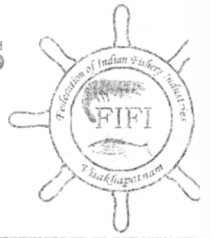


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Federation of Indian Fishery Industries

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Email: fifi@indiamail.com



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Association of Indian Fishery Industries
60, Pandurangapuram,
VISAKHAPATNAM-530 003, Andhra Pradesh
Cell no. 09490491483

21st November 2010
Yanam

To
Prof. K.V. Thomas ji
Hon'ble Union Minister of State for Agriculture
Food and Public Distribution and Consumer Affairs,
Govt. of India, Krishi Bhawan
New Delhi (Camp at Yanam)

I. C. S. F. IN	
Date	21/11/10
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Dear Sir,

Sub: The problems of the fishing industry – req – reg.

With the reference to the above, we the members of the Federation of Indian Fishery Industries (FIFI), humbly put forth the industry problems, for your kind attention and necessary action.

- 1) To treat fishing industry at par with Agriculture.
- 2) The need for a separate Fisheries Ministry in the Center.
- 3) To stop the Marine Fisheries (Regulation & Management) bill 2009.
- 4) To stop the foreign fishing vessels (LOP vessels), plying illegally, as Indian fishing vessels, under the guise of Letter Of Permit (LOP), issued by Ministry of Agriculture (MOA), New Delhi.
- 5) To stop the Coastal Regulatory Zone (CRZ) bill 2010.
- 6) To release diesel subsidy from the center to the fishing industry, de linking it from the Below Poverty Line (BPL).
- 7) To stop the proposal of shifting the fishing harbor from Visakhapatnam to Bhiminipatnam (Moolakuddu Village, near Bhimili).

Contd..2..

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Cell no. 09290091248.

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Orissa, Cell no. 09437022628.

Mr. Shyam Sundar Das, Secretary
Diga Fishermen & Fish Traders Association,
Diga – 721 428, Dist. Purba Medinipur,
West Bengal. Cell no. 09434991009.



Please find enclosed seven separate letters, on each of the above seven subjects, with all the details. Hence we request you to take appropriate steps and necessary action, in order to address all the above mentioned serious issues of the fishing industry, in the interest of the Traditional Fishermen and their livelihood.

Thanking you,

With Regards

Yours sincerely,

For Federation of Indian Fishery Industries

Dr. Y.G.K. Murty

President

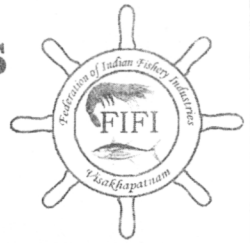
Copy to:

- 1) Smt. Daggupati Purandareswari garu, Hon'ble Union Minister of State for Human Resources Development, GOI.
- 2) Shri K. Partha Saradhi garu, Hon'ble Minister for A H, D D & Fisheries, Govt. of Andhra Pradesh.
- 3) Shri Malladi Krishna Rago garu, Hon'ble Minister for Fisheries and Revenue, Govt. of Puducherry.
- 4) Shri S. Sharma ji, Hon'ble Minister for Fisheries, Govt. of Kerala.
- 5) Shri K.P.P. Samy ji, Hon'ble Minister for Fisheries, Govt. of Tamil Nadu
- 6) Shri P. Subhash Chandra Bose garu, Hon'ble Minister for Social Welfare, Govt. of Andhra Pradesh.
- 7) Shri M.V. Ramana Rao garu, Hon'ble Minister for Law & Courts, Technical Education & ITI, Govt. of Andhra Pradesh.
- 8) Shri Rudhra Gangadharanji, I.A.S, Secretary, MOA, DAHD&F, GOI.
- 9) Shri S. Bhale Rao ji, I.A.S, Special Chief Secretary, AH, DD & Fisheries, Govt. of Andhra Pradesh.
- 10) Shri Tarun Sridhar ji, I.A.S, Joint Secretary (Fy), DAHD&F, GOI.
- 11) Dr. P. Krishnaiah garu, I.A.S, Chief Executive, NFDB, Hyderabad.
- 12) Dr. Manmohan Singh ji, I.A.S, Commissioner of Fisheries, Govt. of Andhra Pradesh.
- 13) Shri Cholleti Prabhakar garu, I.A.S, Secretary to Govt. Tourism and Fisheries, Govt. of Puducherry.
- 14) Shri P. Kannan garu, Hon'ble Member of Parliament (Rajya Sabha).
- 15) Shri Undavalli Arun Kumar garu, Hon'ble Member of Parliament, Rajahmundry.
- 16) Shri G.V. Harsha Kumar garu, Hon'ble Member of Parliament, Amalapuram
- 17) 16. Shri Pulusu Janardhanarao garu, Mayor, GVMC, Visakhapatnam.
- 18) Smt. Balasadi Indira garu, M.L.C, Andhra Pradesh.
- 19) Shri J. Jagannayakulu garu, M.L.A, Palasa, Andhra Pradesh.
- 20) Shri P. Sathish Kumar garu, M.L.A, Mummidavaram, Andhra Pradesh.
- 21) Shri Ajay Srivastava ji, Director (Fisheries and Housing) GOI.
- 22) Shri Gidla Chandra Rao garu, Chairman, Yanam Municipality.
- 23) Prof. M. Ramadass ji, (Ex. M.P.) Dean, School of Management Studies, Pondicherry University
- 24) Smt. G. Rajyalakshmi garu, Director, Dept. of Fisheries and Fishermen Welfare, Govt. of Puducherry.
- 25) Shri L. Shankar ji, Dy. Commissioner (Fisheries), GOI.
- 26) Shri N. Appa Rao garu, Regional Administrator, Yanam.



