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I. Acronyms and abbreviations

AIDS	Acquired Immune Deficiency Syndrome
AIDSCAP	AIDS Control and prevention, Family Health International
AusAID	Australian Assistance for International Development
CSW	Commercial Sex Worker
EAPRO	East Asia and Pacific Regional Office
EPI	Expanded Program of Immunisation
HIV	Human Immuno-deficiency Virus
IEC	Information, Education and Communication
INGO	International Non Government Organisations
KAPB	Knowledge, Attitudes, Practice and Beliefs
MCH	Maternal and Child Health
PHC	Primary Health Care
PLA	Participatory Learning and Action
PT	Peer Trainer
STD	Sexually Transmitted Disease
SNG	Social Network Group
TBCA	Thai Business Coalition on AIDS
UNICEF	United Nations Children’s Fund
WHO	World Health Organisation
WVFT	World Vision Foundation of Thailand

II. Terms, definitions and translations

ENGLISH TERM	THAI TERM	DEFINITION
Assistant Captain	<i>Nai Tai</i>	
Captain	<i>Tai Kong</i>	
Fishing Pier	<i>Phae Plar</i>	
Foreman	<i>Yeshue</i>	
Seafarers	<i>Luk Rua</i>	
Snowball survey		Sociological survey method in which each interviewee is asked to name other key informants for interviewing until the full network of key informants for that particular issue is identified and the circle (full-size snowball) is complete
Type of fishing trawler	<i>Walat</i>	A trawler which usually catches several types of fish using a weighted fishing net which is lowered to the sea-floor and then dragged along by boat-crew
Type of fishing trawler	<i>Wadam</i>	A trawler which usually catches one type of fish found in schools using a type of net hauled by the boat-crew

1. EXECUTIVE SUMMARY

1.1 STUDY BACKGROUND

Rapid Situation Assessments to develop action plans for seafarers and their source and host communities have been undertaken in Cambodia, Thailand and Vietnam by staff from local programming agencies using qualitative methods. This process commenced with group identification of key sea-faring locations and populations at risk in each country. Targeting was followed by field research to identify practical means for preventing and caring for seafarers with HIV or drug dependency. Myanmar is another participating country in this process and programming agencies in the country are compiling reviews on seafarers. The present Report represents the outcome of one national sub-study.

The Ranong Sub-study has provided a unique opportunity within the four study countries of the Mekong Sub-region for engaging in innovative research which recognises;

- The existence of a small body of Thai research and project activity addressing seafarer activities and attitudes.
- The existence of a small group of Thai and foreign researchers with direct experience in seafaring source community studies.
- The existence of a more open political and social environment which allowed the structure of the maritime industry to be explored.
- The growing awareness that supply of information to seafarers through opportunistic or accidental intercept during short port visits is a relatively inefficient programming method compared with industry-based interventions which spread information and acceptance.
- The interest of team members from other countries in undertaking studies to identify roles for the maritime industry in helping address HIV/AIDS and drug abuse, but their lack of experience and a documented methodology for undertaking such activity.

The Ranong Sub-study to identify the role of the Maritime Industry forms a partner study with the Northeast Sub-study of Seafarer Source Communities. Together these identify and address important factors which lead to HIV/AIDS and drug abuse vulnerability in source and host (port) communities.

1.2 STUDY RATIONALE

A rapid review of existing studies and projects in Thailand indicated that some information is already known about communities in large ports and associated seafarer behaviour (WVI, GTZ). Moreover, a number of new agency initiatives would collect further data on these topics (CARE, PATH). Rather, what was still lacking was

an attempt to relate this port community and seafarer information to the maritime industry itself in terms of its structures, methods, conditions and direct or indirect contribution to increased seafarer vulnerability to HIV/AIDS and drug abuse. The intent was to work, where possible, with industry, agency, company and boat interviewees and to identify positive actions and roles which would help ameliorate vulnerability. A secondary study output was the preparation of a rapid assessment guideline which would assist other interested field practitioners in undertaking similar port-based industry studies (Section 2 and 12).

The novel nature of this research in the Port of Ranong meant that much material which would normally be derived from background research using secondary materials was absent. Information on the structure of agencies in Ranong, for instance, was obtained from interviews by the Assessment Team rather than from existing, published sources. Indeed, the lack of such materials in general, is reflected in the brevity of the Report References (Section 9) and the heavy reliance on investigative journalism to provide a broader context for field findings. Moreover, it is precisely this lack of substantive research on seafarer vulnerability in relation to HIV/AIDS and drug abuse which has necessitated this problem-focused and action-oriented Assessment. It is also hoped that this initial and useful foray into the field of seafarer industry studies will point academic colleagues toward a rich area for further scholarly research. Such research was not, and should not have been, the purpose of the present Assessment with its intent to yield *sufficient* information to adequately identify entry-points to assist programmers in engaging effectively with hard-to-reach populations.

