

# ICSF Task Force Report



## A brief report



ICSE Task Force Report

**SALARY, VERY LOW**

**NON RESPECT**

**-OF- CONTRACT**

**HEURES & TRAVAIL EXAGEREES**

**NEW SLAVERY SECURITY**

**HELP!!!**



BY PATRICK



# ICSF Task Force Report

✓

## A brief report



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# General Introduction



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## General Introduction

### Before-Hand

Since 1988, the Apostolat de la Mer of Mauritius set up a network to defend the fishermen working on Taiwanese Distant Water Vessels. The network comprised Reverend Linda Petrucelli of the Presbyterian Church in Taiwan, Fishermen's Service Center, and Father David Ivey of the Apostolat de la Mer of Taiwan.

In December 1990, Linda Petrucelli was invited in Mauritius for the Regional Congress of the Apostolat de la Mer and during her stay in Mauritius, the links between Taiwan and Mauritius were very much strengthened. She had the opportunity to see the plight of fishermen on the Distant Water Vessels in Port-Louis Harbour.

A seminar was also held in the Philippines on the conditions of work of Distant Water Vessel and this meeting enabled the meeting of several persons working for the enhancement of seamen and fishermen. The idea to spread the network was then discussed.

During the CCFD forum "Terre d'Avenir", a meeting was held to organise the possibility of forming a task-force on the conditions of work of fishermen on distant water vessels and Mauritius was chosen to host a seminar to look into the need of seafarers. This seminar took place in Mauritius from the 31st August to the 5th September 1992. The conclusion of the seminar was the setting up of a task force with a coordinator to look into the situation of the distant water vessels.

The approval of the ICSF animation team was sought and obtained (1 to 4 June 1993). The task force was given two years to investigate into specific matters, the coordinator working in direct link with all the

different members of the task force in their respective countries. After these two years, a report should be sent to the secretary of the ICSF in order to assess the work.

### **Terms of reference**

The Task-Force was set up on the 01.08.93 with the following references :

- communication with the members of the task force, and the collection and analysis of all legislative and related materials that pertain to recruitment, remuneration, social security and conditions of work of industrial as well as small-scale fishworkers ;
- preparation of detailed case studies on at least five countries in the light of the above ;
- documenting organisations that are concerned with the rights of fishworkers ; their structure and scope ; discussing new linkages, and strengthening existing relations with them ; and
- suggesting detailed campaign and action programmes to ICSF



## INTRODUCTION

What follows is a report made as a recipient of my work as task force co-ordinator of the ICSF. The scope of my study was to work on the conditions of work of the fishermen of different countries which I mentioned above.

My duty was to collect information from fellow members of the task force in these countries. This had to be done either by obtaining information from the members of the task force or to collect information myself, that is, I had to travel to 5 countries to see the prevailing situations. Which I could not, unfortunately, succeed in doing for various reasons.

The work that has been done is just the beginning and will be the starting point to continue the work of the ICSF to look into the situation of the fishworkers.

The status of people of the Southern part of the earth is critical as unemployment prevails especially in Madagascar. We find that the same person may be an artisanal fisherman, an industrial fisherman, a seaman-fisherman or even a merchant navy seaman. This is because most of them have in charge a family and they take whatever job is available. Even an able Seaman will do the work of a seaman fisherman if he has to.

During the course of this study I have met many difficulties and to enumerate them all will be exhaustive but nevertheless I have to point out some points which I think have been the most difficult to encounter.

1. The information that was needed by other members of the task force was not made available by some.
2. I was unaware that my travelling expenses made for the C.N.P.S.

Congress and my participation to the ICSF Conference in Cebu were to be deducted from my travelling expenses given for my work as co-ordinator and that in was in the course of my study.

3. In some countries, the maritime and fishing laws have just been revised and it was of no use to send a report which will have to be updated in a few months time.

4. The money for communication was not sufficient and I had to pay for postage, fax, overseas call from my personal money.

I have laid emphasis on these five countries: Madagascar, Seychelles, Reunion, Mauritius and South Africa. Taiwan, the Philippines and other countries like Mozambique or Comoro Islands were also of a great interest.

My sincere thanks go to the SEKRIMA, FECMAMA, FECPAMA who have helped me in gathering a maximum of information during my various stays in Madagascar. Meetings, and a number of interviews, were arranged with different fishing communities and government officials. Thanks too to my friends of the Seychelles, Philippines, Reunion and Taiwan who did their best to send documents which helped a great deal.

I would also like to thank the officials of different embassies and consulates who have lent me reports and documents on fishing but most of all my thanks go to the fishermen themselves and their families of all nationalities who have replied to my letters. Most of them do not know what the content of this report will be exactly, but it is because of them that the ICSF and its task forces exist.

This report has been written in the hope that it might lead to a better understanding and respect of the plight, hope and conditions of living of



fisherfolks.

To all of you who have made this report possible, I wish to reiterate my deepest thanks.

# ICSF Report

## Seychelles

i) PRESENTING THE FISHING INDUSTRY IN SEYCHELLES

ii) CONTRAT DE PRESTATION DE SERVICE DES MARINS  
PECHEURS SEYCHELLOIS EMBARQUES SUR LES THONIERS  
SENNEURS CONGELATEURS ETRANGERS



## Presenting the fishing industry in Seychelles

*a more detailed background report*

The following information was made available, through different demands with members of NGOs and local authorities in Seychelles.

### Impression of the fishing industry and the fishermen's conditions.

There is quite a number of progress that has been realised within the past few years at different levels of the fishing industry such as :

- License Fees
- Three new fishing vessels financed by the African Development Bank
- Improvement and development of the statistics package for collecting, checking, processing the industrial tuna data (catch, effort, size, species and composition)
- Oceanography that collect meteorological data as well as sea surface such as temperature, salinity, current information collected by commercial and fishing boats.
- Fish behaviour whereby a sonic tracking cruise was computed with R/V Etelis around Amirantes Island plus a fish inspection laboratory in operation.

Throughout the course of 1993/1994, the Seychelles Fishing Authority has been involved in implementing various projects aimed at improving the efficiency of both Domestic and Industrial facilities and services in the fishing port.

These projects include :

- Repair of the old Tuna Quay
- Assisting in carrying out the study on the reparation of the Master Plan for the development of Port Victoria.
- Conversion of the fishermen's building to provide more recreational activities etc...

The Seychelles Fishing Industry is developing quite fast, with the use of New Technology in the Port, on the boat and in the factory, but there is a big decrease on the fish catch volume and on the number of foreign ships operating in Seychelles.

There is a big increase of youth and adults involved in the Fishing Industry especially those fishermen working on Whaler, Schooner, Outboard and Dropline Fishing Vessels than the European Economic Community (EEC) Fishing Vessel.

Economically, the Fishing Industry has not benefitted the People of Seychelles since its creation due to the following reasons :

- The Fishing Vessels do not bring big catch volumes of fish to the Industry (Tuna).
- Most fish is exported to Europe, America and Asia than used for local consumption
- The Government has no effective control on illegal fishing in the Seychelles Economic Exclusive Zone
- Most of the Foreign Tuna Fishing Vessels employ more foreign Nationals than local ones
- Scarcity of tuna fish in the region
- High cost of living in Seychelles plus the high Port tax imposed on the foreign fishing vessel which forces them to use other cheaper port facilities in the region, such as Mombasa and Madagascar, etc...
- Unclear policy and lack of experienced persons with the Know How to help in the development of the Fishing Industry in Seychelles.

### **Impression of the fishermen's conditions**

There are no fixed conditions for fishermen working on Pirogue, Whaler, Schooner, Harpoon or on foot and even for those working on Outboard Fishing Boats. Normally, they are paid One Third or Two Thirds of the sale of the catch by the Boat Owner. These categories of workers face a lot of difficulties in their daily life.

- They normally live in an unhealthy environment and conditions, some are semi-illiterate, they misuse their income on alcohol, drug and women
- They face a lot of social problems such as housing, alcohol, have too many children, debts, loan repayments and they do not really think about the future
- They are unorganised, have no association, Trade Union to defend their rights causes and to present their grievances forward

On board their fishing vessel, they face the following realities and live in the following conditions : no shelter against rain, heavy and strong wind, hot sun and have no means for relaxing and for sleeping, especially those who go Konzele or 8 days fishing.

- There is a big lack of communication facilities on board such as radio signals, Flare, etc...
- Boat owners get more share and profit than fishermen though the latter also contribute in various expenses such as food, fuel, ice, hooks and lines etc...
- Scarcity of fish along the coast, so fishermen have to sail a long distance in order to get good fish, all this is due to Reclamation of the Land, Bad Fishing methods exercised by big boats, that not only destroy the fish but also the Coral Reef and other under water Natural



## Resources and its environment

Whereas fishermen themselves, greed and selfishness often reigns amongst them. There is a big lack of solidarity and Unity amongst themselves.

### **Latest statistic on the number of fishermen.**

There are 1 200 fulltime Fishermen. Majority of them work on Outboard fishing Vessels and Whaler etc...

### **Social aid that Seychelles provides in the event of :**

#### **(i) death of a fisherman whether normal or accidental**

Funeral Benefits by paying the coffin

#### **(ii) Lost at sea**

Search for the body by the Government Patrol boat, Helicopter etc..  
Social assistance given to children that are under the age of 18, including financial assistance

#### **(iii) Injury**

Benefit from the Social Security Fund in the form of allowances and receive Free Medical Treatment

*adequate/  
inadequate*

### **Is there an old age pension specially for seamen and fishermen ?**

No. They are covered by the Social Security Fund which caters for Old Age People, Handicap, Disabled persons etc... Every person who has reached the aged of 63 years old is entitled to benefit from the Social Security Fund.

### **What kind of social aid is there for the family of an injured/lost fisherman ?**

- Dependent Benefit that cover children under the age of 15 and those undergoing fulltime education and are living in Seychelles.
- Pension scheme if they and their employer contribute towards it.
- Supplementary Benefit payable to persons\* in need of financial assistance.

All Seychellois workers that contribute to the Social Security Fund benefit from those above mentioned funds.

### **Is it possible to set up a provident fund association ?**

Yes.

### **Describe the different kinds of fishing practice in your country.**

Trap Fisheries (Net) ; Beach Seine ; Long Liner ; Drop Line ; Whaler Static Trap ; Tuna Purse Seine ; Line and Hook



## Could you elaborate on the laws (if any) and conditions of work relating to the fishing community in the Seychelles ?

Seamen/Fishermen on board the Tuna Fishing Vessels :

A document such as the "Contrat de Pretation des Services des Marins-Pêcheurs Seychellois Embarqués sur les Tonniers Senneurs Congélateurs Étrangers" will give an idea. (see below)

As far as other fishermen are concerned, they normally work with local boat owners, in partnership and their working conditions vary. Some fishermen are paid Two Thirds of the catch made, others One Third, depending on the agreement made between the two parties (Fishermen and Boat Owners). Some pay Social Security Fund and others do not pay even the Law requires them to do so.

### **Suggestion(s) on the improvement to be made for the fisherman and fisher's community and families.**

- Creation of a Fishermen's association
- Re-educate the Fishermen on their rights, duties and responsibilities in the society
- Organise Formation Events on Social and Economic aspects. influencing the daily life of the Fishermen and their Families
- Make them understand the value of Gospel in their everyday life and the importance of respecting and implementing their commitment in their society and in their families
- Look for the means to create a real Recreational and Educational center for Fishermen and Seamen

### **Comments**

- a) Economically, the Indian Ocean is developing into a Fishing Industrial Zone whereby a lot of foreign Fishing Vessels are fishing in the Indian Ocean and exploiting the resources, destroying and not respecting the sedentary species of the ocean.
- b) It is only France and Spain that employ local seamen on their Fishing Vessels while others just exploit the region riches.
- c) Working conditions of the region Seamen and fishermen vary from country to country. Yet the Seamen share the same agony at sea such as unhygienic canteens, breach of contracts, work for long hours, Saturday and Sunday work are not paid as stipulated in the International Seamen Convention Document. Furthermore, many have not received any training or formation before being recruited or while in the service. There is segregation, lots of difference in wages, lack of means of formation and information and the majority of the region Seamen are not fully insured by the company in case of injuries.

fisherfolks.

To all of you who have made this report possible, I wish to reiterate my deepest thanks.

**CONTRAT DE PRESTATION DE SERVICE DES MARINS PECHEURS  
SEYCHELLOIS EMBARQUES SUR LES THONIERSENNEURS  
CONGELATEURS ETRANGERS**

Entre les soussignés :

Monsieur  
représentant l'armement du thonier  
d'une part,  
et Monsieur  
détenteur du fascicule de marin pêcheur seychellois, travailleur  
indépendant numéro  
d'autre part,

il est convenu et arrêté ce qui suit :

**ARTICLE 1 - NATURE DE LA PRESTATION DE SERVICE**

La prestation de service du pêcheur consiste à embarquer sur le thonier pour y assurer les fonctions de : pêcheur-matelot / pêcheur-graisseur

**ARTICLE 2 - DUREE DE L'EMBARQUEMENT DU PECHEUR**

L'embarquement du pêcheur est fait pour une marée, c'est-à-dire pour la période de temps s'écoulant entre le dernier jour d'un déchargement et le dernier jour du déchargement suivant.