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FIFI/09-10/MOA/97

21st November 2010

Shri Prof K.V. Thomas Ji

Yanam

Hon'ble Union Minister of State for Agriculture
Food and Public Distribution and Consumer Affairs
Govt. of India, Krihi Bhawan, **NEW DELHI. (Camp at Yanam)**

Dear Sir,

Sub: To treat fishing industry at par with Agriculture – reg.

With reference to the above, we would like to bring to your kind notice that this was a long pending request from the industry. Different representations were made to Govt. of India, in the past, on the subject matter, which were all fruitless.

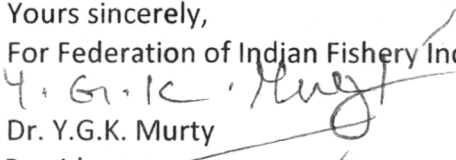
During the inaugural address of "**India International Seafood Show (IISS)**" 2010, conducted at Chennai Trade Center, Chennai, from 19th to 21st February 2010, you were kind enough to accept our above said proposal and promised to make efforts to the effect that fishing industry is given the status of Agriculture, at the earliest possible. Shri Anand Sharma ji, Hon'ble Union Minister for Commerce, Govt. of India, who participated in IISS 2010, also agreed for the said proposal and promised to extend his full support to see that fishing is treated at par with Agriculture in order to extend all the benefits and subsidies of Agriculture to the fishing industry, once the said proposal is put forth by MOA in the Parliament.

On this context, this is again a soft reminder to you, to see that a very process of **recognizing the fishing activity as an Agricultural activity, by Govt. of India**, is hastened up and result oriented at the earliest possible, in order to save the fishing industry and the livelihood of the Traditional Fishermen.

Thanking you,

Yours sincerely,

For Federation of Indian Fishery Industries


Dr. Y.G.K. Murty

President

COMMITTEE MEMBERS:

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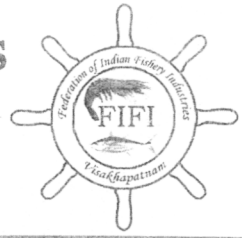
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Diga – 721 428, Dist. Pura Medinipur.



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FIFI/09-10/MOA/98

21st November 2010

Shri Prof K.V. Thomas Ji

Yanam

Hon'ble Union Minister of State for Agriculture
Food and Public Distribution and Consumer Affairs
Govt. of India, Krihi Bhawan,
NEW DELHI. (Camp at Yanam)

Dear Sir,

Sub: The need for a separate Fisheries Ministry in the Center – reg.

With reference to the above, we would like to bring to your kind notice that this was a long pending request from the industry. Different representations were made to Govt. of India, in the past, on the subject matter, which were all fruitless.

Since, we do not have a separate Ministry of our own, for Fisheries at the Center, we, at present, are under the governance of six Ministries viz,

1. The Ministry of Agriculture (MOA), our Nodal Ministry, which deals with the fishing in Exclusive Economic Zone (EEZ).
2. The Ministry of Shipping (MOS), which looks after the Registration of our Fishing vessels.
3. Ministry of Commerce (MOC), which looks after the Marine Exports under Marine Products Export Development Authority (MPEDA).
4. Ministry of Defense (MOD), which controls the operation of fishing vessels in the EEZ, through Coast Guard.

Contd..2..

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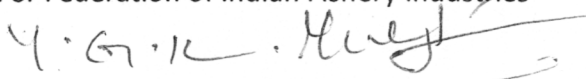
5. Ministry of Food Processing Industry (MOFPI).
6. The State Fisheries Dept, which controls the fishing in the Territorial waters of the respective Maritime States, under the State Marine Fisheries Regulation Act.

Since, we do not have, at present, a separate Ministry for Fisheries in the Center, our problems are neither addressed properly nor solved in time. Similarly the Budget allocation of funds by Govt. of India is also not being done properly for Fisheries, as there is no separate Ministry in the Center.

On this context, this is again a soft reminder to you, to see that a **separate Ministry is created exclusively for Fisheries in the Center**, by Govt. of India, in order to save the fishing industry and to address the problems of the Traditional Fishermen, in a right way.