1.3 KEY STUDY FINDINGS

Specific recommendations are contained in the main body of the Report. Summary recommendations are presented below:

1.3.1 THE ROLE OF GOVERNMENT AGENCIES IN REDUCING HIV VULNERABILITY

Information was collected on the government agencies involved in the maritime industry and their current and potential activities addressing HIV/AIDS and drug abuse (Section 3). However, assessment of their mandate, existing structure, staffing and the financial resources available to undertake their responsibilities indicated that these are not currently suited to reducing seafarer vulnerability to HIV and drug abuse. Some of the agencies *did* define promotion or development of well-being for seafarers and their families as part of their mandate, but they were not effective in achieving this in a developmental sense.

None of these agencies had effectively undertaken HIV or drug abuse intervention measures, although collaboration with MOPH in implementation of some HIV prevention activities did exist. Newly-approved labour regulations primarily aimed to increase the numbers of available maritime workers by allowing industry owners to employ foreign nationals, mainly from Myanmar. However, this regulation in no way ensured that these workers received benefits, such as seafarer access to medical services. Moreover the Burmese, who form the bulk of these seafarers, are particularly vulnerable, since they are not entitled to utilise necessary support services

available from Thai government agencies. Detailed analysis of these legal issues is provided in Section 6.

This Study has identified a potential opportunity for agency involvement to address these gaps via the Thai-Myanmar Border Fishery Coordination Centre. The activities of this agency could be tailored to coordinate the agencies undertaking activities in HIV/AIDS prevention and care. Further, the Saphanplar state enterprise, could contribute financial resources toward a health program designated for seafarers.

1.3.2 THE ROLE OF THE PRIVATE FISHING INDUSTRY

The Study also explored the possibilities for collaboration with the Ranong provincial fishing industry to identify its needs and to match these with HIV/AIDS prevention and care activities that would achieve more sustainable and self-supporting programmes (Section 8.2). It identified that various barriers appear to exist that may not allow the effective promotion of the current model of private industry involvement in HIV and AIDS. Nevertheless, the expansion of partnerships that go beyond government, multi-lateral and international NGOs to include the fishing industry is essential. In order to achieve this, strategies that emphasize profitability and benefit to the individual company's interests or fishing industry management are a priority.

The Study identified that working directly with pier and boat owners may achieve more success. Possible strategies in advocating collaboration included cost benefit aspects of prevention, documenting (developing) and promoting case studies of 'good practices', promoting individual philanthropy, providing outstanding community responsibility awards and identifying **clear and specific** organizational networks between Myanmar and Thailand that could be linked up with HIV/AIDS initiatives.

1.3.3 FACTORS INFLUENCING SEAFARER RISK BEHAVIOUR

Detailed analysis of the factors which contributed to seafarer vulnerability and to the creation of risk environments was undertaken (Section 7) to provide government, industry and non-government groups with specific recommendations for action.

1.3.4 DRUG-ABUSE BY SEAFARERS

It is evident from the interviews conducted with key informants that drug-abuse is present among seafarers and many types of drug are being used. Some cause them to be more vulnerable to HIV/AIDS while others do not since they suppress sexual desire. The information derived from these interviews is sufficient to call for education/prevention activities with seafarers and those working in related industries. However, there is a need to do a further in-depth study on the magnitude of drug use among larger samples of these populations. Suggested approaches which would be appropriate are to conduct a research among prison inmates who are seafarers detained for drug use; and to conduct a research in collaboration with agencies which have implemented intervention programs and services with seafarers since information could be forthcoming where trust has been established.

1.4 KEY ASSESSMENT RECOMMENDATIONS

Specific recommendations are contained in the main body of the Report. Below are summary recommendations which are listed in the same thematic order as the Assessment chapters:

1.4.1 ROLE OF GOVERNMENT AGENCIES

Need to engage in national level discussion with MOPH and others concerning establishment of an independent body to oversee the HIV intervention program. This would include delivery of necessary services and provision of Medical Officers and staff who speak the native languages used by seafarers. Such an initiative can be locally sustained and self-sufficient over the long term.

1.4.2 ROLE OF RECRUITING AGENTS

Some agents working in Ranong have participated in the existing intervention activities undertaken by the WVFT project. Their involvement in the HIV program has filled a gap in helping to reduce seafarer vulnerability to HIV through providing an institutional and enabling environment for behavior change. Agents and fishing companies based in Myanmar need to be approached to identify their potential for similar participation.

Patterns of recruitment have changed during the last several years with huge implications for HIV transmission and implementation of effective interventions. It is vital to periodically revisit earlier findings and respond to any new developments.

