Bureau
NEW DELHI

As close to 3,000 containers containing 60,000 metric tonne of basmati rice remain stuck at various Indian ports, rice exporters demanded immediate government aid to face the "severe shipping and logistics disruption" due to the war in West Asia.

Maintaining India's rice trade with Africa and West Asia together accounted for about 50% of national rice exports, the exporters urged the Union government to issue an official advisory recognising the current logistics disruption as a "*force majeure* type" of exceptional circumstance.

Around 90% of total rice exports towards West Asia, worth about ₹25,000 crore a year, was basmati, exporters told *The Hindu* adding the situation had impacted business very badly.



There is a 40% rise in container freight rates, says Amil Goel.

In a letter to Chairman of the Agricultural and Processed Food Products Export Development Authority (APEDA) Abhishek Dev, the Indian Rice Exporters Federation said the government must issue an official advisory or notification recognising the disruption as a *force majeure* type of exceptional circumstance.

'Ease issues'

"This will ease contractual performance issues and reduce undue pressure from buyers in the form of forced price reductions, penalties, or unilateral cancellations for circumstances beyond exporters' control. It will also support exporters' discussions with buyers, banks, insurers and logistics partners," the letter said.

Amit Goel, founder of KNAM Foods and an exporter of basmati rice, told *The Hindu* exports to West Asia were 30% less than the corresponding period last year. "Business should have picked up before the beginning of Ramzan month or within Ramzan. Ships are not sailing to eastern ports of Arabic countries. We believe this is a temporary situation and very soon rice trade will bounce back as it is a staple food," Mr. Goel said.

Vice-president of IREF Dev Garg said "The major issue is with respect to containers and other logistical costs. We are seeing a 20% rise in bulk rate and about 40% rise in container freight rates. This is a very significant cost and no exporter is able to bear such a huge rise in transportation," he told *The Hindu*.