Thanking you,

Yours sincerely,
For Federation of Indian Fishery Industries


Dr. Y.G.K. Murty
President



Federation of Indian Fishery Industries

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FIFI/09-10/MOA/95

21st November 2010

Shri Prof K.V. Thomas Ji

Yanam

Hon'ble Union Minister of State for Agriculture
Food and Public Distribution and Consumer Affairs
Govt. of India Krihi Bhawan
NEW DELHI. (Camp at Yanam)

Dear Sir,

Sub: To stop introducing the "Marine Fisheries (Regulation and Management) bill 2009 and to stop all the foreign fishing vessels (LOP vessels) – reg.

With reference to the above, we would like to remind you once again, to see that the Marine Fisheries (Regulation and Management) bill 2009, proposed by Ministry of Agriculture (MOA), is not introduced in the parliament nor implemented.

1) We strongly feel that the main objectives of the said draft bill are to curb/restrict the Traditional fishermen and local Fishing Industry in order to encourage the foreign fishing vessels. The Indian owned as well as the foreign owned fishing vessels, according to the provisions of the proposed bill, would be treated alike.

2) We feel that while giving a free hand to permit holding foreign fishing vessels (Letter of Permit Vessels, LOP), the proposed bill would generate constraints to the operations of the Traditional Fishermen and Indian owned fishing vessels interested in distant water fishing in our EEZ.

Contd..2..

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: 2 :

3) We feel that no License / Permit is required for Indian fishing crafts, operated in Exclusive Economic Zone (EEZ) under the provisions of "the Territorial waters, Continental Shelf, Exclusive Economic Zone and other Maritime Zone Act, 1976", as enforced by the Ministry of External Affairs (MEA).

4) We feel that a free access has to be given to the Traditional Fishermen and Mechanized Fishing Crafts to fish in EEZ, without any restrictions on the type of fishing, area of fishing and time of fishing.

5) We feel that the existing Maritime Zone of India (MZI) Act 1981 which controls the foreign fishing vessels in our EEZ, should not be repealed.

6) We feel that the existing Territorial waters, Continental Shelf, Exclusive Economic Zone and other Maritime Zone Act, 1976", as enforced by the Ministry of External Affairs (MEA) and the Maritime Zones of India (MZI) Act 1981, are enough to give legal support and to regulate the fishing in our EEZ. Hence, we do not require any new Marine Fisheries Regulation Bill for legal support, as there is no any legal vacuum, as such.

7) We feel that keeping in view of a sustainable exploitation of Marine Wealth and Conservation, in a long run for the welfare of fishermen community, the foreign fishing vessels should not be allowed in our waters.

8) We feel that Fishing in EEZ is mostly a livelihood for the Traditional fishermen but not a commercial activity intended for exports, as reflected by the Ministry and authorities.

9) We feel that govt, should aim to protect the livelihood, security of Traditional Fishermen. Interests of Traditional and Small scale Fishermen should be given top priority and protected.

10) We feel that the proposed bill affects the rights of the Traditional Fishermen.

11) We feel that the Traditional fishermen also go for fishing beyond 12 nautical miles in search of fish. Hence traditional fishermen need to be permitted to enter the EEZ without hindrance and without any permits and licenses. They should be a given a free access to EEZ for fishing.

Contd..3..



12) We feel that in the absence of clear cut geographical demarcation of zones, in the sea, it is not practically possible to prevent the fishermen from conducting fishing beyond 12 nautical miles, as fish and fishermen know no boundaries.

13) We feel that definition of territorial waters needs to be amended and it should be extended beyond 12 nautical miles

14) We feel that foreign fishing vessels should not be permitted for fishing in our Indian waters, in any form, either Charter, Joint Venture or LOP, based on the accepted recommendations of Murari Committee 1996.

15) We feel that the govt, should consider the welfare of the actual fishermen community and their livelihood but not others, like foreign fishing vessels (LOP vessel) operators, who entered in to fishing activity for commercial reasons, depleting our resources at the cost of the livelihood of the Traditional fishermen.

16) We feel that Traditional fishermen are also operating mechanised vessels. Hence, definition of Traditional fishermen should be expanded and then defined.

17) We feel that the govt, should focus more on fishery development aspects and livelihood of the Traditional fishermen than license, penalty and security measures.

18) We feel that Security should not be clubbed with fishing activity and Security should not be a cause for introducing the new Marine Fisheries Regulation Bill. If the govt, is keen on Security, a separate "Security Bill" has to be introduced by the concerned ministry.

Hence, we request you to stop the Marine Fisheries (Regulation and Management) bill 2009 and also to stop the foreign fishing vessels (LOP) immediately and unconditionally, in the interests of the Traditional Fishermen and the local Fishing Industry.