1.4.3 ROLE OF PORTS ALONG FISHING ROUTES

The sex industry is thriving in Koraburi and law enforcement is quite lenient, resulting in a high risk environment for fishermen and sex workers. As a result, this site needs to be included in the proposed Country Action Plan following from this Study. (Moreover, this finding may indicate that other large and small ports which have not been the focus of research, could well provide risk environments also). The vulnerability evident in Koraburi is compounded by the absence of an enabling environment with effective messages, condom availability, community response, etc. Intervention measures among seafarers will *only* be effective and comprehensive if attempts are made to span ports where a considerable number of trawlers stop and the sex industry is flourishing.

1.4.4 DEVELOPING AN INDUSTRY WORKPLACE POLICY

This does not seem feasible in Port of Ranong at present. However, working directly with pier and boat owners may achieve more success. Possible strategies in advocating collaboration included cost-benefit aspects of prevention, documenting (and developing) and promoting case studies of 'good practices', promoting individual philanthropy, providing outstanding community responsibility awards and identifying **clear and specific** organizational networks between Myanmar and Thailand that could be linked up with HIV/AIDS initiatives.

1.4.5 ECONOMIC ENTITIES RECEIVE PLANNING ASSISTANCE FOR PROVISION OF SOCIAL SERVICES

Money put aside by the Saphanplar State Enterprise is sufficient to implement HIV prevention and care program. The study team has designed a pilot program:

1. Design and produce BCC materials (budget 70,000)
2. Set up a Medical clinic at the pier to deliver essential services for fishermen and their families (budget 360,000)
3. Conduct social marketing of condoms and provide support facilities for fishermen to help create an enabling environment for behaviour change such as sports facilities, library, center for saving groups, etc. (budget Bt 70,000).

1.4.6 CROSS BORDER ISSUES

1. Myanmar government agencies appear to have more access to joint-venture boat companies than their Thai counterparts and so it is recommended that HIV initiatives which involve the boat companies should commence from the Myanmar-side.
2. Some of the agents working in Ranong have participated in the existing interventions implemented by the WVFT Project. Their involvement in the HIV program has addressed a gap in reducing seafarer vulnerability to HIV through providing an enabling environment for behavior change. Further exploration into the potential for agents and fishing companies based in Myanmar to undertake similar activity needs to be undertaken.

2. MARITIME INDUSTRY ASSESSMENT METHODOLOGY

2.1 THE RIGHT TYPE OF RESEARCHERS

A study of this type requires a research team of NGO staff which has previously undertaken action research, is familiar with the maritime industry and has substantial experience in dealing with the business sector and in engaging government agencies and associations.

The study benefited from involving an organisation (World Vision Thailand) which had existing programs targeting the health and other developmental problems of seafarers in Ranong. Interviewees also benefited because the research team was able to provide them with information and services which could address the problems they raised. Obviously, the involvement of an experienced organisation also greatly reduced the time required to adapt interview guidelines for the specific site and to analyse information.

The team began by holding in-depth interviews with fishing trawler and fishing pier owners, but these turned into brainstorming group discussions which explored the feasibility of workplace policy and participant views on HIV and health problems. These findings were then used to modify the interview guideline and to generate new ideas about workplace policy and owner enthusiasm for HIV intervention. These new ideas were further investigated on the following day.

2.2 MATERIALS USED IN RESEARCH

Resources needed to carry out the PRA component of the Assessment included:

- ✓ Flip Chart
- ✓ Different coloured marker pens
- ✓ Pieces of colored paper for mapping
- ✓ A map illustrating the ports and surrounding seas through which fishing trawlers operate. Place names should be in the language most commonly-used by the respondents
- ✓ Diagrams and other materials illustrating the HIV pandemic to stimulate conversation with boat and pier owners
- ✓ Camera with flash, batteries, suitable film
- ✓ Vehicle

2.3 FORMING THE RESEARCH TEAM

A research team was formed following a series of meetings. Sufficient time is required to understand the resources that each participating agency brings, the various skills of participating staff and the nature of each agency's involvement in seafarer interventions. Future studies of this type would benefit from more time in the initial stages when selecting a survey site so that participating researchers would share a common understanding of the study purpose and be more highly motivated as a result.

