



UNDERSTANDING OF FINANCIAL STATUS OF FISHERMAN IN THANE DISTRICT



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ABSTRACT

However, the development of the city's industrial and infrastructure is considered; Fishing has had many effects. As a result, the number of fishermen in Thane is declining year by year. It has also been noticed that the traditional fishermen in Thane are slowly and gradually shifting to new opportunities elsewhere. Fishermen in the Kalyan area are interested in closing down their fishing ventures and are encouraging the younger generation to enter the manufacturing sector. This is a troubling situation. One of the reasons for such adverse development may be the economic backwardness of fishermen. A research study was conducted in Kalyan and Dombivli area to know the economic status of fishermen and their economic understanding. The cost mechanism of small size fishermen was explored through sample survey and the findings were presented in the form of strength, weakness and opportunity analysis.

KEYWORDS: Fisherman, Financial Status, Women Empowerment, Supply Chain

INTRODUCTION:

The fisheries sector has a very important place in the socio-economic development of India. The sector has been identified as a powerful income and employment generator as it stimulates the growth of many subsidiary industries and is a source of affordable and nutritious food. At the same time, it is a means of livelihood for a large section of the country's economically backward population. More than 6.0 million fishermen and fish farmers in the country depend on fisheries and fisheries for their livelihood. The fisheries sector is also a major contributor to foreign exchange earnings through exports.

Marine fishermen were 25% active fishermen of the population, of which 73% were occasional. Most of the fishermen in Raigad, Thane and Ratnagiri districts were full time, while part-time and occasional fishermen were at their maximum in Ratnagiri district. About 45% of the fishermen make their living from marketing, netting / repairing, healing / processing, peeling, laboratory and other fisheries related activities.

Most men were engaged in occupations such as labor, networking and repair, and women were more involved in marketing and treatment and processing. Very few of the fishing families had membership in the co-operative societies, most of them were members in the fisheries co-operative societies. Raigad district has maximum co-operative membership.

CLASSIFICATION OF FISHERMAN:

Fishermen are classified according to the method of working the ships and supply chain management commonly used for fishing. The following list provides sufficient insights into the classification.

1. Fishing with motorized craft:

Species usually caught by motorized vehicles are different from coastal fishermen as the distance covered by them is usually 25-50 km. The species available in deep water are different due to different environmental conditions. Major holdings are in high demand in the regional market and therefore follow the properties of average and high value products. The fixed market is the leading market in the country where these species are sold at a premium price. The "brown connectors" in the map below show the supply chain for a low cost product and are destined for the local market. The "Blue Connector" is a link showing the channel of distribution of a select few average value products in a large domestic market according to the preference and demand of the species. "Red connectors" are the means of distributing the majority of high value products in the large domestic market according to the preference and demand of these species.

2. Trawler Owners:

Deep sea fish are the main catch of this region due to its unique ecological environment. The product falls into the category of low-cost catches, which are dried on-board and high-cost products that are shipped to regional and leading country markets and international markets. The "green connector" in the map below shows the supply chain for a low cost product that has dried up and is destined for the local market. The "Blue Connector" is a link showing the channel of distribution of a select few average value products in a large domestic market according to the preference and demand of the species. The "Red Connector" is the channel of distribution of the majority of high value products in the large domestic market according to the preference and demand of the species, and the export-oriented products intended for the international market.

3. Chain Performers:

Key stakeholders in the fishing industry are referred to as performers in the chain in exchange for the specific returns they receive. The roles and responsibilities of the performers are defined and specific. Artists perform unique works in the chain, which is unique in nature and therefore artists are categorized based on the activities / services provided by them. There are many participants in the system of the fishing industry. They are:

- Godown owner (Gaddiwala)
- Wholesaler
- Exporter
- Ice providers
- Head loader
- Bicycle sellers
- Fishermen who do not have a boat
- Fisherman, boat and net owner
- Trawler owner
- Auction agent
- Insignificant sellers trade fish
- People working as fish packers in landing centers and processing units
- Supporting participants
- Commission / Collection Agent

- Transporter

4. Without Boat Fisherman:

This category has the largest number of artists in the chain. This includes people who are able to fish but cannot operate because they are poor and insecure and do not have the resources to fish on their own. They build boats owned by fishermen; Gaddywala who recommends fishermen tied to them or their own boat and trawler owners. The main role of laborers is to support and help boat owners to catch fish. They also repair and maintain fishing equipment for the boat owners they belong to. The cost of operations for this segment is negligible as they do not require any capital investment to enter the trade. Payments to them are made on the basis of the percentage / part caught in each journey. The total cash generated by the fishery is distributed equally among the members participating in the operation after deducting the expenses in the area of operation. The remaining cash is distributed equally among the members including the boat, net and machine as a part respectively. In addition, if the journey is longer than one day, they are provided with food.