Thanking you
Yours sincerely,
For Federation of Indian Fishery Industries

Dr. Y.G.K. Murty
President



Federation of Indian Fishery Industries

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FIFI/09-10/MOA/92

21st November 2010

Shri Prof K.V. Thomas Ji

Yanam

Hon'ble Union Minister of State for Agriculture
Food and Public Distribution and Consumer Affairs
Govt. of India, Krihi Bhawan
NEW DELHI. (Camp at Yanam)

Dear Sir,

Sub: Illegal operation of the foreign fishing vessels in our Indian sea waters, under the banner of Letter Of Permit (LOP), issued by Ministry of Agriculture (MOA), GOI, New Delhi – req – reg.

With reference to the above, we the **Members of the Federation of Indian Fishery Industries (FIFI), from all the Nine Maritime States**, collectively, would like to thank you, at the very outset, for having given us this opportunity.

The foreign fishing vessels are given permission to fish in our Exclusive Economic Zone (EEZ) under Letter Of Permit (LOP) by the Ministry of Agriculture, Govt, of India, New Delhi. However, these foreign fishing vessels (LOP vessels) are violating the Laws of the Land and hence their fishing in our EEZ is illegal. Some of the violations are:

1) Violation of Murari Committee recommendations 1995:

The Murari Committee recommendations, not to allow any foreign fishing vessels in our Indian waters, were accepted by the **Cabinet Committee on Economic Affairs held on 04.09.1996** (case nos. 91/CCEA/96 and 92/CCEA/96) and was circulated to concerned depts., of Govt. of India, for implementation, a copy of which is enclosed herewith for your kind reference.

Contd..2..

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: 2 :

2) Violation of M.S. Act 1958

The LOP vessels are grossly violating the provisions of M.S. Act 1958, such as:

i) Violation of Section 21 :

“ A ship or fishing vessel shall not be deemed to be an Indian Ship, unless OWNED WHOLLY by a Citizen of India or a Company or a Co-operative Society”.

But in case of the foreign fishing vessels (LOP vessels), they are introduced in our waters on a **Deferred Payment Scheme**, for Five Years, which means that the LOP operator is not holding 100% ownership of these foreign fishing vessels. Hence, these foreign fishing vessels should not be registered as Indian fishing vessels. But D.G. Shipping is registering them as Indian fishing vessels, against the provisions of the M.S. Act. This is a serious violation of M.S. Act by the D.G. Shipping.

The above fact was confirmed by DDG, Shipping, as minuted in the 11th Meeting of Inter Ministerial Empowered Committee on Marine Fisheries held on 16.04.2009, in Krishi Bhawan, New Delhi, under agenda item no. 11.3, in page no.2, para no.2, by stating that **“even though there was no provision for NOC or provisional registration under the MS Act, DG Shipping is unable to give a permanent registration since the MS Act requires that the vessel has to be wholly Indian owned. Under the deferred payment system, a vessel is not fully Indian owned until the last installment is paid”, a copy of which is herewith enclosed.** This is a clear indication to conclude that the Registration of foreign fishing vessels (LOP vessels) as Indian fishing vessels is totally illegal and is a gross violation of M. S. Act 1958.

ii) Dual Registration of LOP vessels (LOP vessels are registered at Taiwan as well as in India):

These foreign fishing vessels (LOP vessels), most of them being from Taiwan, are having **Dual registration**. They are having permanent registration in Taiwan, which could be verified from the positive list of **Organization for the Promotion of Responsible Tuna Fisheries (OPRT)**. These foreign fishing vessels (LOP vessels), are also **registered with the Mercantile Marine Department (MMD)**, at different places in India, which could be verified from the D.G. Shipping in India. **This Dual registration by LOP vessels is a crime, under M.S. Act 1958.**

Contd..3..



iii) Registration of LOP vessels in India by creating false / forged documents:

The Taiwanese are taking advantage of our system by registering the vessels in India with false / forged documents. They are **concealing their original Permanent Registration at Taiwan** and with forged / crated documents of registration in a third countries, which are listed in the flag of convenience such as Tuvalu, Sierra Leone etc, they are **registering these vessels in India with false declarations and forged documents. Proof of the same is here with enclosed.**

iv) Unique Identification Number:

All the Taiwanese vessels above 24 meters are required to have a unique identification number which is issued by the Lloyds Register – Fairplay /IMO. However, this **Unique Identification Number is not being declared** by the Taiwanese owners to our Indian Govt, at the time of registering the vessels in India, **in order to conceal the actual identity of the vessel and its owner at Taiwan.**

v) Crew onboard and Manning the LOP vessels:

The LOP vessels are **not following the complement of Indian crew requirement** as per the LOP guidelines.

Relaxation, if any, for Manning should be done by either Ministry of Shipping or by Director General of Shipping, as per the M.S. Act. But in case of LOP vessels, relaxation of Manning was given by a series of Memorandum by Ministry of Agriculture, which is a gross violation of M.S. Act 1958.

vi) No Employment Visa to the foreign crew onboard LOP vessels: (Please find enclosed a copy of the letter, under RTI, from Ministry of Home Affairs, stating that No foreigner could be employed in India without Employment Visa), a copy of which is herewith enclosed for your reference.