2.4 STAGES OF THE RESEARCH ACTIVITY

Activity	Person/organisation responsible	Time	Method	Place
1. Familiarisation for participating agencies	TBCA, CARE, WVFT	2nd week Sep	formal meetings	Bangkok & Ranong
2.Preparation of guidelines	TBCA, CARE, WVFT	2nd-3rd week Sep	communication through e mail	Same
3.Review of existing information	WVFT	2nd-4th week Sep	content analysis	Ranong
4.In-depth interviews with captains of fishing trawlers	WVFT, Khun Ruj	9-12 Sep	In-depth interview	Ranong
5.Pharmacy interviews	WVFT	10-19 Sep	disguise as target group	Ranong
6. Interviews with agents and untrained health personnel	WVFT	20-26 Sep	PRA (PLA)	Ranong
7. Interviews with owners of fishing trawlers, fishing piers and related agencies	WVFT, CARE, TBCA	22-26 Sep	In-depth interview	Ranong
8.Preliminary analysis & production of a presentation	WVFT, CARE, TBCA	22-30 Sep	Meeting and report	Ranong
9.Further in-depth study	WVFT	1-15 October	PRA (PLA)	Ranong
10.Final report	WVFT, CARE, TBCA, Khun Ruj	15-31 October	Meeting and Report	Ranong

2.5 ALLOCATION OF RESEARCH RESPONSIBILITIES

Roles of the researchers in this study were delineated based on the relative skills and experience of each researcher. The Thailand Business Coalition on AIDS (hereafter TBCA) possessed considerable experience and expertise in working with business.

Plate 1: Interviewing managers of the fish purchasing company, Port of Ranong



They participated in collection of information pertaining to owners of fishing trawlers and fishing piers. TBCA also prepared those parts of this report relating to Thai workplace policy on HIV/AIDS. This involved exploring strategies for involving the private maritime industry in HIV/AIDS prevention and care activities.

CARE possessed expertise in building relationships with government and non-government agencies and organisations. Consequently, they conducted the assessment of seafarer vulnerability to HIV/AIDS in the ports of Mahachai and Samut Sakhon. WVFT undertook to review the existing information and analyse it to identify gaps and further areas

for investigation. It also coordinated interviews with informal health sector workers, captains and chiefs of crews, fishermen of different types of vessels, drug stores and prisoners. WVFT was also a principal partner in preparing the Country Report. Ruj Komonbut, a consultant, established the initial contact with agencies and organisations and conducted in-depth interviews with captains of fishing trawlers. He made a significant contribution to the assessment by profiling the key Thai seafarers' agencies.

2.6 IDENTIFYING AGENCIES TO CONTACT

The research team developed a list of agencies to be interviewed during fieldwork, but none of these was able to provide enough reliable information to meet team needs. Instead, new agencies and key-informant owners of fishing piers and trawlers were identified using the snowball method (*see* II Terms). The sample size of the survey was also reduced due to;

- Time constraints on the researchers and interviewees
- Unwillingness of owners to reveal their business
- Coincidence of the survey with a corruption scandal involving police and owners

2.7 INTERVIEWING AGENCIES

Key lessons learned were that it is difficult to establish initial good rapport with owners and considerable time is required just to build up the trust which paves the way for further conversation. Moreover, the relevant agencies did not systematically document the information required by the team and this resulted in long delays in obtaining data.

2.8 FIELDWORK METHODS

PRA techniques used in the study of seafarers are cited in Section 12.

3. THE MARITIME INDUSTRY IN THAILAND & RANONG

3.1 HARBOUR DEPARTMENT

3.1.1 AGENCY MANDATE

The Harbour Department is responsible for all maritime matters:

- Regulate registration of all types of vessels
- Investigate whether vessels have necessary equipment which is certified safe for use
- Examine crew knowledge of safety measures to ensure their suitability for operating vessels

- Issue seamen's books to able-bodied seamen and certificates to captains and engineers
- Ensure the safety of canal, river and sea routes plied by vessels, prevent their pollution and dredge them to ensure safe passage
- Supervise Harbours to meet accepted standards

The Harbour Department imposes several key regulations in the exercise of its mandate;

- Vessels are required to report upon arrival and receive a clearance document before departure.
- Issue of a seafarer's book requires prior presentation of a medical certificate and prior working experience of at least six months. Seafarers are not punished for working without a seafarers' book, but captains or engineers are.
- Vessels must submit the following documents to receive departure clearance:
 1. Completed form
 2. Crew list
 3. Registration of vessel
 4. Identity card for the person providing the information

3.1.2 STRUCTURE AND STAFFING

The national structure of the Harbour Department and its representation in the Port of Ranong are indicated in Figure 1. The National Department contains an Office of Maritime Personnel which is responsible for all maritime workers and maintains a register of the medium-sized ships (eg. refrigerated ships, merchant ships, oil carriers/lighters) with which it has contact.