**ARTICLE 3 - HONORAIRES JOURNALIERS FIXES**

Pour chaque jour d'embarquement, l'armateur versera au pêcheur des honoraires fixes de : 75 roupies seychelloises pour le pêcheur graisseur

**ARTICLE 4 - HONORAIRES PROPORTIONNELS**

Le pêcheur recevra une prime de 3,5 roupies par tonne de thon débarquée. Le montant de cette prime sera versé à la fin de chaque marée après déchargement de la pêche et dans un délai de 2 jours ouvrables. Dans le cas où la pêche ne serait pas débarquée en totalité, le poids restant à bord sera fixé par estimation.

**ARTICLE 5 - ASSURANCE COMPLEMENTAIRE**

L'armateur souscrira et prendra à sa charge une assurance complémentaire couvrant les maladies et accidents qui pourraient survenir au pêcheur pendant la durée de son embarquement et pour une cause liée au service du thonier.



En cas de décès du pêcheur des suites d'un accident ou d'une maladie survenus au service du thonier, en période d'embarquement, l'indemnité qui sera servie à ses ayants-droits sera égale à 1080 fois les horaires journaliers fixes figurant au présent contrat.

En cas d'immobilisation de plus de 7 jours consécutive à un accident ou une maladie survenus au service du navire en période d'embarquement, l'armement versera au pêcheur ses honoraires journaliers fixes. Les frais hospitaliers, médicaux et pharmaceutiques nécessités par son traitement et qui ne seraient pas couverts par la santé publique seront pris en charge par l'armateur pour une durée maximale de 7 jours.

A partir du 8ème jour suivant la survenance de l'accident ou de la déclaration de la maladie contractés au service du thonier en période d'embarquement, le pêcheur cesse d'être à la charge de l'armateur et ne peut prétendre à aucune indemnité, horaire, compensation, remboursement ou prise en charge de quelque nature que ce soit.

#### ARTICLE 6 - VOYAGES

Quand le thonier achève sa marée dans un port non Seychellois et que le pêcheur est débarqué par l'armement, les frais de rapatriement du pêcheur sont à la charge de l'armateur.

#### ARTICLE 7 - VIVRES - NOURRITURE

Le pêcheur est nourri aux frais de l'armateur pendant toute la durée de son embarquement, sur les mêmes bases que le restant de l'équipage, à l'exclusion des boissons alcoolisées. Le patron, seul, pourra autoriser la consommation de boissons alcoolisées.

Les dépenses communément appelées "exportation" (tabacs, alcools) seront à la charge du pêcheur qui les règlera lui-même. Il ne sera fait aucune avance d'argent par l'armateur.

#### ARTICLE 8 - OBLIGATION DU PECHEUR

Le Capitaine ayant la direction de la navigation et de la pêche, le pêcheur s'engage à suivre le navire dans toutes ses destinations, pour la pêche, le ravitaillement, la vente ou l'entretien, sans prétendre à une indemnité particulière.

#### ARTICLE 9 - DENONCIATION DU PRESENT CONTRAT

Il peut être mis fin au présent contrat à la fin de chaque marée, sans préavis, tant par le pêcheur que par l'armateur.

La dénonciation de la présente convention ne peut donner droit à indemnité de part ou d'autre.

Un manquement à l'appareillage est considéré comme une dénonciation du contrat du fait du pêcheur. Cette dénonciation prend effet immédiatement.

Si le manquement à l'appareillage est dû à une visite du pêcheur à l'hôpital autorisée par le Capitaine, le présent contrat est suspendu jusqu'à la fin de la marée en cours et le pêcheur aura priorité pour embarquer sur le thonier concerné dans la limite des places disponibles.

Si à l'issue de la visite à l'hôpital le pêcheur est reconnu malade ou blessé, il peut prétendre aux dispositions figurant à l'article 5 dans la limite du nombre de jours d'arrêt maladie ordonné par le médecin et, au maximum, dans la limite de 7 jours suivant la date de la dite visite.

La constatation par le Capitaine d'un cas d'ivresse du pêcheur à bord est considéré comme une faute lourde et est une cause de rupture du présent contrat du fait du pêcheur entraînant son débarquement à la prochaine escale.

#### ARTICLE 10 - REGLEMENT DES LITIGES

Les litiges pouvant survenir entre le pêcheur et l'armateur seront réglés par une commission mixte composée:

- du Directeur Général de la Seychelles Fishing Authority ou de son représentant,
- de l'armateur ou de son représentant dûment mandaté,
- du pêcheur ou de son représentant dûment mandaté,

#### ARTICLE 11 - DATES D'EFFET DU PRESENT CONTRAT TACITE RECONDUCTION DE MAREE EN MAREE

- Le présent contrat entre en vigueur le jour de l'embarquement du pêcheur et prend fin au jour de son débarquement aux Seychelles.
- Il se renouvelle par tacite reconduction de marée en marée tant qu'il n'est pas renoncé par le pêcheur ou l'armateur.
- La dénonciation du présent contrat d'écrire à l'article 9 doit être notifiée par la partie qui en prend l'initiative à l'autre partie, par écrit sur papier libre.

#### ARTICLE 12 - VISA ET ENREGISTREMENT

Le présent contrat et son éventuelle dénonciation écrite sont transmis dès signature à la Seychelles Fishing Authority des Seychelles qui y appose son visa, l'enregistre et en délivre immédiatement une copie certifiée conforme à chacune des parties.



## ARTICLE 13 - AUTRES DISPOSITIONS ADMINISTRATIVES

Le représentant de l'armateur doit s'assurer, avant la signature du présent contrat, que le pêcheur est en possession d'un livret maritime seychellois en cours de validité et à jour.

Au jour du débarquement du pêcheur, le représentant de l'armateur doit inscrire dans la case du livret maritime prévue à cet effet la cause du débarquement qui peut être:

- dénonciation du fait du pêcheur

- dénonciation du fait de l'armateur

Si la dénonciation est consécutive à une faute, le représentant de l'armateur établit un court rapport qu'il adresse à la S.P.A. en même temps que la notification de la dénonciation.

Au moment du débarquement, le représentant de l'armateur remet au pêcheur un bon indiquant le tonnage décharger à l'issue de la marée effectuée par le pêcheur.

Il est interdit, sauf dérogation expresse de l'armateur, de remettre au pêcheur des avances en espèce ou en nature.

La personne qui contreviendrait à cette règle sera tenue personnellement responsable de ces avances.

Fait à Port-Victoria  
Ile de MAHE  
SEYCHELLES

le

le pêcheur (1) -

l'armateur (2)

le témoin (3)

(1) Nom - Prénom  
Mention manuscrite "lu et approuvé"  
Signature

(2) Nom - Prénom  
Mention manuscrite "lu et approuvé"  
Signature et cachet

(3) Nom - Prénom - qualité  
Mention manuscrite : "Vu"  
Signature et cachet



# ICSF Report

Introduction

L'une superficie de 587 041 kilomètres carrés, Madagascar est la deuxième île du monde, après le Groenland, la Nouvelle-Guinée et Bornéo. Elle est séparée du continent africain "Africain du Sud, Mozambique et Tanzanie" par le canal de Mozambique, large de 400 kilomètres au Nord-Ouest ; les Seychelles sont à 1200 kilomètres au Nord-Est, la Réunion à 500 kilomètres et Maurice à 800 kilomètres à l'Est. L'île est un vaste territoire étiré en longueur et caractérisé à la fois par une topographie accidentée et une gamme de climats allant du tropical au tempéré. L'île se divise en 4 régions différentes : la bande côtière de l'est, grande et humide (forêts denses, production de café, à 300 kilomètres vers l'Ouest, l'altitude est plus douce (production légumière des pays tempérés ; température est plus douce (production légumière des pays tempérés ; industrie textile, Zone Franche) ; au Nord-Ouest, pays de la savane, zone de parcours de zébus ; et le sud, semi-désertique, région des légumes secs où on voit surgir depuis peu les pierres précieuses (journale, or, asphir...)

## Madagascar

Ancienne colonie française de 1898 à 1960, date à laquelle elle a accédé à son indépendance, Madagascar, malgré les cultures très variées de multiples groupes ethniques et des coutumes changeant d'une région à une autre, a un peuple qui conserve toujours son identité nationale favorisée par l'insularité du pays sans frontières linguistiques. Ce qui le différencie des pays d'Afrique. Les Malgaches sont renommés par leur gentillesse, leur hospitalité, leur vivacité.

### **i) LE MONDE HALIEUTIQUE MALGACHE : SES ATOUTS ET SES FAIBLESSES**

Cependant, malgré l'existence des richesses humaines et naturelles considérables, le pays, d'une réputation à une autre, plonge de plus en plus dans une situation économique désastreuse.

### **ii) TÉMOIGNAGE D'UN MARIN EMBARQUE A BORD D'UN THONIER SENNEUR**

économique s'aggrave, atteignant déjà le niveau de la crise à une pour plus de 98% de la population totale. Depuis 1991, grâce à une action non-violente, Madagascar a pu instaurer un régime prônant la libération et la privatisation. Cependant, depuis prises sub-sahariennes, françaises et malgaches travaillent côte à côte avec des banques de l'état (institution de la Zone Franche, notamment de la monnaie malgache...)

# LE MONDE HALIEUTIQUE MALGACHE : SES ATOUTS ET SES FAIBLESSES

## Introduction

D'une superficie de 587 041 kilomètres carrés, Madagascar est la quatrième île du monde, après le Groënland, la Nouvelle-Guinée et Bornéo. Elle est séparée du continent africain "Afrique du Sud, Mozambique et Tanzanie" par le canal de Mozambique, large de 400 kilomètres au Nord-Ouest ; les Seychelles sont à 1200 kilomètres au Nord-Est, la Réunion à 500 kilomètres et Maurice à 800 kilomètres à l'Est. Etant un vaste territoire étiré en longueur et caractérisé à la fois par une topographie accidentée et une gamme de climats allant du tropical au tempéré, l'île se divise en 4 régions différentes : la bande côtière de l'Est, chaude et humide (forêts denses, production de café, vanille, girofle, fruits exotiques) ; à 300 kilomètres vers l'Ouest, l'altitude s'élance jusqu'à 1 800 m : c'est la région des Hauts-Plateaux où la température est plus douce (production légumière des pays tempérés, industrie textile, Zone Franche) ; au Nord-Ouest, pays de la savane, zone de parcours de zébus ; et le sud, semi-désertique, région des légumes secs où on voit surgir depuis peu les pierres précieuses (tourmaline, or, saphir...).

Ancienne colonie française de 1896 à 1960, date à laquelle elle a accédé à son indépendance, Madagascar, malgré les cultures très variées de multiples groupes ethniques et des coutumes changeant d'une région à une autre, a un peuple qui conserve toujours son identité nationale favorisée par l'état insulaire du pays sans barrière linguistique. Ce qui le différencie des pays d'Afrique. Les Malgaches sont renommés par leur gentillesse, leur hospitalité, leur vivacité intellectuelle et leur habileté à tout travail. Très courageux, le peuple malgache applique actuellement des solutions de survie.

Cependant, malgré l'existence des richesses humaines et naturelles considérables, le pays, d'une république à une autre, plonge de plus en plus dans la pauvreté et à l'heure actuelle, la situation socio-économique s'aggrave, atteignant déjà le niveau de la misère chronique pour plus de 95% de la population totale. Depuis 1991, grâce à une action non-violente, Madagascar a pu instaurer un régime prônant la libéralisation et la privatisation : banques privées sud-africaines, françaises et mauriciennes travaillent coude à coude avec des banques de l'Etat (institution de la Zone Franche, flottement de la monnaie malgache...).



La pêche représente une activité importante pour Madagascar avec ses 5 000 kilomètres de côtes : pêche industrielle au Nord et à l'ouest, pêche artisanale et traditionnelle sur l'ensemble.

L'île se trouvait, avant le percement du canal de Suez, sur la route des vaisseaux de la Compagnie des Indes, ce qui attirait flibustiers et pirates. De par son isolement, Madagascar est devenu un laboratoire, un creuset où se sont fondus l'Afrique et l'Asie, et où une faune et une flore originales se sont développées (lémuriens, papillons, baobabs...).

## **1 Le secteur Halieutique Malgache**

### **1.1 Généralités sur le secteur halieutique**

Madagascar, avec ses 5.000 Kms de côtes, possède 1 million de Kms<sup>2</sup> de Zone Economique Exclusive (ZEE) qui dispose de fortes potentialités halieutiques maritimes. Egalement, de gigantesques plans d'eau continentaux tels que le Lac Alaotra, Lac Kinkony et bien d'autres de superficie moindre dispersés dans toute l'île, renforcent les ressources potentielles.

Avec 3.000 Kms<sup>2</sup> de mangroves et 50 000 Ha de salines, la grande île dispose aussi de possibilité de développer la crevetticulture pouvant donner au moins 80 000 T par an.

Donc, sur la base des connaissances actuelles, le potentiel en pêche et en aquaculture du pays est évalué à 450 000 T environ. La quantité exploitable est estimée à 300 000 T, étant donné que seulement la moitié des stocks en petits pélagiques et en poisson démersaux peut faire l'objet d'une exploitation rentable.