The foreign crew onboard the LOP vessels, most of them being Chinese, are employed by LOP companies without Employment Visa / Work Permit. **Thus foreigners, especially Chinese, working in our Indian Territory, without Valid Employment Visa, is a serious Security threat to our Nation.**

No Indian Identification Cards are available with the foreign crew onboard LOP vessels.

Contd..4..



: 4 :

The foreign crew is cleared by Customs and Coast Guard, based on the Security clearance issued by Home Ministry, in spite of the fact known to them that the foreign crew should not be engaged by the LOP operators, without Employment Visa. This again is a big security lapse from our Indian Govt.

vii) As per section 86 of Merchant Shipping Act 1958 and D.G. Shipping order no. 5 of 2008, vide Ir.no. MSL-24(1)/2008, dtd, 15.07.2008, foreign nationals from Taiwan, Thailand or Indonesia are not permitted to work on Indian fishing vessels. But LOP operators are engaging these forbidden nationalities on their vessels.

viii) The foreign fishing vessels (LOP vessels), as per M.S. Act, should **surrender their Certificate of Registry**, to D.G. Shipping, before leaving our Indian waters, which again is violated by LOP vessels, as the Certificate of Registry is not surrendered by them while leaving our Indian waters.

ix) As per **Section 28** of M.S. Act 1958, before Registry of the fishing vessel, the name and number of the fishing vessel has to be marked permanently and conspicuously on both the sides of the hull. In case of the foreign fishing vessel (LOP vessel), the Taiwanese name and number are engraved and marked permanently and conspicuously on both sides of the steel hull. When these vessels come to India, to operate in our waters, under LOP scheme, the Taiwanese name is masked by the paints and the Indian name is over written on the hull. Once the vessel leaves our Indian waters, the Indian painted name is erased and the foreign vessel sails out with the original Taiwanese Name and Registration. This is a gross violation.

x) As per **Section 99 of M.S. Act 1958**, no seaman could be engaged by a fishing vessel without **Discharge Certificate**, except on a Home Trade Ship of less than 200 Tons Gross (GRT). In case of **foreign fishing vessels (LOP vessels), which are more than 500 Tons Gross (GRT) the seamen are engaged without having any Discharge Certificate**. This is a violation of M.S. Act.

xii) LOP vessels are grossly undervalued, in order to facilitate the Indian LOP operator:

The value of the LOP vessels are grossly undervalued since the Indian party has to pay 10% equity of the value of the vessel.

When the actual value of the second hand 55 mts, Tuna Long Liner LOP vessel is around **Rs. 7 crores**, it is undervalued to around **Rs. 3 crores**.

Contd..5..



The value of the diesel and bait alone, onboard a 55 mts, LOP Tuna long liner vessel is around **Rs. 3 crores**.

Hence, the actual **total value** of a 55 mts, LOP Tuna long liner vessel, including diesel and bait onboard, is around **Rs. 10 crores**, but not Rs. 3 crores, as undervalued by the LOP operators.

3) Violation of LOP guidelines:

All the guidelines under which the Foreign Fishing vessels (LOP vessels) were given Letter Of Permit (LOP) are totally violated:

It is submitted that the foreign fishing vessels were given permission to fish in our waters under LOP scheme, with certain guidelines. It is submitted that none of the guidelines stipulated by Ministry of Agriculture, are observed by LOP vessels. **All the guidelines and conditions under which the LOP was given to these foreign vessels, are totally violated.**

4) Violation of MPEDA Act and Concealment of Catches: LOP companies are not registered with MPEDA as an Exporter. The actual fish catches are never declared.

5) Violation of Customs Act 1962: The foreign fishing vessels (LOP vessels) coming from the foreign Port and should get the **Import Manifest Number**. Then after getting this Import Manifest Number, it has to be inspected by our Indian Customs, with the jurisdiction of the customs waters (i.e., within 24 nautical miles from the shore). Only after completion of the said procedure, the vessels can go for their fishing activities. But the LOP vessels are totally violating this Customs Act.

No **shipping bill** is filed to the Customs by the LOP vessel operators, once the vessels leave our Indian EEZ. This is a gross violation of Customs Act. Actual fish catches are not declared.



6) Violation of Marine Fisheries Regulation (MFR) Act: LOP vessels are operating in Territorial waters.

7) Violation of Maritime Zone of India (MZI) Act 1981: LOP vessels are foreign fishing vessels. By operating in our EEZ, these LOP vessels are violating MZI Act.

8) Violation of RBI guidelines and FEMA: Concealment of the quantum and value of catch.

9) Violation of Indian Ocean Tuna Commission (IOTC) guidelines: LOP vessels are not registered with IOTC. The mother ship, which comes for mid-sea transfer of catch, is also not registered with IOTC. There is no observer from IOTC at the time of transfer of catch from LOP vessels to Mother ship in the mid-sea.