Plate 2: Ranong Port showing Kawthaung passenger boat jetty



It is then able to issue the crews with working papers, commonly referred to as seamen's books, which function like a normal Thai citizen's identity card. Since 1988, the Office has also mediated the contractual agreements made between employers and staff. The Department also contains a

Boat Registration Division which is responsible for registering boats and currently has 40-50,000 boats of all types on its books. Registration requires the owners to provide details about their boats, such as type of motor installed and type of wood used in construction. Clause Seven of the relevant registration legislation covers Thai vessels which can dock and take on cargo in Thai territorial waters. It also governs

international cargo vessels which may only dock and load cargo at Khlong Toey. Loading at other Thai ports is illegal.

The Ranong Harbour Department (Figure 1) has a staff of seven (including a bookkeeper) with responsibility for the four sections of the Department. Individual work responsibilities are not precisely delineated. The Department has never been involved in any HIV/AIDS or drug abuse intervention activities undertaken independently or at the behest of others.

The Thai government has recently imposed a regulation banning registration of new fishing trawlers because the catch capacity of current boats already exceeds available marine resources. At present, 4-500 existing fishing vessels renew their registrations every year in Ranong.

Table 1: Official movement of vessels through Port of Ranong

	1996	1997	To August 1998
Number of vessels reporting departures	61	211	307
Number of foreign vessels reporting arrivals	0	0	3

Source: Field data collected by the Assessment Team in 1998.

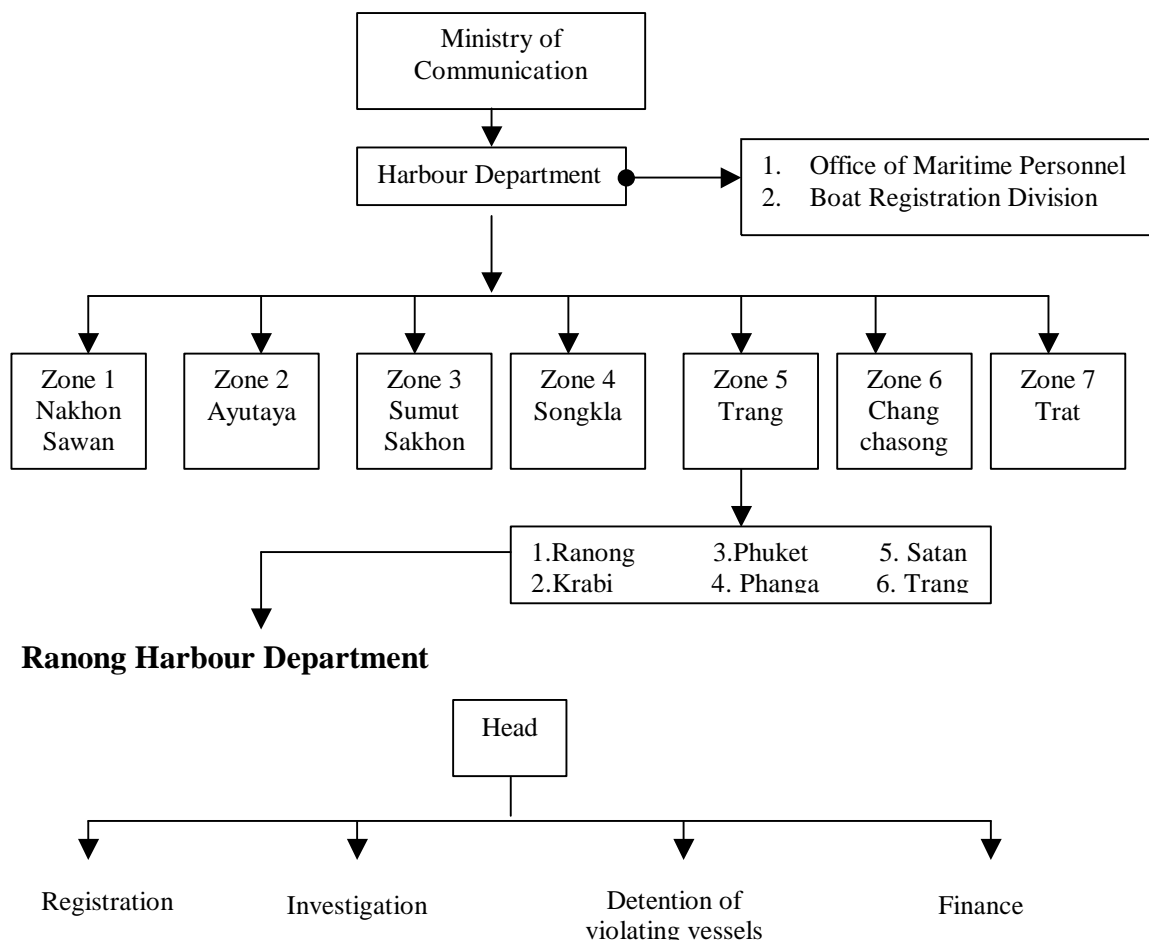
Harbour Department data (Table 1) indicate that only a small portion of all fishing trawlers report to the Department in accordance with these regulations. One official indicated that this was because Ranong is not regarded as a Harbour and so vessels are not officially required to inform the Department of their entry and exit. The Department occasionally checks vessels to ensure safety measures are in good order. More often, trawler owners contact the Harbour Department and its staff then inspect the vessel for seaworthiness and issue a clearance accordingly.