D'une façon générale, le milieu halieutique malgache a connu un grand essor durant les trois décennies de l'indépendance, passant 26 000 T en 1960 à 104 000 T en 1990, c'est à dire quatre fois plus en trente ans.

### **1.2 Pêche traditionnelle et artisanale**

La pêche traditionnelle, telle que l'a définie l'Administration des Pêches, est celle réalisée par des pêcheurs individuellement ou en association, utilisant différents types d'embarcations non motorisées (pirogues à pagaies et à voiles) ou pratiquant la pêche à pied avec un rayon d'action très limité. Les techniques de pêche sont très variées :

- la pêche avec des filets divers,
- la pêche à la palangrote,
- la pêche aux casiers,
- la pêche aux tulles moustiquaires,



- récolte à main nue,
- harponnage avec ou sans plongée en apnée.

La pêche artisanale se caractérise par l'emploi de petites embarcations propulsées par des moteurs in- ou hors-bord, destinées à opérer dans la majorité des cas dans les petits fonds, le long de la côte, avec une autonomie en mer dépassant rarement une semaine. Selon la définition de l'Administration Halieutique Malgache, ces embarcations se trouvent en général équipées de moteurs dont la puissance motrice n'exerce pas 25 cv.

D'après les derniers chiffres, l'effectif des pêcheurs atteint 43 050 dont 540 sont proprement dit artisanaux et 42 600 traditionnels. La production de la pêche traditionnelle a beaucoup progressé ces derniers temps atteignant actuellement 85 000 T. Cela est dû à une augmentation d'effectifs de la pêche traditionnelle et non à l'augmentation du rendement per capita. En effet, le sous-secteur "pêche traditionnelle" a absorbé une forte proportion du chômage dû à la compression de personnel et des jeunes qui ont abandonné l'école, sans parler des enfants des pêcheurs qui sont automatiquement devenus pêcheurs, car la pêche reste une activité immédiatement rémunératrice.

La production halieutique proprement dite artisanale reste infirme, sachant que son effectif et son développement sont encore minimes et ne commencent qu'à prendre son élan.

## **2 La Pêche Industrielle et Les Différents Accords Internationaux de Pêche**

La pêche industrielle reste strictement crevettière et tonnière à Madagascar. La plupart des chalutiers qui opèrent dans la Zone Economique Exclusive (ZEE) sont étrangers et ont apparus à Madagascar depuis 1968 par des grandes firmes, à savoir les plus importantes : SOMAPECHE, SOPEBO, REFRIGEPECHE, PECHERIE DE NOSY-BE ; des compagnies multinationales françaises, japonaises, etc... Les Sociétés Nationales n'ont fait qu'opérer durant le second mandat de la 2ème République avec le groupe KALETA, la PECHEXPORT, le MELAKY et bien d'autres...

Vers la fin de l'année 1992, des conflits entre armateurs nationaux et l'Administration Halieutique se sont déclenchés à cause d'une mesure prise par l'Etat, sur la suspension de licences et d'autorisations de pêche à l'encontre de certains réclacitrants, en égard la surexploitation crevettière constatée durant la campagne 1992. Et c'est la raison pour

laquelle les armateurs nationaux, en particulier les plus ciblés, ont créé l'UPAM (Union de Pêcheurs Armateurs de Madagascar), au mois d'avril 1993, pour former un groupe de pression contre l'Administration Halieutique et cette mesure de suspension.

Parlant des accords de pêche avec la CEE, les îles de l'Océan Indien comme Madagascar, Maurice, Seychelles, Réunion et Comores, se sont regroupées en une Association Thonière au niveau de la Commission de l'Océan Indien (COI) intergouvernementale.

Le premier accord entre Madagascar et la CEE est un contrat de 3 ans couvrant la période Mai 1989 à Mai 1992. La mission du Ministre des Ressources Halieutiques à la fin du mois de Mai 1992 à Bruxelles a rendu effective la prorogation de l'accord jusqu'en Mai 1995, sans amendement aucun, l'objectif étant d'améliorer les profits par le biais de l'exploitation du thon.

42 (senneurs et 16 palangriers) thoniers de la CEE pêchent sous licence dans la Zone Economique Exclusive de la Grande Ile. La licence est délivrée aux armateurs contre le paiement d'une avance non remboursable de 1 000 écus par thonier par an. Au-delà d'une capture de 50 T, ces armateurs doivent payer 20 écus par T.

De plus, la CEE offre à Madagascar 60 000 écus de compensation pour une capture inférieure ou égale à 12 000 T. Au-delà de cette quantité, elle paie 50 écus/T supplémentaires. La CEE prend également part au financement d'un programme scientifique destiné à améliorer les connaissances des espèces hautement migratoires, dont le thon. Dans le cadre du nouvel accord, Madagascar a bénéficié d'une enveloppe de 3 935 000 écus, et de l'implantation d'un complexe thonier à Antsiranana (Diego Suarez). Il s'agit de la PFOI (Pêche et Froid de l'Océan Indien), une usine de conserverie de thons d'une capacité de 50 000 T par an, mais qui ne fonctionne actuellement qu'au 20ème de cette capacité.

### **3 Règlementation et Contrôle des Pêches**

Il existe actuellement à Madagascar près de deux cents textes en vigueur règlementant les activités de la pêche et de l'aquaculture. Il faut rappeler aussi que Madagascar a adhéré aux conventions de Genève du 29 Avril 1958 sur le Droit de la Mer (mer territoriale et zone contigüe, haute mer, plateau continental) ainsi qu'au protocole concernant le règlement obligatoire des différends (Arrêté No 505 du 18 février 1963).

Egalement, le pays est signataire de la convention des Nations Unies sur le droit de la mer du 10 décembre 1982 (ordonnance No 85 du 26



septembre 1985 fixant des zones maritimes). Dans la ZEE, Madagascar pourrait exercer les droits souverains et exclusifs sur l'exploitation ou l'exploration d'autres éléments comme l'eau, les courants et les vents, et sur la juridiction des engins d'exploitation, sur la recherche scientifique et la lutte contre les nuisances.

Donc les textes généraux réfèrent aux trois points suivants : réglementation de la pêche dont définition, rémunération des réglementations en vigueur ; zones de pêche réservées dans les eaux territoriales ; établissement de pêches formé sur le domaine public.

Quant aux textes particuliers, on peut citer :

(a) Pour la pêche et l'aquaculture :

- Règlementation de la pêche aux holothuries et de la récolte des algues et autres herbes marines,
- Façon de mesurer les maillages des filets, en instaurant la mesure de la maille étiré dans le sens de la longueur du filet au moyen d'une jauge de 2mm d'épaisseur,
- Répartition des autorisations de chalutage dans les zones protégées,
- Régime de la chasse, de la pêche et de la protection de la faune,
- Règlementations de certaines modalités de la pêche dans les eaux continentales,
- Précision de nouvelles dispositions concernant l'exploitaiton des langoustes, des crabes, des holothuries, des algues et des crevettes.

(b) Pour la collecte et la commercialisation

- Obligation de déclaration d'existence, obligation d'inscription au registre du commerce, acquittements, etc
- Règlementation de la commercialisation des conserves, des conditions de conservaiton et de contrôle de salubrité,
- Interdiction de transport, de la mise en vente et de la consommation de poissons dans certaines provinces pendant une période fixée,
- Contrôle de la salubrité et des conditions de conservation des produits de la mer d'origine animale destinés à la consommation.



#### **4 Politique de l'Administration Halieutique Malgache Pour Le Développement de La Pêche et de l'Aquaculture**

a) La politique de l'Etat sur le secteur de la pêche et de l'aquaculture à Madagascar a pour principaux objectifs à moyen et à long terme :

- La contribution à l'accroissement des rentrées de devises pour le pays,
- L'élévation du niveau de vie des pêcheurs et des aquaculteurs,
- La création d'emplois (pêcheurs, armateurs, dockers, mareyeurs, main d'oeuvre pour la transformation et la conservation de produits transporteurs, etc...)

##### **4.1 Accroissement de la production destinée au marché local**

- promotion de la pêche traditionnelle maritime, amélioration des moyens de travail et du niveau de vie des pêcheurs,
- participation plus importante de la pêche artisanale et industrielle dans le ravitaillement du marché intérieur,
- développement de la pisciculture.

##### **4.2 Diversification et développement des produits marins d'exportation**

- augmentation des captures de crustacés et autres produits marins .
- promotion de l'aquaculture des crevettes marines.

##### **4.3 Renforcement et amélioration de la gestion du secteur**

- meilleure intégration de l'exploitation thonière dans l'économie nationale
- aménagement des pêcheries et de conservation des stocks,
- amélioration de l'intervention de l'administration sur le suivi et l'adaptation du plan sectoriel au niveau central et décentralisé, sur le régime fiscal et juridique, sur le système statistique, contrôle de qualité
- support aux institutions concernées par le développement des pêches telles que l'étude et aménagement des zones portuaires réservées à la pêche, élaboration d'un plan de recherche appliquées pour la pêche et l'aquaculture, adaptation de la formation halieutique aux besoins du secteur et mise en place d'un centre de formation professionnelle halieutique et aquacole.

## **5 Pêche et Environnement**

### **5.1 Rejets excessifs de poissons d'accompagnement**

Le problème de rejets de poissons d'accompagnement par les crevettiers, surtout en période de début de la campagne, persiste jusqu'à l'heure actuelle. En effet, d'après les chiffres officiels qui, sont d'ailleurs loin de la réalité, 24 000 T de poissons de rebut sont rejetés annuellement à la mer, sauvagement détruits, n'apportant aucun profit à la population, mais surtout polluant l'atmosphère des zones côtières.

Depuis l'arrivée des bateaux crevettiers à Madagascar vers 1968, la capture annuelle des pêcheurs artisans a diminuée en vitesse.

### **5.2 Affaire requin de Manakara : une intoxication obscure**

Concernant l'intoxication alimentaire causée par un requin à Manakara et faisant un dégât catastrophique d'un bilan de plusieurs victimes, les derniers résultats de l'analyse donne deux toxines, soit disant encore inconnues dans le monde jusqu'à présent. Ce qui tend à confirmer le souci de beaucoup de gens sur une "intoxication artificielle". Si c'est ainsi, c'est une véritable agression ou une trahison à la nation et à son environnement. En particulier, c'est également une menace sérieuse à la pêche artisanale malgache qui a endossé tout le mal conséquent de cette tragédie.

### **5.3 Echouage du bateau Wellborn à Fort-Dauphin**

Le gouvernement malgache a suspendu toutes les activités de pêche dans le port de Fort Dauphin, à la suite de la destruction du navire Wellborn transport de milliers de tonnes de manganèse.

Au début, l'Administration maritime pensait qu'il appartenait aux propriétaires d'agir. Quand le manganèse commençait à s'échapper du bateau, il fallait prendre des mesures, alors que l'équipe de Wellborn avait déjà quitté le territoire malgache avec l'accord des autorités.

Par ailleurs, les habitants de Fort-Dauphin se désolent de la mauvaise image qu'apporte ce naufrage à cette ville dotée d'un potentiel touristique et halieutique dont les rumeurs font état de plage polluée. Encore une fois de plus, les pêcheurs artisans ont subi des sacrifices malheureuses par les erreurs des autres...

### **5.4 Fermeture des pêches crevettières traditionnelles et artisanales**

Suite à une surexploitation crevettière constatée durant la campagne 1992 et sur demande des armateurs industriels, la fermeture s'étend



jusqu'à la pêche crevette traditionnelle et artisanale, décision prise par l'Administration Halieutique décrétée pour la première fois à l'encontre des pêcheurs artisans à Madagascar. Pourtant, la pêche crevette est l'activité la plus rentable pour la survie des pêcheurs artisans et surtout durant la période de forte soudure du mois de Novembre au mois de Février, période qui coïncide avec cette fermeture de pêche.

Des manifestations contre cette mesure administrative ont eu lieu dans plusieurs régions côtières de l'île en particulier à Mahajanga et à Morondava où une grève de contestation durait presque une semaine.

### **5.5 Destruction des récifs sous-marins et exploitations illicites des espèces marines protégées**

Une grande partie de la zone maritime malgache est très riche en récifs coralliens qui logent des espèces valeureuses telles que les céphalopodes et d'autres poissons très recherchés. Cependant, certains pêcheurs, surtout ceux qui font des plongées sous-marines, écrasent ces récifs pour déloger les poissons pour pouvoir les capturer par des filets. Cette pratique est très utilisée dans le canal de Sainte-Marie.

Certains pêcheurs de la côte Est est la plus réputée en ressources langoustières. Pourtant, la campagne de pêche, qui s'étend à partir du mois d'Avril jusqu'au mois de Novembre, ne laisse pas aux pêcheurs artisans d'exploiter aisément cette espèce de haute valeur marchande à cause des conditions climatiques de cette région côtière. Par conséquent, les pêcheurs, n'ayant pas les moyens et la technologie appropriés pour un rendement satisfaisant durant les deux mois de bonne saison, sont toujours tentés d'exploiter les langoustes durant la période de fermeture pour la survie de leur famille, vu la valeur marchande du produit et les difficultés socio-économiques de l'heure. Bien entendu, les pêcheurs artisans n'ont pas les embarcations appropriées aux conditions de sécurité durant la période d'avaries climatiques créées par le vent du Sud.