5. Net and Boat Share Fisherman:

Usually the actor in this section has one or two boats. Either the owner comes with the staff hired for fishing or some family member of the boat owner comes with the crew. Fishermen are usually attached to any paddock because of the credit linkages and other accessory facilities provided by them. In some cases, boat owners do not go fishing, instead acting as agents or auctions at the landing center. Another important action taken by the fisherman is to auction the catch after landing on the beach. The fisherman is responsible for the management of the variable input and therefore responsible for its availability. The cost of operation is high for this department. The capital investment in this segment is mainly in fishing gears. The second largest expense in terms of trade operating costs is variable costs.

6. Owner of Trawler:

The department has a limited presence as the actor in the field has embraced fishing as a commercial venture in this business as opposed to a livelihood venture of traditional fishermen with indigenous craft with or without motors. The main role and responsibility of the actor is to invest the capital required for the venture and to arrange the operational input required for the venture. Trawler owners generally do not take fishing action with them; instead they take on the additional role of running the “pack” at the landing centre.

METHODOLOGY:

The researcher has selected the sample size of 25 fishermen from Thane area of Mumbai. Thus, out of the total population of fishermen at Kalyan and Dombivli in Thane district, a convenient sample of 125 fishermen is selected for the purpose of the study, which is a representative sample.

Table 1.1 Selection of Fisherman According to Categorisation

| Sr. No | Categorisation | Kalyan | Dombivli |
|--------------|----------------|------------|-----------|
| 1. | < 3 Cylinder | 30 | 19 |
| 2. | > 3 Cylinder | 70 | 06 |
| Total | | 100 | 25 |

The above table 1.1 describes about the fisherman selection according to categorisation and it was observed that the number of low capacity ships is higher in Dombivli area i.e. 19 where the number of low capacity ships is less than in Kalyan area i.e. 30. The number of high capacity ships in Dombivli area is less i.e. 6 where the welfare area is. The maximum number of high capacity ships is 70.

Table 1.2 Operational Things and Cost

| Sr. No | Fixed Rate | Variable Rate |
|--------|--------------|-----------------|
| 1. | Boat / Craft | Fuel |
| 2. | Net | Repair |
| 3. | Motor | Insurance |
| 4. | Licence | Licence Renewal |

Source: Primary Data

Fishing nets are a major capital investment in fishing operations and cost Rs. 20,000 to Rs. 2, 50,000. The nets used for fishing are species specific and a fisherman usually puts 2-3 nets to catch. The use of nets is also season specific due to the abundance of different species in a particular season.

Table 1.3 Having Insurance

| Sr. No | Insurance | No of Respondent | Percentage |
|--------|-----------|------------------|------------|
| 1. | Yes | 125 | 100.00 |
| 2. | No | 00 | |
| Total | | 125 | 100.00 |

Source: Primary Data

Insurance is a must for fishermen. The policy amount is very standard in Kalyan and Dombivli. But fishermen in the Dombivli area appear to have a different policy amount. Fishermen in the Dombivli area tend to underestimate the value of their ship in order to reduce the premium and accordingly the insurance premium is reduced by getting a lower sum assured insurance policy. Therefore, the annual premium is Rs. 1560. In case of Kalyan area but in Dombivli area such standardization amount does not exist.

The above table 1.2 describes about the selected fisherman having their insurance or not and it was observed that all 125 (100.00%) of the fisherman's are having their insurance.

Table 1.3 Average Cost of Ship/Boat

| Sr. No. | Ship/Boat | Cost | Respondent | Percentage |
|---------|-------------------------|----------------|------------|------------|
| 1. | Low Capacity Ship/Boat | 75000 – 150000 | 68 | 54.40 |
| 2. | High Capacity Ship/Boat | 150000- 650000 | 57 | 45.60 |
| Total | | | 125 | 100.00 |

Source: Primary Data

The average cost of the ship/boat has been observed in this study and it was found that the low capacity ship/boats cost is between 75000 – 150000 rupees and high capacity ship/boat cost is between 150000 – 650000 rupees, the study observed that out of 125 respondent 68 (54.40%) of the respondents are having low capacity ship / boat and remaining 57 (45.60%) of the respondents are having high capacity ship / boats.