3.1.3 CURRENT & POTENTIAL AGENCY ACTIVITIES ADDRESSING HIV & DRUG ABUSE

Budgetary and staffing constraints preclude the Harbour Department from undertaking HIV/AIDS and drug abuse prevention activities itself. However, strong potential exists for collaboration in a HIV program to issue behavioural change communication materials and condoms during pre-departure inspections for trawlers. This measure, together with involvement of the Kawthaung (Myanmar) Fisheries Department, which is also mandated to undertake pre-departure inspection of fishing vessels departing for other parts of Myanmar, would create an effective means for enhancing existing Thai Health Department and INGO initiatives for HIV prevention.

Harbour Department records indicate the names of vessels, their owners and their addresses. This information would assist project activities which targeted boat owners directly (as suggested in Section 8.2 on workplace policy) and provided them with information on the HIV situation, its impact on business and appropriate measures which could prevent the spread of HIV.

Figure 1: Structure of the Thai Harbour Department system



3.2 FISHERIES DEPARTMENT

3.2.1 AGENCY MANDATE

- Support fisherfolk by developing and updating laws and regulations concerning fishing vessels and fishing equipment
- Promote and develop the well-being of fishermen
- Research the different types of fish available in fishing grounds, their seasonal variation in different breeding places, fishing methodology, etc.
- Protect fishing resources and reserves and ensure fishing trawlers comply with laws and regulations by inspecting fishing vessels and detaining violators.

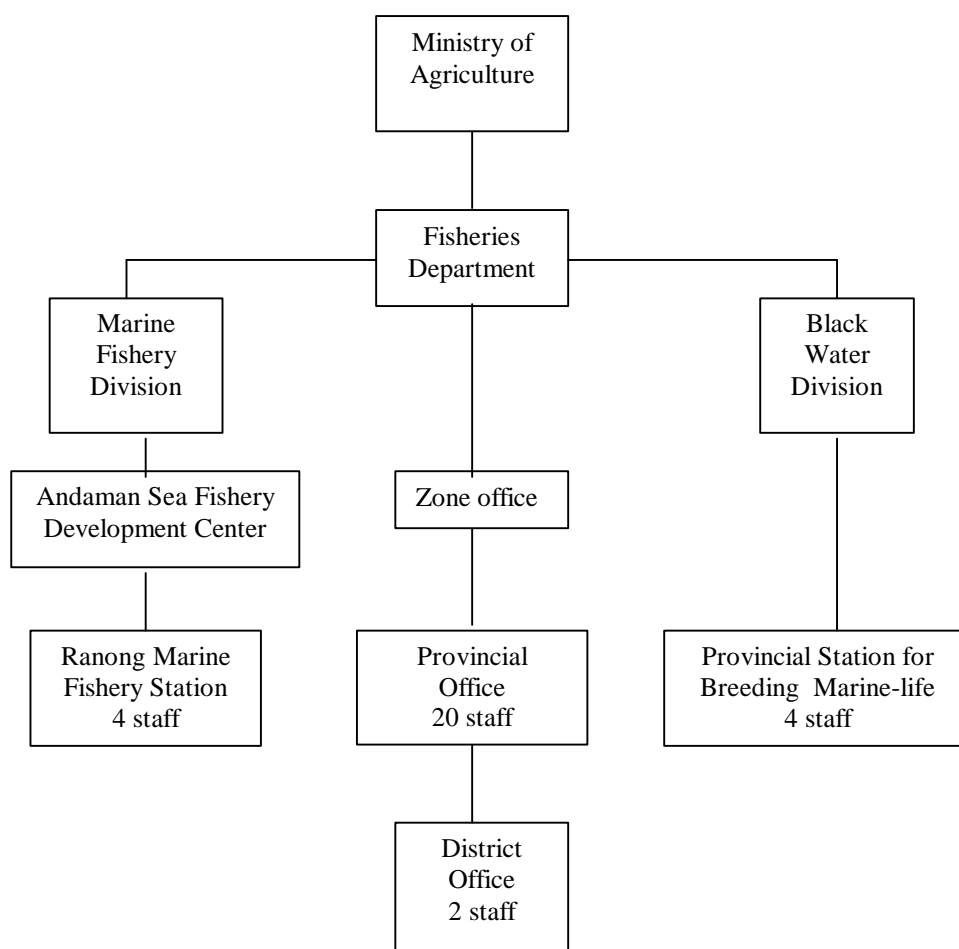
The department is also responsible for issuing compulsory fishing permits to all fishing boats seeking to operate in Thai waters. The Department also cooperates with the Harbour department to clear the entry of boats seeking to make repairs in port.