### **5.7 Utilisation intensive de bois de mangroves pour le fumage des poissons**

Beaucoup de forêts de mangroves (palétuviers) sont déboisées par surtout les pêcheurs artisans pour le fumage des poissons en plus de ce que les charbonniers exploitent pour leur petites entreprises. Les charpentiers utilisent également ce bois pour la construction et surtout pour les clôtures dans la région Nord-Ouest du pays.



Donc, l'exploitation des bois de mangroves est un langage courant sur les côtes estuariennes de cette région du Nord-Ouest de Mahajanga au Sud jusqu'à Maromandia au Nord, car le fumage de poissons avec ce bois donne une meilleure qualité de produits. Il y a également le manque de moyens de conservation adéquats (équipements de froid), de technologie de transformation, d'infrastructure d'évaluation des produits et l'isolement des zones de pêches.

Il faut reconnaître l'importance des mangroves dans la survie des pêcheurs mais il ne faut pas oublier l'action des mangroves dans le cycle biologique des espèces marines particulièrement des crustacés de haute valeur marchande (crabes et crevettes), et d'anti-érosion marine. A Majunga ville, les pêcheurs utilisent les fibres de coco faute de bois de fumage, mais la qualité du produit transformé est très médiocre, compromettant sa commercialisation.

### **5.8 Construction des pirogues en bois**

Les bois de construction des pirogues se font de plus en plus rares à Madagascar ces derniers temps et l'Administration forestière devient de plus en plus stricte dans l'octroi des permis de coupe et dans la poursuite des constructions illicites des pirogues. Or les pirogues faites avec d'autres matières telles que fibres de verre, polystyrene ne sont pas à la portée des bourses des pêcheurs artisans qui n'ont jamais eu l'accès au crédit.

Donc, une politique d'assistance aux pêcheurs artisans en matière d'embarcations appropriées doit être mise en oeuvre et renforcée pour éviter la destruction de la flore dans la construction des pirogues en bois et pour l'amélioration des conditions de travail des pêcheurs artisans.

### **5.9 Rejets d'eau résiduaire en mer**

Les villes côtières malgaches refettent généralement les eaux résiduaires en mer par l'intermédiaire des canaux émissaires dans la plupart des cas non précédés de stations d'épuration. Les choix de ces points de rejets n'ont pas fait l'objet de prévision relativement précise de la manière dont les eaux usées vont diffuser en mer, mais d'une simple considération économique. Par conséquent, les eaux marines de ces zones sont sévèrement polluées par les eaux résiduaires qui contiennent des matières nuisantes en particulier le gas oil inhibant les espèces marines et l'air à respirer.

## **6 Pillages des Ressources Dans Le Secteur Halieutique Malgache**

### **6.1 Ingérence des bateaux industriels dans la zone réservée à la pêche**

L'ingérence des bateaux industriels dans la zone réservée à la pêche artisanale commençait à gagner du terrain à partir de l'octroi des licences de pêche industrielles. C'était également à partir de ce moment que les pêcheries artisanales commencent à collecter les produits artisanaux à des prix rasant pour combler le manque de production. Avec l'ingérence des bateaux industriels, la capture crevettière des pêcheurs artisans a diminué également en vitesse, et les prises valables dans les filets dormants ont été aussi dans la plupart des cas pillés par ces bateaux à leur passage.

### **6.2 Pillages des bateaux pirates**

Ces derniers temps, la recrudescence des bateaux pirates qui pillent sans vergogne les ressources halieutiques malgaches atteint son apogée. Ce fait est causé par la faiblesse de la police côtière, d'une part, et par des combines corruptrices entre armateurs pirates et certains agents de l'Administration d'autre part.

### **6.3 Transbordements illicites des produits halieutiques en haute mer**

Une nouvelle forme de pillage pratiquée actuellement par les armateurs est le transbordement illicite de produits de grande valeur marchande en haute mer pour se dérober des obligations douanières. Ce sont les marins pêcheurs malgaches eux mêmes qui nous ont révélé ces opérations frauduleuses manoeuvrées particulièrement dans les régions de la côte Sud-Ouest et le Nord-Ouest du pays. Les bateaux collecteurs sont généralement cantonnés en dehors de la Zone Economique Exclusive.

### **6.4 Accord de pêche non équitable**

L'objectif principal de ces accords est d'améliorer à fond les profits pour les opérateurs, tandis que pour Madagascar, c'est la création d'emplois et la rentrée de devises en compensation. Dans ces accords, il n'y a pas d'équité, si on analyse profondément la valeur des ressources exploitées et exportées, en comparaison avec les rédevances en devises pour l'Etat, sans parler pour autant, de la main-d'oeuvre qui est relativement trop bon marché.



## 7 Situation Des Pêcheurs

La situation de la communauté des Pêcheurs Malgaches s'avère catastrophique.

En effet, la Communauté des pêcheurs de Madagascar qui comporte environ 45 000 familles, vivent dans 1 200 villages côtiers au moins. Cette Communauté se trouve privée des moyens les plus élémentaires de protection sociale et de sécurité, mais leur contribution à l'économie de Madagascar est très importante parce qu'ils procurent à la population des protéines animales.

La situation économique est si détériorée que le pays n'a plus d'argent pour importer ses besoins essentiels et il est primordial pour le pays de produire suffisamment de nourriture pour sa population, c'est à dire d'organiser les communautés des pêcheurs. Dans l'immédiat, il est impératif de :

- Former les pêcheurs pour qu'ils puissent adopter de nouvelles techniques de pêche afin d'augmenter leur prise
- Les assister financièrement pour l'achat des matériels (filets, hameçons, bateaux, etc...)
- Leur donner les moyens et facilités pour stocker (emmagasiner leurs produits dans des chambres froides) ainsi que des moyens de transport pour la vente de leurs produits.
- Protéger les ressources dans les zones de développement industriel.
- Donner la priorité dans les villages de pêcheurs pour la protection médicale et l'éducation.
- Instaurer une meilleure sécurité pour la famille de ces pêcheurs

### Conclusion

Il est utile de souligner que ce volet ne prétend pas pouvoir tout explorer à propos du secteur halieutique malgache. En fait, ce document dégage les points essentiels sur les pêcheurs en général sans pour autant élaborer en détails la vie, les contraintes ainsi que la situation socio-économique des Pêcheurs Malgaches.

Madagascar, île favorisée, dispose de toutes les ressources potentielles nécessaires pour faire vivre sa population dans la prospérité. Et parmi, les ressources les plus précieuses, figure la mer qui contient une biodiversité sans précédent.



Néanmoins, on pourrait dégager certains points qui les empêchent de s'épanouir :

- Ces pêcheurs sont toujours mal compris par le gouvernement.
- Ils sont les éternels oubliés des oubliés.
- Les lois qui les protègent sont inexistantes et mêmes s'il en existe, elles sont loin d'être appliquées.
- Le problème du manque de communication.
- Le problème de sécurité (métier à haut risque).
- Pas de possibilité d'accéder aux matériels nécessaires (filets, hameçons).

Dans le secteur halieutique, la pauvreté des pêcheurs artisans est due à une mauvaise répartition et des pillages de ressources, à la mauvaise gestion et au manque d'assistance au développement des pêches traditionnelles et artisanales qui constituent une population active non négligeable.

Pourtant, dans le milieu halieutique en particulier les pêcheurs artisans qui constituent la majeure partie de la population de ce secteur, ne peuvent pas profiter davantage de ces ressources naturelles qui se détériorent progressivement par diverses contraintes des activités inconscientes des hommes eux-mêmes, par une mauvaise gestion et répartition de ces richesses et par des pillages opérés sous différentes formes.

L'Administration halieutique, malgré une politique verbalement excellente mais qui reste toujours lettre morte, se sent incapable de maîtriser la gestion et la répartition équitable de ces ressources marines pour le progrès et le mieux-être de la population et moins encore des pêcheurs artisans malgaches.

Il faut former une plus forte structure de pression pour défendre les droits légitimes des pêcheurs artisans, promouvoir leurs intérêts fondamentaux et protéger l'environnement marin visant de loin le développement durable du secteur halieutique.

(La plupart des données chiffrées qui se trouvent dans ce document proviennent de la brochure "Le monde halieutique malgache et les actions menées par la FECMAMA")

## TÉMOIGNAGE D'UN MARIN EMBARQUE A BORD D'UN THONIER SENNEUR

Diego-Suarez a connu l'existence des Thoniers Senneurs à partir de l'année 1984 où l'on a vu pour la première fois un Thonier et c'était le KERSAINT DE COETNEMPREN qui était là pour une brève escale au Port, et vinrent ensuite les autres - le DRENEC par exemple qui avait à bord, solidement amarré sur le "spardec" (en haut de la passerelle) un Hélicoptère de type frelon.

Et ce n'était que deux ans après que Madagascar et la C.E.E. ont conclu un "Accord sur la Pêche Thonière" qui a permis de pouvoir embarquer des Marins Malgaches pour une première expérience de Pêche à la Senne.

Les premiers "contrats d'embarquement" furent signés en 1986 entre la compagnie consignataire représentant l'armateur de Thoniers et le marin pour la période de Six (6) mois et qui ne stipulaient que deux rubriques de Salaires uniquement : Solde de Base mensuel de 750 FF et la Prime de tonnage de 4 FF; ainsi que le mode de rapatriement à la charge de l'Armateur. Et je tiens à souligner qu'en ces temps là, ce "Contrat" a fait l'objet d'un enregistrement à une Compagnie d'Assurances qui stipulait une somme allant jusqu'à 7.000.000 FMG pour un Malgache embarqué.

Un an après, j'ai été sidéré d'apprendre par l'AUXIMAD de Diégo que notre salaire a été rabaissé à 75.000 FMG par mois et 650 FMG pour la "tonne pêchée"; chose qui déclencha une grogne !

J'ai été muté sur le MASCAROI avec mon collègue ERIC pour une première campagne dans un bateau d'expérimentation scientifique et ce pour une durée de 2 ans (1987-1989). A bord du MASCAROI, notre salaire a eu une légère hausse de 100 FF et ce grâce au Directeur de l'Association Thonière qui nous a défendu, mais la prime de tonnage restait inchangé.

Après l'expérimentation scientifique sur le MASCAROI, j'ai dû être muté de nouveau sur un autre Thonier de la même Compagnie. Et c'était la désolation car tous les Marins ont été obligés d'accepter le nouveau salaire qui, soi-disant, émanait de la Direction Générale de l'AUXIMAD à Tananarive, et que sans quoi, nous risquons tous de n'être pas embarqués.



Maintes réclamations ont été faites auprès de l'AUXIMAD, mais nous n'avons pu obtenir des éclaircissements à ce propos vu que nous n'étions pas en connaissances de cause en ce qui concerne les clauses de l'Accord de Pêche. Le Salaire nous a été imposé, sans indemnités de nourritures, jours de repos hebdomadaires et fériés sont travaillés mais non rémunérés, primes de journées de débarquement non compensées; et aucune autres prestations avantageuses à recevoir malgré ce que stipule de Code Maritime en vigueur.

Nous étions vraiment face à un adversaire redcutable avec qui nous ne pourrions rien faire. Le Syndicat n'était pas encore institué en ces temps, chose qui nous a mis dans une déplorable contrainte jusqu'à ce jour.

### **Contrat de travail**

Le Contrat est élaboré unilatéralement par l'AUXIMAD sans passer par l'Inspecteur de la Marine Marchande Malgache. Une ampliation signée par les deux parties concernées est paraphée par l'Administration Maritime mais sans objection à la non conformité aux textes en vigueur. Et de ce fait nous avons constaté que nous sommes régis ni par la Loi du Pavillon ni par le Code Maritime Malgache.

Nous faisons les mêmes travaux que ceux d'autres nationalités mais nos salaires sont différents. Nous ne bénéficions pas de Sécurité Sociale, ni de classification, ni d'Assurances et sommes toujours considérés comme des "bons à tout faire". Un exemple typique : au cours des manoeuvres, en tant que Graisseur, je fais le même travail que les Matelots étrangers, seulement, eux, ils ne sont jamais venu nous assister à la machine...

Une autre remarque plus flagrante : si un marin Français est blessé pendant une manoeuvre, immédiatement, il est évacué, mais si c'est un homme de couleur, il restera à bord jusqu'à la gravité extrême de son cas. Des fois, le Capitaine manifeste son mécontentement soi dit, parce que le Malgache, l'Africain ou le Seychelois tombe malade malgré lui, ou encore subit un accident.

En mer les Officiers à la Machine ne font jamais le "Quart" de 12h-14h, et même à terre, il est assumé entièrement par des Hommes de couleur surtout à bord des Thoniers de la COBRECAF et ceux des Espagnols. Pour le rapatriement, il y a des Marins qui perçoivent des Indemnités de route (200 FF); d'autres n'en reçoivent pas du tout. Si avant le débarquement du Marin le navire n'a pas avisé AUXIMAD Tananarive par FAX ou TELEX, les Frais de Transit seront à la charge du concerné jusqu'à son port d'embarquement. C'est difficile à réclamer.