Table 1.4 Maintenance Expenditure

| Sr. No. | Ship/Boat | Cost | Respondent | Percentage |
|---------|-------------|---------------|------------|------------|
| 1. | Maintenance | < 5000 | 12 | 09.60 |
| 2. | | 5001 – 10000 | 29 | 23.20 |
| 3. | | 10001 – 20000 | 54 | 43.20 |
| 4. | | > 20000 | 30 | 24.00 |
| Total | | | 125 | 100.00 |

Source: Primary Data

It can be noticed that the running and maintenance cost of welfare is higher than that of Dombivli area. The researcher tried to find out the cost of using the ship but the respondents in both areas were not aware of the cost concept of the ship. Also respondents in both areas are not aware of the amendment on an annual basis as they do not keep books of income and expenditure account.

The above table 1.4 describes about the maintenance expenditure of the fisherman and it was observed that out of 125 respondent 12 (9.60%) fisherman's yearly expenditure is below 5000 rupees, 29 (23.20%) of the fisherman's yearly expenditure is from 5001 – 10000 rupees, 54 (43.20%) of the fisherman's yearly expenditure is from 10001 – 20000 rupees and remaining 30 (24.00%) of the respondents yearly expenditure is above 20000 rupees.

Table 1.5 Licence Cost

| | Kalyan (Average) | Dombivli (Average) |
|---------------------|------------------|--------------------|
| Expenses on Licence | 503 | 465 |

Source: Primary Source

Currently, the concerned Coastal State / UT Government alone licenses mechanized fishing ship/boat. The licensing system must also be extended to motorized and non-motorized crafts. Licensing

would be useful to maintain a list of all categories of fishing ship/boat. A new ship can only be purchased as a replacement for a ship of the same size and capacity. The priority of licensing should be shifted to the system of controlling the number and type of fishing ship/boat from the means of obtaining revenue only. Licensing will enable better implementation of maritime safety standards in small and large fishing ship/boat. Another management option that has been considered for the area is to encourage small fishermen to diversify into fishing activities that can be practiced further along the coast, so as to reduce coastal water congestion and reduce pressure on fish stocks. However, some fishermen are equipped for such activities and need to support this class as well as have technical knowledge about the availability of resources or the best fishing methods to target them.

The above table 1.5 describes about the licence cost and it was observed that in both area there is a variation in licence cost at Kalyan area the licence cost is 503 rupees and at Dombivali area it is at 465 rupees. In the discussion it was found that the cost on the license depends on the license renewal.

Table 1.6 Labour Cost (Monthly)

| Sr. No. | Labour Cost | Respondent | Percentage |
|--------------|---------------|------------|---------------|
| 1. | < 10000 | 17 | 13.60 |
| 2. | 10001 – 15000 | 29 | 23.20 |
| 3. | 15001 - 20000 | 40 | 32.00 |
| 4. | > 20000 | 39 | 31.20 |
| Total | | 125 | 100.00 |

Source: Primary Source

Labour cost is more important than the other cost, in this study researcher has observed that most of the fisherman's are paying labour cost/wages on daily, weekly and monthly basis. But, in this study researcher has calculated labour cost on monthly basis. So, from the above table 1.6 of the study it is observed that out of 125 selected fisherman 17 (13.60%) of the fisherman's labour cost is less than 10000 rupees, 29 (23.20%) of the fisherman's labour cost is from 10001 – 15000 rupees, 40 (32.00%) of the fisherman's labour cost is from 15001 – 20000 rupees and remaining 39 (31.20%) of the respondents labour cost is above 20000 rupees.

Utilization by Supply Chain:

Exploitation of fishermen by other major performers in the supply chain is prevalent. The oligopoly of some intermediaries has distorted the balance of profits in their favor. This has complemented the distortions and inequalities in the chain and has reduced the demand of fishermen in the supply chain.

Lack of Information:

The discrepancy between price and market information has created a shortage and reduced the ability of fishermen to bargain. The lack of information about the prices and demand of different species in the big market has reduced the intensity of proper labor of the fishermen. The player has to rely entirely on the mediator to determine the price of the catch and therefore has to compromise on the aspect of income. The absence of a parallel information channel has limited the awareness of the performers.

CONCLUSION:

In this way the researcher seeks to conclude that there is scope to understand the economic status of the fishermen and further research can be done using appropriate statistics, quantitative and qualitative techniques focusing on the value chain, stakeholders and markets.

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