3.2.2 CURRENT & POTENTIAL AGENCY ACTIVITIES ADDRESSING HIV & DRUG ABUSE

The Fisheries Department has several divisions which are responsible for special tasks (Figure 2). The Provincial Office is responsible for overall implementation of the mandate at the provincial level and special stations have specific responsibilities within this. For instance, the Ranong Marine Fishery Station has four staff who mainly conduct research into fishing resources, types and quantity of fish available at different fishing grounds, estimate of the value of fish caught, etc. The Fisheries Department is also authorised to issue licenses for fishing nets and other equipment such as sonar, radar and radio. It also inspects to determine whether fishing trawlers are breaching the prohibited three kilometer non-fishing zone for trawlers or the prohibition on use of explosives for fishing.

The Department is not involved in any HIV interventions in Ranong and its only potential in this area lies with the radio station operated by the Community Division. This station has facilities to communicate with fishing trawlers and inform them about natural disasters, emergency issues, etc.

Figure 2: Fisheries Department structure and staffing



3.3 LABOUR DEPARTMENT

Interviews with this agency were not initially conceived as part of the study, but were later undertaken to understand the 7th August, 1997 Thai government regulations governing employment of foreign workers.

The key issues in this legislation which relate to HIV/AIDS interventions and the maritime industry are;

1. All foreign workers who apply for a work permit are obliged to undergo a medical examination to check for the seven diseases listed below. Presence of any one precludes issue of a permit;
 - Mental illness and mental retardation
 - Leprosy with apparent signs and symptoms
 - Tuberculosis in a dangerous (active) stage
 - Filariasis with apparent signs and symptoms
 - Drug abuse
 - Alcoholism
 - Tertiary Syphilis

A work permit costs Bt 3,200 per person and comprises the following components;

- Bt 1,000 guaranty deposited with the immigration department
- Bt 700 for the medical examination
- Bt 500 for issue of a health card
- Bt 1,000 for issue of a work permit

Applicants are also tested for HIV and results are kept confidential, in accordance with MOPH policy. However, it is doubtful whether specific provinces adhere to this in practice. This generates confusion among foreign workers, who assume that an HIV-infected person is not issued a work permit.

The same regulation states that the 22 provinces which have fishing and related industries are permitted to employ foreign fishermen (Burmese, Lao or Cambodian) regardless of their nationality. Conversely, foreign workers in other occupations in the 13 border provinces, and those provinces reforming their labour systems to absorb Thai workers, can only come from countries which directly border the province eg. Ranong Province can only employ Burmese in occupations other than the maritime industry.

The permissible ratio of Thai to foreign workers in the fishing and related industries is set at 1:9, the highest of more than 20 occupations. This reflects serious Thai labor shortage and the enormous demand for foreign workers in the Thai maritime industry. The 1997 regulation requires the province (as represented by the Health Department, Labor Department and Interior Ministries) to monitor and act on foreign worker issues. The long-term policy for employing foreign workers will frequently require legal labour export through government-to-government agreements.

3.4 IMMIGRATION DEPARTMENT

3.4.1 MANDATE

Immigration officials are required to check the documentation of particular vessels with regard to the crew name list and passenger list. This is undertaken through a shipping agent employed by the shipping company or owner of the vessel. This representative informs the Department of the expected date of boat departure. Immigration officials then arrive and check the papers of the crew and issue an exit permit for the vessel. Crew and passengers of vessels arriving from international waters are given a health inspection to check for infectious diseases and then cleared for docking.

3.4.2 CONSTRAINTS

The Department actually plays little direct role in checking the status of cargo vessel crews since this function is normally handled through the shipping company agent who tenders the relevant documents as required. Consequently, the department cannot really ensure that all crew are working legally. Moreover, the Department has little involvement with fishing vessels returning from foreign waters.

The Department fulfils its function of issuing identity papers to foreign workers in association with the provincial Labour Departments. This has become a much larger function since Typhoon Gay killed many Thai seafarers and indirectly stimulated the involvement of many more foreign nationals as boat crew (*see* Northeast Sub-Study Box 1). However, the actual task appears to be undertaken by the Labour Department. Moreover, large numbers of seafarers work illegally, without the requisite seaman's books. Shipping company interviewees explained that this book could only be obtained if the workers returned to their home country first.