10) Illegal Un regulated and Un reported (IUU) fishing : LOP vessels which are violating the laws of the land are treated as IUU fishing vessels.

11) Security Threat from these foreign fishing vessels: The foreign crew employed on LOP vessels are not having Employment Visa. Without Employment Visa, as per Ministry of External Affairs (MEA), no foreigner could be employed in India by any Indian company.

12) The fish catches for the local Traditional Fishermen are drastically reduced, due to over fishing by these foreign fishing vessels (LOP vessels), grossly effecting their livelihood:

Due to the over exploitation and over fishing by these foreign fishing vessels (LOP vessels), the fish catches to the local Traditional Fishermen are drastically reduced, effecting their livelihood. It is to be noted here that these **foreign fishing vessels are operating even during the fishing ban period**, when all the other local Indian fishing crafts are observing the fishing ban period. **The Traditional Fishermen are not getting enough fish catches even for their livelihood and hence are starving, due to the illegal fishing by these foreign fishing vessels.**



: 7 :

It is submitted that there is a Biggest Maritime Fraud taking place in fishing by the Foreign Fishing Vessels (LOP vessels) in our Indian waters, violating all the laws of the land, as narrated above.

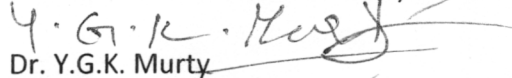
The very process of registration of these foreign fishing vessels (LOP vessels), as Indian fishing vessels, is illegal, as per the Section 21 of M.S. Act 1958. So, we request you, to cancel all the given registrations and not to issue any new registrations as Indian fishing vessels, to any foreign fishing vessel under the LOP scheme, respecting the M.S. Act.

So keeping in view of the above said gross violations of the Laws of the Land, by the foreign fishing vessels (LOP vessels), we request you to take necessary steps to see that the existing LOPs are cancelled and no more fresh LOPs are issued to these foreign fishing vessels in the interest of the Traditional Fishermen and the Indian Fishing Industry.

Thanking you

Yours sincerely,

For Federation of Indian Fishery Industries



Dr. Y.G.K. Murty

President



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FIFI/09-10/MOA/96
Shri Prof K.V. Thomas Ji
Hon'ble Union Minister of State for Agriculture
Food and Public Distribution and Consumer Affairs
Govt. of India, Krihi Bhawan
NEW DELHI. (Camp at Yanam)

21st November 2010
Yanam

Dear Sir,

Sub: Our objections on the "Coastal Regulatory Zone (CRZ) draft notification September 2010" – req – reg.

With reference to the above, we would like to express our objections on the said subject as follows:

The Federation of Indian Fishery Industries (FIFI) rejects, in toto, the **CRZ draft notification September 2010** and expresses its views as follows:

1) The Final Frontier Report of Dr. M.S. Swaminathan, who was the Chairman of the Committee, appointed by the Ministry of Environment and Forests, which recommended to amend CRZ 1991, with a view to strengthen the **coastal protection and the provisions for fishermen housing and livelihoods, was not incorporated in the CRZ notification 2010.**

2) The proposed draft has ignored to incorporate in the said notification, most of the views expressed by the fishing community and environmentalists. Building of Ports in Coastal areas, without a prior comprehensive assessment is strongly opposed.

3) The draft legitimises all the activities related to Industries in Special Economic Zone (SEZ), Nuclear Power Plants, Fertilizer and Chemical Units, Storage of Petroleum Products, large scale Housing Projects, Tourism Projects.

Contd..2..

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4) The sea up to 12 nautical miles from the shore (**Territorial waters**) has been included in the CRZ as CRZ-IV. This seems to make no sense as it contains no new provisions to regulate activities in the sea.

5) **Hazard Line:** Another attempt to bring the Coastal Management Zone (CMZ) back through the backdoor is evident in the persistence of "**hazard line**" concept. While the Government and scientific institutions are welcome to work on studying the possible impact of sea level rise and coast line changes, it is **unacceptable that a line that is yet to be drawn and no one is able to say where it will fall once it is drawn, is incorporated in a regulatory framework of this kind.** The only logic we can discern at the moment is that the World Bank has agreed to fund the drawing of this line.

6) **Island Protection Zone (IPZ):** The exclusion of the island territories (Andaman & Nicobar, Lakshadweep) from the purview of the CRZ with the intention of creating a separate **Island Protection Zone (IPZ)** notification for them. The **IPZ is nothing but the Coastal Management Zone (CMZ)** for the islands and it will signal the de-regulation of the islands from the point of view of coastal regulations.