### **Conditions de vie à bord**

La partialité règne toujours à bord. Ces derniers temps, les "Produits de Conserverie" sont réservés aux Européens et ne sont distribués aux Hommes de Couleur que sur demande; mais à ce moment là ce ne sont que des produits périmés qu'ils distribuent (Pâté, Fromage etc...)

Une discipline très sévère empêche les Hommes de couleur à prendre l'alcool (Bière, Vin) mais que les Européens en sont privilégiés. Mais une fois dans l'ébriété, ils sèment la discorde et rendent invivable l'atmosphère à bord.

### **Zone de pêche**

La zone de Pêche se situe: Latitude Ouest 40E et 70E ; Longitude 20 S jusqu'à 10 N pendant toute l'année, sauf dans le Canal de Mozambique qui ne dure que de Trois (3) mois.

Le nombre de bateaux de la C.E.E. autorisés et ceux qui ne figurent pas dans l'Accord, le chiffre réel dépasse largement le quota accordé. Exemple : dans l'accord, il y a trois bateaux Russes qui sont autorisés, et pourtant, cinq autres font les mêmes activités.

Les "Palangriers" opèrent dans la Zone selon l'Accord, mais ne débarquent jamais leurs captures dans les Ports respectifs de transbordements. De même pour les bateaux Russes et quelques flottes Espagnoles qui ne débarquent qu'à Mombasa et aux Maldives.

### **Rejet de poissons**

Pendant les deux premiers Accords de Pêche, nous avons pu constater que le "rejet de poissons" en mer par bateau et par marée varie de 50 à 120 Tonnes pour les coups de Sennes sur mates libres.

A partir du troisième Accord, nous avons remarqué que les captures se faisaient souvent par épaves dues aux diminutions du stock. Le rejet donc en ce temps là variait de 4 à 6 Tonnes de poissons par jour de senne; et ce spécifiquement, ce sont des poissons qui ne sont pas recherchés par la C.E.E. et qui sont composés de petits Listaos, Albacores ayant un poids inférieur à 1,5 Kg.

### **Quelques remarques sur les captures**

Plusieurs navires opèrent dans le canal de Mozambique pendant la période favorable; mais toujours dans la Zone strictement Malgache. Ils débarquent leurs captures ailleurs sans que la Feuille de Pêche de la Capture ne soit transmise aux Autorités compétentes concernées; à savoir USTA, DRH, COI, ORSTOM et Association Thonière.

### **Autres remarques**

Au cours de l'année 95, les Thoniers ont pêché à l'intérieur de la Zone de 2 miles dans les côtes Malgaches, Comoriens et Mahorais, chose qui pourra entraver et porter atteinte à l'exploitation de la Pêche Artisanale.

# ICSF Report

## Mauritius

### i) BREF RAPEL HISTORIQUE DE L'INDUSTRIE DE LA PÊCHE

Exportation (Conservées)	Total	Pêche tonnière	Pêche sur les bancs Mascareignes, Chagos, etc.	Pêche lagou et hors lagou
7 881	19 243	10 278		4 600
388 107 00	622 182 00	174 882 00		279 740 00
				1 076
				1 400

### ii) FISHERMEN'S PLIGHT

Tableau Maurice-1 : L'Activité Pêche à Maurice en 1992  
Chiffres en tonnes métriques (Tm)



## Bref rappel historique de l'industrie de la pêche

La pêche à Maurice est une activité qui remonte au temps de l'occupation française, soit au tout début du 18ème siècle. D'ailleurs, les premiers colons qui s'établirent à l'île de France (tel que se nommait l'île de ce temps) étaient originaires de la Bretagne et de la Vendée, deux régions réputées pour ses marins-pêcheurs. La main d'oeuvre servile arrivée en esclavage de l'Afrique de l'Ouest, de Madagascar et du Mozambique était elle aussi souvent originaire des régions côtières de ces pays.

Malgré le fait que l'économie du pays se soit centrée sur la culture de la canne à sucre durant toute l'occupation britannique, l'industrie de la pêche est restée une tradition bien vivante, même à ce jour. Compte-tenu que le pays ne se prêtait pas à un élevage intensif de bétail, le poisson est donc resté pendant longtemps la source principale de protéine. Toutefois, l'activité pêche durant toute l'occupation britannique était restée centrée dans le lagon et aux abords des récifs. Cette pêche ne rapportait guère plus de 3,500 tonnes annuellement. Vers la fin de la 2ème Guerre Mondiale, le poisson en provenance de la pêche côtière n'était plus suffisant pour faire face à une demande croissante.

C'est alors que les efforts furent déployés pour exploiter le potentiel de poissons demerseaux sur les bancs coralliens de Nazareth, de Saya de Malha, des Chagos, etc... Cette pêche représente à ce jour le plus grand apport de poissons avec quelques 6,000 tonnes annuellement. Mais ce n'est que dans les périodes pré- et post-indépendance que la pêche tonnière dans les Zones Économiques Exclusives mauriciennes a été mise à profit. Il est bon de rappeler que cette zone s'étend sur une superficie de 1.7 million de km<sup>2</sup>. Le tableau suivant montre la situation concernant l'activité pêche par les bateaux mauriciens.

	Nombre de Pêcheurs	Tonnage Pêché	Chiffre d'affaires
Pêche lagon et hors lagon	4 600	4 076	279 740.00
Pêche sur les bancs Nazareth, Chagos, etc...	800	5 591	167 730.00
Pêche tonnière		10 276	174 692.00
Total	5 400	19 943	622 162.00
Exportation (Conserves)		7 881	396 101.00

Tableau Maurice-1 : L'Activité Pêche à Maurice en 1993  
Chiffres en roupies mauriciennes (Rs)

La **Pêche Artisanale** est pratiquée dans le lagon et dans la région hors-lagon. Elle concerne quelques 960 pêcheurs de grande senne, 2,600 pêcheurs de casier et de ligne interlagon et mi-hauturiers opérant à Maurice et à Rodrigues. Pour ce qui est de l'île Rodrigues, notons que quelques 400 femmes pêcheurs sont concernées avec la pêche des 'ourites' (poulpes).

La **Pêche Semi-Industrielle et Industrielle** concerne les autres pêcheurs sont ceux opérant sur les bancs et pratiquant une pêche semi-industrielle. Douze compagnies de pêche avec quelques 17 unités pratiquent cette activité qui consiste à exploiter les poissons dermerseaux de type 'letrinidae' (tels 'damberrri' et 'capitaine').

Dans cette forme de pêche, les 'bateaux-mères' se positionnent en haute mer et les pêcheurs partent dans des pirogues et pêchent à la ligne. Cette pêche rapporte annuellement entre 5,500 et 6,000 tonnes de poissons. Ceux-ci sont eviscérés et étetés avant de subir une congélation à coeur, et mis sur le marché mauricien. En sus de 800 marins-pêcheurs, 400 personnel-naviguant toutes catégories trouvent de l'emploi dans cette activité de pêche.

La **Pêche Tonnière** compte 3 unités de pêche (senneurs) qui ramènent chaque année quelques 10,000 tonnes de thon pêchés dans les Zones Économiques Exclusives mauriciennes, notamment Saya de Malha. Le poisson pêché est mis en conserve et donne ainsi du travail à 1,200 personnes à la Mauritius Tuna Canning and Fishing Enterprises Ltd.

Les pêcheurs de Maurice sont couverts par une prime d'assurance non contributive. En cas de décès en mer, la famille du disparu reçoit une assurance de Rs 50,000 et en cas d'accident, une somme ne dépassant pas Rs 10,000 lui est accordée.

Suite au naufrage du navire de pêche 'Good Hope', où 14 marins et pêcheurs ont péri, l'ICSF et l'Apostolat de la Mer de l'île Maurice ont pu, grâce à plusieurs conférences de presse et des rencontres avec les autorités, faire pression sur le gouvernement afin d'instituer un comité tripartite pour renforcer la sécurité des pêcheurs ('Distant Water Vessels') sur les bancs. On peut dire que grâce à l'effort fourni, une prime d'assurance de Rs 150,000 est payée à chaque famille d'un disparu en mer et des mesures de sécurité ont été prises pour protéger les pêcheurs (gilet de sauvetage, walkie-talkie, etc...)

Suite à cette demande, le gouvernement a institué une Commission ('Remuneration Order Board') pour étudier les salaires et conditions de



travail des marins/pêcheurs hauturiers. Le 'National Remuneration Board' rendra ses décisions dans ce sens au mois d'avril 1997. Une réforme de la loi régissant la pêche et les droits des pêcheurs a été étudiée par les autorités concernées et devrait être votée au premier semestre 1997. Le gouvernement mauricien étudie aussi la possibilité d'instaurer un 'Fishermen Welfare Fund'. Autant d'acquis qui ont été le fruit d'un travail de terrain pour la défense des droits de travail et de vie des gens de mer.

Les pêcheurs-artisans mauriciens bénéficient de certains avantages comme : la détaxe sur les équipements de pêche (moteur hors-bord/central, filets...), des gilets de sauvetage gratuits, une allocation quotidienne de mauvais temps de Rs 60, des facilités de crédit à la Banque de Développement de l'île Maurice, des bourses d'études offertes à leurs enfants.

La situation qui prévaut pour les pêcheurs travaillant sur des bateaux hauturiers (Distant Water Vessels) et ceux travaillant sur les îles est précaire, notamment pour ceux qui travaillent sur les tonniers-senneurs, les palangriers ('long-liners') étrangers, dans les îles de St Brandon, et sur les bateaux pêchant sur les bancs. La raison principale derrière cette situation repose sur le fait que ces catégories de pêcheurs ne sont pas encore entièrement reconnus par le gouvernement mauricien.

Il y a tout un processus à revoir pour que les pêcheurs puissent bénéficier des mêmes avantages en général. A cause de la facilité accordée par le gouvernement mauricien aux compagnies de pêche pour recruter les étrangers (malgaches, comoriens...), souvent exploités avec un salaire dérisoire, la communauté des pêcheurs hauturiers traverse actuellement une crise sociale. Des engagements des autorités concernées laissent percevoir une lueur d'espoir à ce sujet, mais de telles situations continuent et ne font qu'empirer la situation.

La plus grande nécessité serait une réforme totale de l'industrie de la pêche où tout un chaque pourrait vivre aisément, plus particulièrement les pêcheurs et leurs familles. On peut dire que si les marins sont les oubliés du développement économique de l'île Maurice, les pêcheurs et leurs familles sont les 'oubliés des oubliés'.

## FISHERMEN'S PLIGHT

We often speak of Seafarers as the forgotten workers of the world. However, if Seafarers are the forgotten, Fishermen and Frigo Boys are the forgotten of the forgotten. Much more world attention has been laid upon the exploitation of the fishery resources than upon the exploitation of the marine mammals (Human Beings) who work on ships.

It can be said, without fear of being mistaken, that all the sectors of the mauritian economy have benefited from the pace of development. Everyone working for either the private or the public sector has received his share of the improvement besetting the country except the Seamen, the Seamen/Fishermen, and the Frigo Boys. We can ask ourselves Why ?

Is it because they are absent most of the time? No. It is through their absence that they bring their contribution to the economic development of the country. Is it because people fail to acknowledge their contributions to the country ? No. We believe that it is because both the Government and the shipowners have succeeded, either through their inertia, or purposely, in stifling the aspiration of Seamen, Seamen/Fishermen, and Frigo Boys.

When fishing licenses are given to a foreign fishing vessel, when the government is receiving money amounting to million of rupees from the E.E.C. for fishing rights, we can see that nothing is being done for these seaworkers. Is it because they have not made their voices heard ? No. This line of thought cannot be held as could testify the various representations made on their behalf.

While plans are being made for the second development program in Mauritius, the welfare standards of fisherfolks are being curtailed and confined within a secondary plan, if not altogether to an insignificant role. While every worker's right in terms of accessibility to Industrial Rights, Welfare Scheme and minimum wages were being confirmed and strengthened, the Fishermen and their families found themselves more and more left behind to the point that they have come to be regarded upon as "Third Rate Citizens".

We can say without fear of being contradicted that at no time has this community found itself in such dire straight as it is now, because its members did not enjoy the right to associate freely, the right to minimum wages, and the right to a secure and stable employment. Whereas those same rights are enjoyed by their shore based brethren.



It would be foolish to attempt to restructure the Fishing Industry in so far when it concerns the world of work. We cannot do this without first determining whether a market is suitable enough to absorb a sizable percentage of the existing work force and we have to know our exact work force and the specification of our workers.

There will always be a small percentage, whatever the situation of the industry, who will always remain unemployed for various reasons and it will be very difficult to evaluate as it depends on the individuals involved.

A labour market can only exist if a fishing industry exists whether national or not. In Mauritius, short employment opportunities are available to seamen/fishermen only on Mauritian ships fishing on the banks, on purse seiners and on foreign ships (Taiwanese, Chinese, etc....) which berth in Port Louis.

Mauritius shipowners have never tried to cut through seriously in the Fishing Industry and Mauritius relied heavily upon foreign fishing companies to provide its population with fish and fish products. Even though the Mauritian Exclusive Economic Zone covers 1.7 million square kilometres of ocean surface, the fishing areas cover only 75 631 square kilometres (other than tuna and deep sea shrimps).