7) The composition of the State Coastal Zone Management Authorities and the National Coastal Zone Management Authorities is still left to the whims of the bureaucracy. The demand for enshrining the **inclusion of fishing community representatives and environmentalists in bodies at all levels has been ignored.**

8) Finally, one of the biggest objections to this draft notification is the way it has completely failed the fishing community. Despite talk of recognition of fishing community rights, the **notification has not done justice to fishing community housing, social and cultural needs.** The MoEF is merely throwing crumbs at the fishing community while continuing to favour business interests. The Federation of Indian Fishery Industries (FIFI) proposes that **fishermen should have the right to build beyond 50 m and that all existing fishermen houses in the entire 0-500 m zone should not be disturbed.** The rights of the fishing communities to repair, reconstruct and develop their housing in tune with population growth, should be recognized in the CRZ areas, ensuring that the coastal environment is protected for future generation.

9) **FIFI rejects the CRZ 2010 draft notification and strongly supports the move and agitation initiated by the National Fish Workers Forum (NFF) to fight for the rights and protection of the fishermen and the sea coast.**

Yours sincerely,
For Federation of Indian Fishery Industries,

Dr. Y.G.K. Murty
President



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FIFI/09-10/MOA/94

21st November 2010

Shri Prof K.V. Thomas Ji
Yanam
Hon'ble Union Minister of State for Agriculture
Food and Public Distribution and Consumer Affairs
Govt. of India Krihi Bhawan
NEW DELHI. (Camp at Yanam)

Dear Sir,

Sub: Supply of subsidized diesel to the fishing boats, in line with the recommendations of Murari Committee 1996 – A request to remove the hurdle of Below Poverty Line (BPL) - reg.

We request the Govt. of India, to remove the barrier of BPL, in extending the facility of subsidized diesel to the fishing boats. The fishing industry needs subsidized diesel, for its survival. Under the present BPL scheme, most of the Boat owners are deprived of the needed diesel subsidy and so we request you to kindly interfere and to see that the diesel subsidy is given by the central govt to the fishing boats without the hurdle of BPL.


We further request you to see that the supply of subsidized diesel to the fishing boats should be continuous, uninterrupted and of sufficient quantity based on the consumption of the Main Engine, but not restricting it to a limited quantity and more so with interrupted supply. Kindly take up this issue with the Ministry of Finance (MOF) and solve this problem.

Please treat this as most urgent and do the needful, in order to save the livelihood of the Traditional Fishermen.

Thanking you,

Yours sincerely,

For Federation of Indian Fishery Industries


Dr. Y.G.K. Murty
President

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Orissa, Cell no. 09437022628.

Mr. Pijush Kanti Dev Berman, Secretary
All Orissa Fish Producers Federation
Shed No. 8, Badapadia, Paradip – 754 142
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Mr. V.M. Suthan, Secretary,
Tamil Nadu Coastal Mechanised Boat Fishermen Welfare Association,
Chennai, Tamil Nadu.
Cell no. 09443391529

Mr. Shyam Sundar Das, Secretary
Diga Fishermen & Fish Traders Association,
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Federation of Indian Fishery Industries

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FIFI/09-10/MOA/93

21st November 2010

Shri Prof K.V. Thomas Ji

Yanam

Hon'ble Union Minister of State for Agriculture
Food and Public Distribution and Consumer Affairs
Govt. of India, Krihi Bhawan
NEW DELHI. (Camp at Yanam)

Dear Sir,

Sub: Proposal by the Visakhapatnam Port Trust Authorities (VPT) to shift the Fishing Harbor from Visakhapatnam to Bhiminipatnam (Bhimili) – reg.

With reference to the above, we would like to bring to your kind notice the following facts, for your consideration and necessary action.

1) There is a long standing proposal from Visakhapatnam Port Trust (VPT), to shift the Fishing Harbor from Visakhapatnam to **Moolakuddu village**, near Bhiminipatnam (Bhimili). This is the place where the river "Gosthani" joins the sea in Bay of Bengal. The said area is **totally silted** and the **draft is not permissible** for the fishing crafts. Even the small Mechanised boats can not enter the proposed fishing harbor, for want of sufficient draft. Added to this **the proposed site is situated on the open coast and exposed to very heavy breaking of waves close to the shore, hence shore protection structure is to be artificially constructed, which is very expensive, technically unviable and economically not feasible.**

2) If at all a fishing harbor is constructed in this silted area, it **needs continuous dredging, round the clock**, which is next to impossible for any Govt, to provide for such a Herculean Task and involvement of huge expenditure.

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COMMITTEE MEMBERS:

Mr. P.C. Appa Rao, President
A.P. Mechanized Boat Owners Welfare Association
Fishing Harbor, Visakhapatnam. Andhra Pradesh,
Cell no. 09290091248.

Mr. Simon Periera, President,
Goa Fishing Boat Owners Association,
Behind Acid Tank, Vasco De Gama,
Goa, Cell no. 09423885728.

Mr. Joseph Xavier Kalapurackal, General Secretary
Kerala State Fishing Boat Operators Association
Munambam, Welfare Mandir, Palliport – 683 515
Eernakulam Dist. Kerala, Cell no. 09349252954

Mr. Narendra (Nandu) R. Patil, General Secretary
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West Bengal. Cell no. 09434991009.



: 2 :

3) A similar mistake was committed by the Govt, earlier, by constructing a fishing harbor near **Bavanampadu** in Sri Kakulam Dist, of Andhra Pradesh, which could not be used by the Industry even for one day, for want of proper draft, as there was continuous silting of the area. The industry opposed earlier for constructing any fishing harbor near Bavanampadu, keeping in view of this silting problem. But the Govt, never bothered to listen to the fishermen and constructed the fishing harbor against the advise of the fishermen. As a result, ultimately today the fishing harbor at Bavanampadu is totally abandoned and useless.

4) A similar situation to what happened at Bavanampadu, is bound to be repeated, if the Govt, constructs a fishing harbor at Moolakuddu village near Bhimili. This is the reason why we are strongly opposing the proposal by VPT to shift the existing fishing harbor to Moolakuddu village.

5) Visakhapatnam fishing harbor is a Natural Harbor and the best of its kind in Asia, with sufficient draft for the fishing crafts for easy and comfortable navigation, irrespective of the Tidal variations. Besides this, the **Dolphin Nose (Mountain) is protecting the fishing harbor** from all the cyclones and weather warnings. So, this is best suited for the fishing industry, which the industry never wants to loose.

6) If the Industry looses the existing fishing harbor at Visakhapatnam, it would be deprived of berthing facility in between Paradip in Orissa to Kakinada in Andhra Pradesh. This would be a serious issue for the fishing industry.

7) The Members of the Federation of Indian Fishery Industries (FIFI) met you at your office on 27.08.2010 and appraised you the problems and the seriousness, if the fishing harbor is shifted from Visakhapatnam to Bhimili. You were kind enough to understand the seriousness and **promised us that MOS shall look in to the matter and try to solve our problem.**

8) The Members of FIFI also met the Secretary and the Joint Secretary of Ministry of Agriculture (MOA), Dept., Animal Husbandry, Dairying and Fisheries, New Delhi on 26.08.2010 and discussed on this issue in detail. Both the Secretary and the Joint Secretary assured FIFI that **MOA shall not give any clearance or No Objection Certificate (NOC) either to the Ministry of Shipping (MOS) or to Visakhapatnam Port Trust (VPT), to shift the fishing harbor from Visakhapatnam to Bhimili. They also added that the Visakhapatnam Fishing Harbor was totally funded by MOA and without their knowledge and NOC, it can not be shifted to Bhimili and they are against the proposal of shifting the fishing harbor from Visakhapatnam to Bhimili.**

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9) In addition to this, the Central Institute of Coastal Engineering for Fisheries (CICEF), Govt, of India, at Bangalore, vide their Ir. no. D.O no. 5-4/5/90-CIF, dtd, 28.04.1999, addressed to Dr. Y.S. Yadava, Fisheries Development Commissioner, MOA, DAHD&F, New Delhi and vide their Ir.no.5-4/5/2001-CIF, dtd, 05.10.2005, addressed to Dr. S. Challappa, Principle Secretary, Dept, of Animal Husbandry, Dairy Development and Fisheries, Govt, of Andhra Pradesh, Hyderabad, categorically specified that it will not be Technically feasible and economically viable to develop a Fishery Harbor at Bhimilipatnam and that they are against the idea of shifting the fishing harbor from Visakhapatnam to Bhimili. Copies of the said letters are herewith enclosed for your reference.

10) The Ministry of Agriculture (MOA), in their letter addressed to the Ministry of Defense, South Block, New Delhi, vide ref. no.F.No.33013-5/99-Fy (H), dtd, 17.05.2010, confirmed that keeping in view of the Techno Economic Reasons and feasibility, MOA is not in favour of shifting the Visakhapatnam Fishing Harbor from its present location. A copy of the said letter is herewith enclosed for your reference.

11) In view of the above facts, we had made the several representations to the Chairman, VPT and requested him time and again, to withdraw his proposal to shift the fishing harbor from Visakhapatnam to Bhimili. But he had not considered our request,.

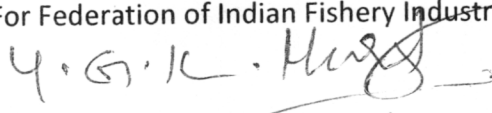
12) Keeping in view of the livelihood of thousands of fishermen, we request you once again, to take up this matter, with the Chairman, VPT, to set aside his idea of commercial profitability and to earn money from the fishing harbor, Visakhapatnam, by converting it in to a commercial harbor or a Container Terminal or an International Tourism Hub, at the stake of livelihood of the Traditional Fishermen.

Keeping in view the above facts, FIFI requests you to take up this issue with Ministry of Shipping (MOS) and to see that the fishing harbor is not shifted from Visakhapatnam to Bhimili, in order to safeguard the livelihood of the Traditional Fishermen.

Please come for the rescue of the Fishing Industry and the Traditional Fishermen.

Thanking you,

Yours sincerely,
For Federation of Indian Fishery Industries


Dr. Y.G.K. Murty
President