In the last three decades, many new nations gained independence and/or tried to become economically self dependent. They have put more emphasis on industrialization. Many traditional agricultural countries made the shift to a more balanced economy involving manufacturing processes. Mauritius was on of those who followed the trend. But post-independence leaders failed to recognize the trend. They failed to see the benefits which could have accrued to Mauritius by the development of a national fishing industry. Their vision of the future economic landscape was very narrow indeed. They did not realize the basic fact that Mauritius, being a very small country with such a fishing potential, had to conduct its development in interaction with the fishing economic world. What better way to do this than to have a fishing fleet getting involved in the world fishing industry.

By doing so, it could have been possible to diversify fish products, to benefit from windfall gains in the fishing industry such as producing own fish consumption and fish products, to bring foreign currency by selling tuna and fish products, and diminish importation of fish and fish products.

The Republic of Seychelles saw the trend and engaged itself in the development of its fishing industry and accelerated its industrial development. It is not necessary to have plenty of resources to support a Fishing Industry. At this present stage, it would be preposterous for Mauritius to carve out its way in the international fishing world single handed. The kind of pressures leading nations could exert and the kind of boycott they could master could not have been handled. However, ways must be sought to prepare and ensure an entry in the fishing world through the Indian Ocean Fishing Community. This could be done by asking fishing ships from foreign countries (France, Japan, Taiwan, China, etc...)

As Mauritius is well known to the IMF and the World Bank, it would not be difficult to have money to start a fishing industry. To bring about the overall development of our fishing industry, a few points can be taken into consideration. Joint ventures between Mauritius and developed fishing nations in the north south context can be promoted as well as joint ventures with neighboring countries in a south south context. In Mauritius itself, joint ventures between the Mauritian Private Sector and Government and Fishermen can be set up too.

However the proper legal and commercial framework within which these agreements can take effect will have to be set up prior to any venture. Naturally, preference of employment will be given to the nationals involved. That would be genuine co-operation and participation.

It is true that sensibilities shall have to be overcome as concern to the exercise of fishing. Some nations will no doubt raise serious objection but it will be up to Mauritius to show them that in the long run they will not stand to benefit from the total collapse of third world economy. It is unfortunate to remark that all the objectives as stated above will only be feasible if concessions are granted to the foreign countries which will be involved.

What must be pointed at to foreign countries is that not just help is looked for, but a real participation in the making of the world economy. The right exercising of national rights as a developing nation must be sought and the consequences on the International market be assumed, not to the detriment of other nations who have been fishing it out there for hundreds of years.

It is very sad to say that nowhere in the world a category of workers is treated as the Bank Fishermen of Mauritius. A few years back, this category was known in Mauritius as Seamen/Fishermen but they now have been denied of such a status. Problems plaguing the Fishers'



Community are myriads and diversified as described below Prior to resolving these problems, the first priority is the setting up of a survey to establish how many genuine fishermen there are in Mauritius, their respective category, the kind of fishing they do, their family status, i.e married, single..., their needs and demands...

### **DIGNITY**

As mentioned before, Seamen/Fishermen and the Frigo Boys are the only unrecognised workers in Mauritius. It is high time that they are given a place in our society. They should be styled and classified into four main categories namely : Artisanal fishermen, Outer lagoon fishermen, Distant water Fishermen (fishermen working on islands), Seamen/Fishermen. Seamen/Fishermen should be in constant possession of a Discharge Book where all their services would be recorded. Criteria to classify these categories should be discussed with their respective representatives.

Frigo Boys are in the same situation as the Seamen/Fishermen. As stated above, they are also the forgotten of the forgotten and it is high time to give them justice. As the nature of their work is nearer to the Seamen, Frigo Boys should be enlisted with the Ministry of Trade and Shipping and a proper continuing Discharge Book be issued to them to avoid too many labour forces. The issued Discharge Book should be limited to the need of the industry.

### **TRAINING AND EMPLOYMENT POLICY**

With all the new technology prevailing in the Fishing Industries, it is high time for us to be at the same level as our neighbours. When the E.E.C. had trained fisherfolks from neighbouring countries to work on Fishing Vessels, nothing had been done for the Mauritian Fishers' Community. Another example is when the Government of Seychelles stipulates that, every ship which fishes in Seychelles waters must have its nationals working on board for training. But for the Mauritian Fishers's Community nothing has been done so far.

On each foreign vessel, fishing with government authorization in mauritian waters, there should be at least five nationals employed on board. One of them should be a Cadet Officer, i.e, a future "Patron de Pêche", so that in the near future they could set up a proper mauritian fishing industry.

Training programs should be made for the Bank fishermen as well. For example, a course in the use, maintenance and simple reparation of outboard motors or still a simple course of seamanship and safety at sea...

## **EMPLOYMENT POLICY**

What will be the need of Dignity and Training without an Employment Policy. Till now we have found a chaotic situation in the fishing industry. Firstly, for the reputation of Mauritius ; secondly, for the welfare of the fishers' community ; thirdly, for the benefit of the owner and last but not the least, for the Mauritian Nation in general. The situation now is that almost nothing is known about what is going on in the Fishing Industry. We should not be against the increasing wealth of shipowners, but we see that the Fishers' Community are becoming poorer and poorer as time goes by.

Furthermore, Foreign Fishermen are employed to work on fishing vessels when Mauritian Fishermen are left behind. Why ? Is it because foreigners are paid less ? As for the Mauritians working on Taiwanese, Korean or Japanese Fishing Vessels, no one knows, not even the government, how many they are and how they came to work on these vessels. The only way we know about them is when something happens to them and they come to NGOs for help and advice.

To deal with these problems, some steps have to be taken. For example, a uniform article of agreement should be drafted and put into practice. Priority should be given to Mauritian Fishermen on Mauritian ships and the employment of Mauritian Seamen/Fishermen on foreign fishing vessels should be monitored by the competent authorities. An equal pay for equal work on board every Mauritian Ship should exist and a revision of the policy of Fishermen cards be set up.

## **SAFETY AND SOCIAL SECURITY**

We can say without fear that safety within the industry is absent. No one knows or does not want to know about the security of Fishermen. When everything is being done to the shore community workers, nothing is being done for the Fishermen either by the Government or by the shipowners for the security of the Fishworkers. The ships are in such state that we can really ask ourselves how this can go on. A good survey should be made on each fishing vessel prior to the departure to fishing grounds. It should be made possible that each dory be equipped with a walkie-talkie, position balloons, a piece of radar detector, fluorescent kites, oars, sails, mirrors, working life jacket, survival food and simple first aid kit.

## **LIVING CONDITIONS ON BOARD**

Life on board a fishing vessel revolves around the fishing operations. Leisure and recreation are never considered. Conditions at sea are exceedingly dour with no proper sanitation and showers, W.C and toilet facilities ranging to a bucket, "tinpots" of water being taken aft. Sleeping



quarters are often damp and unsavory as most of the time about 40 fishermen sleep in the same room. There is no proper place to eat and no place at all to rest.

### **SECURITY FOR THEIR FAMILIES**

A fishing campaign lasts from 30 to 50 days and during this period, fisherfolks families are left with only an allotment note. A such note indicates that they will receive a sum of money on a mentioned date. No provision is made for an eventual sickness or accident that may occur to family members between the date of departure and the date of payment.

When an Artisanal Fisherman is lost at sea, his family receives an insurance of about Rs. 50 000 from an Insurance Policy paid by the Government. In the case of a Bank Fishermen, when an accident or death happens, nothing is provided for the family. If during a campaign, a Fisherman feels sick, he is either left on board or left at St Brandon, or he is put on another fishing boat bound to Port-Louis with only some pills and no salary at all.

It is high time that proper sanitary conditions be provided on board the ships i.e. showers and toilet facilities and that living quarters be looked into and improved. On each ship a mess room should be provided. Furthermore, fishermen and their families should be covered by an Insurance Policy of death and sickness. The company should be responsible for the welfare of the family of the lost fisherman until all the necessary steps have been settled.

As for artisanal fishermen, many of their needs are known : Duty Free Petrol and materials to build and repair boats ; Review of scholarships ; Review for bad weather benefits ; Crown lands for building houses ; Insurance policy to be reviewed, i.e disability, injury, wreck, cyclone, death, theft etc. ; N.P.S contributions ; Coast Guards behaviour ; disposal of closed fish landing post ; proper training to use new fishing technology ; family protection scheme (sickness and pensions) ; facilities to obtain money to purchase essential materials ; facilities for them to buy old galvanized wire from the Cargo Handling Corporation and the Mauritius Marine Authority ; a plan to help them not to depend on banians ; the enhancement of their profession.

### **SALARY**

Fishermen salaries vary from one village to another. Sometimes due to the banians, sometimes due to the weather conditions and sometimes due to the quality of fish. Once and for all, a good policy for the buying of fish from them by the Government should be set up. This is very

essential for the welfare of the community as well as for the Mauritians in general.

### **SEAMEN/FISHERMEN**

As for those who work with fishing companies, there is no real salary policy and the amount of money they get depends on the company. We suggest that a first step towards an economical and social cohesion in the fishing Industry must be done by a guaranteed implementation of a minimum wage if we want to give them their place in this society. The minimum wage is the statutory minimum level of wages which in any event would have to be paid, irrespective of the extent of profits, of the financial conditions of the enterprise, or the availability of fishermen on low wages. Minimum wages should not only provide for basic necessities but also provide food, shelter, clothing, educational facilities, medical requirements and amenities.

### **NUMBER OF FISHING VESSELS**

According to the Ministry of Fisheries, there are twelve fishing companies with 17 bank fishing vessels.

### **NUMBER OF FISHERMEN**

During the fishing campaign, the 17 fishing boats employ about 1,020 fishermen but the exact number of bank fishermen is not known either by the government or by ship owners or by anyone. We can estimate the number of bank fishermen to be about 1 800. Among these 1 800, some work only occasionally.

### **CATEGORIES OF FISHERMEN**

On board a fishing vessel, there are three categories of fishermen.

(a) Fishermen, (b) Patron Fishermen, (c) Chief Patron Fishermen

Fishermen work on small dories under the supervision of a Patron Fisherman. Each dory comprises of a minimum of 3 fishermen including the Patron Fisherman. The catch is divided among themselves or each one fish separately.

A Patron Fisherman is the one in charge of the dory, of the outboard motor, of the two fishermen and it is him who chooses the fishing ground.

On every fishing vessel there is one Chief Patron Fisherman. In addition to his work as a Patron Fisherman, he supervises the recruitment of the Patron Fishermen and the fishermen. He is responsible for all the fishing work. In other words, he acts as intermediate between the Captain and the fishermen



## **RECRUITMENT POLICY**

On each fishing trip, the company employs the fishermen for a duration of 60 to 90 days. They are called to come at a certain place for engagement, either by the media (radio and television) or by personal contact.

## **CONTRACT**

We can assure that there is no contract for the fishermen. A contract, according to law, must be discussed before by both parties who will sign the contract. The contract which is proposed to the fishermen is only a one sided contract, (if we can call it a contract) where the employer tells them that they will be paid so many rupees per kilo and makes them sign an allotment note and give them some money as advance on the work to be done. According to English Law this is known as MISREPRESENTATION OF FACTS.

## **REMUNERATION**

A sea going Allowance is paid to the fishermen as from the departure of the vessel until its return to Port-Louis. The allowance varies from company to company. An example of the remuneration paid by a specific company is given below :

- Allowance is Rs 10 per day from Monday to Saturday and Rs 20 on Sundays and public holidays.
- The fisherman is also paid Rs 4 per kilo of fish gutted and handed on board the vessel.
- A productivity bonus per dory is also paid as follows:
  - Above five tons - Rs 5/kilo ; Above seven tons - Rs 6/kilo ; Above nine tons - Rs 7/kilo

These productivity bonus is not paid if the vessel returns to Port-Louis before the end of the trip. The master is the sole judge whether to pay or not to pay the productivity bonus.

The Chief Patron's allowance is Rs 500 per trip. The Patron's is Rs 150.

An attendance and productivity bonus of 7% of the total individual catch earning is also paid to all fishermen who have worked for all the fishing campaign. (A fishing campaign may comprise of 4 fishing trips).

## **EQUIPMENT**

The fishermen must bring their own plates, mug, glass, fork, spoon, bed sheets, pillow, pillow case, towels etc... during the fishing trip. Fishing Tackles (hooks, lines, etc) are sold on board at a price fixed by the company but the fisherman can bring his own material.

Safety Equipment such as distressed signals and the Walkie Talkie is issued to the patron fisherman when available. The Walkie Talkie is only to be used from dory to the ship but is not to be used from dory to dory except in emergency case. On certain ships a fine of more than Rs 100 is paid by the patron if the seal of the Walkie Talkie is broken. A life jacket is also given to each fisherman.

The fishermen start to work early in the morning. They leave the boat and go to fish in the direction given by the master bringing with them their lunch. They return at about noon to unload and weigh their catch. They then return to fish again. They come back to unload and weigh their catch at sunset where the dories are loaded on the mother ship for the night.

### **SLOP CHEST**

Cigarettes, soft drinks are sold to fishermen at a price fixed by the company.

### **FRIGO BOYS**

As the Fishermen, the Frigoboy are not recognized by the Government as a category of workers. The number of frigo boys is still not determined but each ship employs a minimum of ten.

### **CATEGORIES OF FRIGO BOYS**

There are two categories of Frigo Boys who work under the supervision of the Bosco : (a) Head Frigo Boys, (b) Frigo Boys.

Frigo Boys are recruited by the employer whenever needed and some of them do not have any knowledge of seamanship. They sign a contract for a minimum of six months. The only document needed by the employer is the Identity Card/N.P.S Card.

The Frigo Boys are like general purpose seamen on board a fishing vessel. Their work consists of helping the seamen in the day to day work, i.e, cleaning, chipping, washing, painting, loading and unloading the dories on the vessel... Apart from this, they are compelled to wash the fish, put them in the deep freeze, transferring them to the holds, bagging and any other work as ordered by the officers.

They get a monthly salary plus a bonus on each ton of fish in lieu of overtime. They start to work before the fishermen and stop after the fishermen. They sometimes also do watchkeeping. The monthly salary of a Frigo Boys varies from company to company and the average is about Rs 1 800.



The plight of fishermen and Frigo Boys for better conditions of work and their economic role in Mauritius is not recognised. Even their welfare facilities and social security, if provided, are scarcely at best.

Besides being unrecognised by the nature of their jobs, they are estranged from family support in hard moments. Wherever they go, they are exploited by unscrupulous persons. They are misunderstood by social environment at large and there is no denying that hardship is the lot of fishermen and frigo boys.

Shipowners place more emphasis on the fish instead than on the dignity of fishermen and on their status in the community. Nobody thinks to raise the status of the fishermen and Frigo Boys, but we all know that they would no longer be regarded as third rate citizens.

The position of the fishermen and frigo boys with regards to family protection, invalidity/old age/death schemes, hours of work, stability of employment and earning, medical care, social security, protection for them and their families in case of sickness, holiday with pay, training facilities, security and safety at sea,... whether viewed purely as a social nature or by the factors made by technical progress have to be taken into consideration.

# ICSF Report

## Brief Introduction

Due to the rapid development of its shore base industries, Taiwan Fisheries industries have found it very difficult to recruit Taiwanese to work on their distant water vessels. This is why the Taiwanese owners seek the help of recruiting agents, based mainly in Singapore, to recruit fishermen to work on board. The law of Taiwan mentions that owners must first ask permission to the concerned authorities before employing foreigners to work on board their vessels, but we all know that in fact it is not like this. Most of the time those who wish to be fishermen are farmers, drivers and have never had any contact with fishworking.

# Taiwan

Nowadays, we can find on a Distant Water Vessel many nationalities sent by one or more recruiting agents. For some of them, it is the first time in their life that they set foot on a ship, the first time that they hear a foreign language and you can imagine the difficulty encountered on board.

It can also be mentioned that the Distant Water Vessel fleets far very far from Taiwan and the cost for employing Taiwanese is very expensive compared to those of other nationalities (Philippines, Kenyas, South Africans, Sri-Lankans, etc.). Foreigners need not have social security insurance, etc. Only the salary is being paid.

### i) BRIEF INTRODUCTION

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## Miscellaneous

### **i) Working Conditions and Social Security of Fishworkers**

### **ii) Towards a regional coordination and complementarity in the action of various associations in the promotion of living and working conditions of the maritime community.**



## **Working Conditions and Social Security of Fishworkers**

During the past few years, the I.L.O. Committee on the conditions of works in the fishing industry had met many times. During these sessions many documents have been collected, discussed and proposals for the future of the fishing industry and the fishermen were sent to Government and other concerned bodies on the following issues:

Fishermen hours of work, stability of employment and earning, medical care, social security, protection of fishermen in case of sickness, invalidity, old age and death, holiday with pay, repatriation, vocational training welfare and national tripartite labour boards to be set for various purposes. But to our regret, nothing has been done in these respects for the industrial or small scale or rural fishermen.

The plight of fishers for better conditions of work and their economic role in the world is not recognised. Even their welfare facilities and social security if provided are scarcely at best.

Besides being unrecognised by the nature of their jobs, they are estranged from family support in hard moments. They are exploited wherever they go by unscrupulous persons, they are misunderstood by social environment at large and there is no denying that hardship is the lot of fishermen.

We can say without fear of being contradicted that there is nothing which has been done or is being done for the social security of fishermen.

Ship owners place more emphasis on the fish instead on the dignity of fishermen and on his status in the community. Nobody thinks to raise the status of the fishermen, but we all know that they would no longer be regarded as third rate citizens.

There is no space here to describe the social security schemes to be applied to fishermen but the essential point to make is that there should be schemes to cover the fishermen. The inequality of employment of many fishermen make their needs for social security more greater issues to be brought up. The position of the fishermen with regards to housing, family protection, invalidity and old age schemes whether viewed purely as a social nature or by the factors made by technical progress, pollution etc... have to be taken into consideration.

## **Housing**

The problem of providing housing for fishermen is of course a very difficult one. In general, many countries are facing problems in this respect. But in the case of fishermen it is much more difficult.

Fishermen usually live in a specific area and they start to work very early in the morning, the nature of their work requires it. Living very far from their place of work makes things more difficult for them and for their families. Schemes for building houses of fishermen should be instituted and these houses should be erected in the vicinity of their place of work. With financial participation of the Government, the institutions dealing with housing, the private sector and the foreign financing N.G.O's decent houses should be built.

Houses near their place of work will contribute to enlighten their burden and, as this is the Family year, this event will contribute to spend more time with their families. The building costs may be paid by instalments over a number of years by the fishermen who wish to have their own houses.

## **Invalidity and Old Age**

In many countries there is no pension for workers who reach a certain age, in others the benefits are so low that it is very difficult for them to live decently. But for the fishermen it is worse due to the nature of their work. During all their working life, they work as hard as they can and to change or to find other jobs at a certain age is very difficult not to say impossible even though the fishermen are willing to do so.

Invalidity for a fishermen is even worse. He is sure to get nothing from the government as his work is not recognised in many countries or from the company he works for. So an old age pension scheme for fishermen should be highly welcomed and the help of the ILO should be seek to draft such a scheme. A document should be drafted to help the invalid fishermen.

## **Family Protection**

Family Protection, everywhere in the world, is diminishing from year to year. The Family Protection of poor people has declined and the protection of Fisher's families has not yet reached a state of emergency but it will soon be so if nothing is done for them.



To prevent this state of emergency insurance should be provided :

1. For the fishermen himself, when he goes to work because if he is ill, injured or even dies, he is sure that his family will have a certain amount of money to live. Almost all fishermen of the world are not insured, especially those of the third world countries, and this result in poverty in case the bread-winner dies.
2. For each member of the family so that when they are ill or even dies this situation will not be a burden for him.
3. For his tools and equipment, that is, boat, engine, and fishing materials etc...

All this should be provided by their company as these costs a lot and the fishermen earn so little.

Due to the natural independence of fishermen there is very little if no union membership among them. Some do have associations but there is still much to be done. To organise the fishermen is a difficult task but together we can do something on national as well as international level. To help them we would need each other and help should be seek from well organised unions.

Each time that there has been an accident at sea of whatever importance all the steps that have been done was to try to upgrade the existing security on board the ships whether merchant or fishing but all that have been done was for the security of the ship and nothing for the men.

"Because the life of one man is too precious for God and his family, we have the duty to do all that is possible to promote safety at sea for sea workers. Dangers of the sea are such that we cannot pretend avoiding them all. However, all technical and material precautions must be put at the service of man in order to protect his life. If we wish to succeed in a true social and economic development in our countries, man and his safety must surpass all other considerations, and thus, we call for more awareness concerning safety at sea for seamen and fishermen."

One of the principal objective of the I.M.O. is to promote maritime security. But it is very sad to note that the most important International Convention, SOLAS 74, did not apply to fishing vessels or if it applied it is only about navigation security (chapter V) and the IMO has organised an International Conference at TORREMOLINOS in March 1977 to adopt an international convention for the security of fishing vessels.

They have taken five years to adopt this international convention for the security of fishing vessels (1972 - 1976). During these five years there has been many sub committees. The Torremolinos Convention was drafted with almost the same content as that of the Solas Convention 74 with some variation applicable to fishing vessels : Protection of crew, stability, electrical installation, safety procedures, fire protection, navigation equipment, life boat and others.

The Torremolinos Convention have never been enforced because only 19% of the fishing fleet of less than 24 metres have adopted the convention. The condition which prevailed, if the convention was to be enforced, was that at least 15 countries having a fishing fleet (boat less than 24 metres) should adopt this convention, and this will cover at least 50% of the world fishing fleet.

As the fishing boats are particularly subject to accidents due to their small size and as working on small boats is much more dangerous, the I.M.O. has recognized that it is very important to have an international convention for the safety of fishing vessels and after 17 years they met again from 22nd March and 2nd April in Torremolinos to draft a text of protocol relating to the Torremolinos convention for the safety of fishing vessel 1977. They have come to an agreement to change some of the provisions of the Torremolinos convention 1977, in view that those who have not ratified the convention will be ready now to ratify it.

But to our regret there is nothing in the new protocol that mention boats of less than 24 metres. As we know it is more dangerous to work on fishing vessels of less than 24 metres than those of more than 24 metres.

We must not forget the other recommendations of the F.A.O./I.L.O./I.M.O., that is, safety and health practice for skippers and crews have been prepared as a support to educate the fishermen/crews on the basic knowledge of security and health on board. This recommendation has been drafted so as to serve them a guideline.

Another very important publication of the F.A.O./I.L.O./I.M.O., the voluntary guidelines for the design construction and equipment of small fishing vessels, amplifies part B of the code of safety for fishermen and fishing vessel by providing guidelines for the construction and equipment for fishing vessels less than 24 metres.

We must not forget in our discussion, the social aspect of fishermen on board. We can again say that there is nothing on board fishing vessels (except for some countries) for the social aspect of fishermen. Sleeping



quarters are small and dangerous (near electric wires) and some boats do not even respect the normal requirement, toilets amenities (W.C) are very limited. On many boats there is no mess room. They eat on the deck and during bad weather they just eat in whatever place they find. You can imagine the constraints the fishermen have to face living with 20 to 30 fishermen in a place like a fishing vessel and with communication problems (different nationalities on board).

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## **Towards a regional coordination and complementarity in the action of various associations in the promotion of living and working conditions of the maritime community.**

### **BEFOREHAND**

The maritime sector has known very early major evolutions which have radically transformed it. They consist mainly in the apparition of new socio-economic issues which disrupt ancient ones. They are mostly due to a globalisation of maritime exchanges. Besides, traditional actors of this sector tend to lose their importance : disappearance of traditional maritime nations, decay of traditional fishing, marginalisation of maritime communities everywhere in the world, appearance of flags of convenience.

With this almost exponential growth of the maritime sector, many doings free of any kind of control make their appearance. In front of this globalisation of the problem, an absence of laws and regulation is felt. Through lack of networks and global coordination, the phenomenon seems to escape from the control of the different actors concerned.

### **THOSE INVOLVED AND THEIR ROLE**

Very often, they stem from the structures of ancient governmental organisations. But we are more interested by non-governmental organisations. In fact, the development of N.G.Os knows a tremendous evolution to answer precisely these new phenomena of globalisation of socio-economic issues. In the maritime sector, it concerns directly at first its principal actors : associations of maritime workers, groups of professional workers, shiphandlers and maritime agents associations, trade unions.

Besides these socio-professional organisations, associations with a wider variety of actors appear. Indeed, to avoid a greater marginalisation, maritime communities group together in order to be fully responsible of their professional, social, human and even spiritual future when we take in consideration the pastoral work of different christian churches in the maritime sector. This variety of actors brings along many actions.



## **THE ACTIONS**

We will try, through examples, to show how do these organisations work, particularly in the promotion of living and working conditions of the maritime community. Different approach for different objectives with this variety of actors which constitutes an asset anonymous of the vitality of this sector.

The Apostleship of the Sea depends on the Catholic church and more particularly on the pastoral approach of the maritime sector. In various regions, its action consists in a pastoral work which aims at enabling man to be fully responsible of his growth and enable him to walk through life through an evangelic approach of the joys and pains he meets. Its action concerns both traditional fishermen and industrial fishing, merchant seafarers and navy schools, christian communities and seafarers wishing to live a christian life on board and maritime workers families which can rely on some help during the absence of husbands and fathers. On its part, a trade union like I.T.F. helps all those who need to speak out loud about their claims in terms of trade unionism. The maritime branch of I.T.F. is very well structured and through a network of agents and inspectors in various ports, this trade union manages to bring an evolution in the way things were going on very often the hard way for maritime workers.

Dozens and dozens more examples of action by these actors in the maritime sector which work for the promotion of living and working conditions of the maritime community also exist. This asset brings us to consider their future through a network action.

## **COORDINATION, NETWORKS AND COMPLEMENTARITY**

In front of the globalisation of issues affecting the maritime sector, we have already talked about the necessity of inventing and/or using new tools in the action of different actors in this sector. Thus, it enables us to point out the importance of coordination at this level. In order to be able to face these phenomena which go past the legal, social, judicial and professional scope of national boundaries, the importance of concerted actions between regions, socio-economic areas and continents imposes itself as being vital today.

It is evident that such strategies are at the base of the work of the above named actors. No one can say that he is able to work without any help or external reference. It is the first thing to retain. The action of any actor will take importance in relation with a referent. This explains

the importance taken by the notion of cooperation. Thus, these links appear as signs of concerted and fruit-bearing action. A network is the assurance that projects will be able to be well conducted and will touch effectively the concerned actors whether alone or representatives of international organisations. Furthermore, while there often exist limits in the actions of networks depending of governmental bodies, the inherent flexibility of N.G.Os enables greater possibilities of action.

Furthermore, this flexibility and this asset enable us to talk about all the complementarity that can exist from network action. Indeed, each association, each N.G.O, each trade union, works in a precise sector and has its own method. Thus, it is easy to understand that this diversity takes all its importance when it is grouped together. Such steps avoid the multiplication of actions by only one association and enables to put together the results of the action of each and every one. Complementarity and mutual help are thus at the base of cooperation and network action.

## **INDIAN OCEAN REGION**

At a period when cooperation is of a regional order, it is essential to be present in such areas. Indeed, regional cooperation, more than "an utopia of ideology mongers, a way to make business for the economic sector, a political gadget, directly concerns a certain number of various people sharing common assets of the same inheritance and furthermore, cousins in the strict order of understanding". Present since a number of years, this idea has transformed itself in regional realisations which are numerous.

The most interesting remains the Indian Ocean Islands Commission (C.O.I.) which answers the desire that Indian Ocean should have an important structure to enable them to be well represented in national organisations. Many commissions stem out from the C.O.I. and work on common objectives : Regional Plan on Safety at sea (PARSEC), Regional Committee of Commercial Exchanges (C.R.E.C.), Regional Plan for the development of Commercial Exchanges (P.R.I.D.E.), among others. At a pastoral level, the Indian Ocean Episcopal Assembly (C.E.D.O.I.) has given many proofs of its good work through the desire of concerted action from indian ocean churches. Many services and N.G.Os depending on the christian churches are also organised at a regional level (CARITAS, Justice et Paix, UNDA, CRS...).

The notion of regional cooperation manages to go past even the Indian Ocean context. Indeed, as stated by Michel Roussin, former french



minister of cooperation, the actions of the C.O.I. zone must consider the perspective of the creation of a wider common market of east and south african countries and the Indian Ocean which makes its way through the economic integration of A.C.P. countries, Z.E.P. area, South African Development Community (S.A.D.C.) and C.O.I. Thus, it is clear that a project such as the Indian Ocean Rim which will also concern South Africa, Australia and India takes all its importance when we consider these new trends.

## **FUTURE SCOPE**

Taking into consideration all the concepts, all these phenomena and through an examination of these events, it is interesting to consider a few points for our future actions. Indeed, we must not miss this opportunity. In order to ameliorate our actions in order to have a better answer to the demands of the sectors we represent, we must be present in these regional action plans. More coordination and complementarity : these are the two directions which will enable us to engage in such actions. A coordination that will enable on one hand, the construction of a true regional animation and action plan, and on the other, a complementarity which will enable a mutual enrichment. We must use at a maximum our different experiences. The cooperation that we want could enable us to obtain a certain number of good results. In order to understand the real issues of this involvement, we can take a few examples that past experiences have shown.

For a number of years now, the work achieved by different trade unions and N.G.Os like the Apostleship of the Sea, I.T.F., I.C.S.F. has developed from an informal status to a more formal one thanks to the help of different people in these associations. The presence of an I.C.S.F. regional coordinator, the same person working with the Apostleship of the Sea has enabled the setting up of a highly impressive network. An example : the problem of Malagasy, Comoro islands and Mauritius island nationals employed as seafarers has been resolved at a regional level due to this type of action.

Another example could be that of "Black listed" ships due to their non-respect of certain points and which can be followed in all ports of a region in spite of the different tricks they use (new paint, forged names) thanks to a network action. These days, in link with I.C.S.F., C.C.F.D. and different associations working for the welfare of maritime workers, networks are set up in various parts of Africa. Here, we can add that this regional action opens itself to other geographic areas : Europe, Asia, Pacific Ocean countries. Once more, this globalisation trend

makes it that network action takes all its importance when we consider these phenomena.

Today, to go further on with its formalisation process, it is necessary to accompany this engagement by appropriate means. Going further on will enable us to reach full speed which will bring automatically more positive results. We must be ready to accept this reality of regional action by creating regional coordination structures with experienced permanent staff. Indeed, when we consider various past experiences, different things appear. For example, we must praise all the action of these actors which work directly nearer to the problems met. They are the direct link with the concerned public. Then, their work must be analysed and transmitted by responsible officers which enable the network to effectively set up. In fact, in this relationship of partnership, which is strengthened by different approach, different experiences and a global overlook of the actions.

The issue is of absolute importance : to continue our work, we are brought to adapt ourselves to present day phenomena. Today, when looking upon actuality, we must not miss these trends of regional cooperation and network action. To reach this, we must adapt certain of our ways of action and invent new ones.

Here is the challenge for us in the interest of the maritime community.



# ICSF Report

Seychelles

The Seychelles islands are very much concerned about fisheries matters. However, it was observed that a lot of information work should be done in order to set up the proper conditions to enhance the living and working conditions of fishermen. Hopefully, the setting up of Apostolus Marie and the counselling given to a few fishermen organisations will be helpful enough for our network to be present and active in Seychelles.

The scope of regional cooperation will also put forward the role of fishing protocols with the EEC for example.

# Country Report

Madagascar

As said above, unemployment in Madagascar brings about a situation where a fishworker will work on any type of ship at any cost instead of having no job at all. Poverty among the fisher community is terrible and impedes the work that is being done by trade-unions, NGOs and some governmental authorities.

During these past years we have been able to find some people willing to work together with us for the benefit of fishermen and their families. The Apostolus de La Mer in Madagascar is very much present in certain coastal areas and does a tremendous work with fishermen wives and mothers. Trade-unions are now free to act in the real interest of their members and are somewhat well organised.

It is thus easier to set up a series of actions through a network. During these past years, much work has been done in Madagascar in link with the ICSF task-force.

## **Seychelles**

The Seychelles islands are very much concerned about fisheries matters. However, it was observed that a lot of information work should be done in order to set up the proper conditions to enhance the living and working conditions of fisherfolks. Hopefully, the setting up of Apostolatus Maris and the counselling given to a few fishermen organisations will be helpful enough for our network to be present and active in Seychelles.

The scope of regional cooperation will also put forward the role of Seychelles regarding the use of different facilities offered to fishermen in order for them to benefit from the positive income from tuna fishing protocols with the EEC for example.

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First of all, there have been prior contacts in order to know better the local situation of fisherfolks. Later, through regional meetings of the Apostolat de La Mer, it has been possible to set up a work agenda. Thus, much has been done regarding :

- Advice on legal and institutionnal matters in dealing with the setting up of NGOs, trade-union platforms, seminars and workshops...
- Preparation of different recommendations to be given to governmental authorities in Madagascar as regards Fisheries Policies.

Through these actions, fishworkers have won a few positive assets which have also been made possible due to the change of government in Madagascar and the serious job done by some officers of the Ministry of Fisheries of Madagascar.

Furthermore, without proper follow-up in other parts of the region, these matters would not have succeeded as such. For example, an agreement was drafted by the coordinator at the request of the Ministry of Fisheries and Marine Resources of Mauritius for Malagasy Nationals working on Mauritian Fishing Vessels.

Thanks to the intervention of the coordinator, an agreement was made between the Sea Falcon Fishing Company and the FECMAMA, where an insurance for Malagasy Nationals working on board Sea Falcon's ships was made obligatory by both the ICSF and the FECMAMA.

What lies ahead for Madagascar is the proper follow-up of all the issues that have been highlighted throughout the actions carried out these last years. By continuing this work, ICSF will enable a country that is coming out of a "big sleep" to fully take into consideration its fishing industry.

Exchanges between malagasy and other regional trade-unions and NGOs should be encouraged to enable the network created to grow

and extend itself to various other parts of Madagascar not yet reached (remote coastal areas).

This country offers a unique means to use some working guidelines that have been devised in other countries and other situations. Through the experience gathered in these countries, projects to be carried out in Madagascar can really be more successful.

The only way to do this is to plan such actions.

### **Mauritius**

Mauritius has been, these last years, the "laboratory" for different methods of work by the task-force. Being the home-base for the coordinator, it was easier for him to devise projects to be carried out locally. A series of actions were first of all carried out regarding policy making.

In fact, due to the good knowledge of the local realities and to a mastering of fisheries issues, various recommendations have been sent to governmental authorities to promote the conditions of living and working of fishworkers. All this good work has materialised into new legislation and a true Remuneration Order for fishworkers in Mauritius. These will be implemented in april 1997 by the mauritian government.

However, these good results should not hide the fact that artisanal fishermen will be facing many problems in the coming years in Mauritius. But at the same time, good news come as opportunities for those fishworkers to train and adapt to more modern ways of fishing. They will definitely have to evaluate in order to survive.

Rodrigues Island has started to show signs of being interested to set up a good network. They are also looking for training opportunities and



hopefully, such schemes will be put-up. 1997 will also mark a new way of collaboration between the different fishermen organisations which will work together to carry out many new projects.

## **Philippines**

The Philippines have been, since the beginning, a particularly good partner regarding the work of the task-force. Indeed, through various organisations caring for the welfare of fisherfolks, it has been possible to collect information regarding their different actions. What was more interesting was the tremendous work set by the POEA to resolve the problem of illegal recruitment in the fishing sector.

In spite of this action, we are sad to note that this has not really bettered the situation. In fact, the problem is still present as witnesseses the so many problems Filipino seamen-fishermen have to face. In spite of these efforts, unscrupulous boat-owners and employment agencies still employ Filipino crews who embark in Singapore or elsewhere. Without proper action at a regional, and even international, level, nothing can be done.

Taiwanese fishing vessels start to employ crews from continental China and this trend will definitely change the balance in future years, especially with regional changes (Macao and Hong Kong).

We are at a stage where emphasis is being laid on production, while the maritime resources are at stake and where the fishing community has reached a point where human dignity is at a crucial stage.

The development of the fisheries is very important but we must bear in mind that potential of maritime resources is limited and that abuse will be harmful for human kind, especially those who live by fishing.

We have noted that in Madagascar, the artisanal fishermen have within their catch tonnage but not proportionally in catch tonnage.

## Conclusion

In Philippines, the problem of illegal recruitment still prevails. Some people are fighting against illegal recruitment but this has not been enough. The Filipinos are recruited to work on Distant Water Vessels without any knowledge of work on board a fishing vessel. They contracts of work are sometimes for more than 2 years with a salary between US\$ 180 to US\$ 220.

French companies are recruiting Malagasy Nationals to work on board their vessels for a salary of 100,000 FMG monthly. The situation on board can be qualified as a new apartheid, i.e. one dining room for the white and one for the black. Everything is separated.

What has been more interesting was to look out for real information sources in these countries in order to have a real network. This is how good work can be done in this sector. Not only through policy-making at various levels: international or regional NGOs, authorities, but mainly through close contact with those who are primarily concerned by these issues.



## CONCLUSION

We are at a stage where emphasis is being laid on production, where the maritime resources are at stake and where the fishing community has reached a point where human dignity is at a crucial stage.

The development of the fisheries is very important but we must bear in mind that potential of maritime resources is limited and that abuse will be harmful for human kind, especially those who live by fishing.

We have noted that in Madagascar, the artisanal fishermen have within 10 years increased in number but not proportionally in catch tonnage.

In Philippines, the problem of illegal recruitment still prevails. Some people are fighting against Illegal recruitment but this has not been enough. The Filipinos are recruited to work on Distant Water Vessels without any knowledge of work on board a fishing vessel. Their contracts of work are sometimes for more than 2 years with a salary between US\$ 180 to US\$ 220.

French companies are recruiting Malagasy Nationals to work on board their vessels for a salary of 100,000 FMG monthly. The situation on board can be qualified as a new apartheid, i.e, one dining room for the white and one for the black. Everything is separated.

What has been more interesting was to look out for real information sources in these countries in order to have a real network. This is how good work can be done in this sector. Not only through policy-making at various levels : international or regional NGOs, authorities ; but mainly through close contact with those who are primarily concerned by these issues.

I would suggest that :

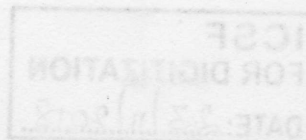
(i) in the future, the ICSF co-ordinator be the only person to choose his working team

(ii) a fortnightly review be issued in French and English to the fisherfolks and the context shall be discussed with their organisations

(iii) the ICSF should do its best to apply the CEBU Recommendation -

(iv) the ICSF should try to organise a meeting with the different representatives of seamen fishermen of a) India and Sri Lanka, b) Africa, c) Madagascar, Mauritius, Seychelles, Réunion, Comoro Islands, with a view to set up a Regional Federations and an International Federation regrouping all the fisher community of the world.

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**ICSF  
FOR DIGITIZATION  
DATE: 23/11/2018**