3.5 DEPARTMENT OF COMMERCIAL NAVIGATION

The Department supervises companies engaged in repairing and refitting vessels. It also issues permits to large merchant vessels for travel in and out of Thai territorial waters. Large vessels are defined as foreign-owned ships engaged in international maritime activity and weighing over 500 tonnes gross weight.

3.6 CUSTOMS DEPARTMENT

This Department is responsible for inspecting in-coming and out-going commercial vessels in search of contraband cargo. Clean ships are issued with a declaration stating that they are not ferrying illegal goods. Cargo vessels seeking to leave Thailand for foreign waters must be inspected by Department officials on the day of departure and receive certification.

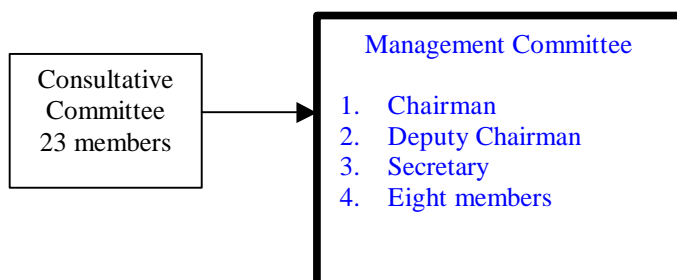
3.7 FISHERIES ASSOCIATION

The National Fisheries Association of Thailand is headed by a Chairman (Wichan Sirichai-Ekawatt in 1998) and represents 48 local Fishermen's Associations throughout the country (*Bangkok Post* 26th March 1996 and 27th Jan 1998). This section only describes the Ranong Association.

3.7.1 MANDATE

- Cooperation between government departments and owners of fishing trawlers as required. This may involve proposals regarding labour regulations governing employment of foreign workers, bargaining over fuel prices etc.
- Provision of recreational activities, such as a snooker halls, to generate income.
- Establishment of a revolving fund to help seafarers in difficulty.
- Representation on the Chamber of Commerce through the Chairman of the Fisheries Association. The Chamber is the main provincial business forum and comprises the Lions Club, the Industry Association, the Tourist Association and the Fisheries Association.

3.7.2 STRUCTURE AND STAFFING



Association membership does not appear to confer any obvious benefits, nor is provision of these stated services mandatory. The Fisheries Association usually conducts an annual meeting where reports are presented, budget and expenditure approved and discussions held on issues arising. Whilst it is evident that the Association has ample, mandated opportunities to exercise rights and deliver benefits on behalf of the local fishing industry as a whole, few activities have actually occurred. Those that were undertaken appear as short-term reactions to specific problems, rather than a long term development plan for the Association and its members. For instance, almost 90 per cent of the maritime workforce in Ranong consists of foreign workers. Any expulsion of these employees would create an enormous labour shortfall which could not be filled by Thai nationals. It would also create serious implications for the maritime industry as a whole and inflict huge economic losses on trawler owners. Consequently, the Association reacted to the 1997 government regulation banning alien workers from employment by presenting a counter-proposition for their continued employment.

3.7.3 CURRENT & POTENTIAL AGENCY ACTIVITIES ADDRESSING HIV & DRUG ABUSE

The Fisheries Association designed and submitted a funding proposal for an HIV/AIDS prevention program to MOPH in 1997, but did not receive support. It has also participated in several other activities which were organised by MOPH for HIV prevention. Thus, it is clear that the Association has considerable potential to play an active role in HIV prevention and care for seafarers. However, its leadership capacity and influence over fishing trawlers and fishing pier owners in initiating such a program is doubtful. A study among owners of fishing piers and trawlers revealed that only half were local residents and, of these, only around 100 were Association members. These owners had little need for the Association and considered that membership conferred few benefits.

3.8 THAI-MYANMAR BORDER FISHERY COORDINATION CENTER

This Centre only exists at local level and so only the Ranong Centre is described.

3.8.1 MANDATE

The Thai-Myanmar Border Fisheries Coordination Centre was established around 1997 to assist Thai boat companies in settling problems and reducing violations associated with the mutually-accepted government regulations and conditions governing Thai and Myanmar fishing concessions.

Persons and/or vessels, which violate these regulations are subject to punishment in accordance with Myanmar law. Other problems are settled through negotiations involving victims, offenders, and representatives from both countries and staff of the Thai-Myanmar Border Fisheries Coordination Centre. Compensation is provided to the victim(s) by the offender(s) in accordance with the agreement reached between the concerned parties.

3.8.2 STRUCTURE AND STAFF

The Centre is managed by a Committee with representatives from the concerned organisations. The Committee provides suggestions and recommendations to the relevant maritime agencies at national level. The Centre represents a first attempt to address long-standing problems between the government of Myanmar and the Thai maritime industry which have arisen from a variety of causes. If this model proves successful, its expansion from the existing Rakhine coast to other zones is anticipated.

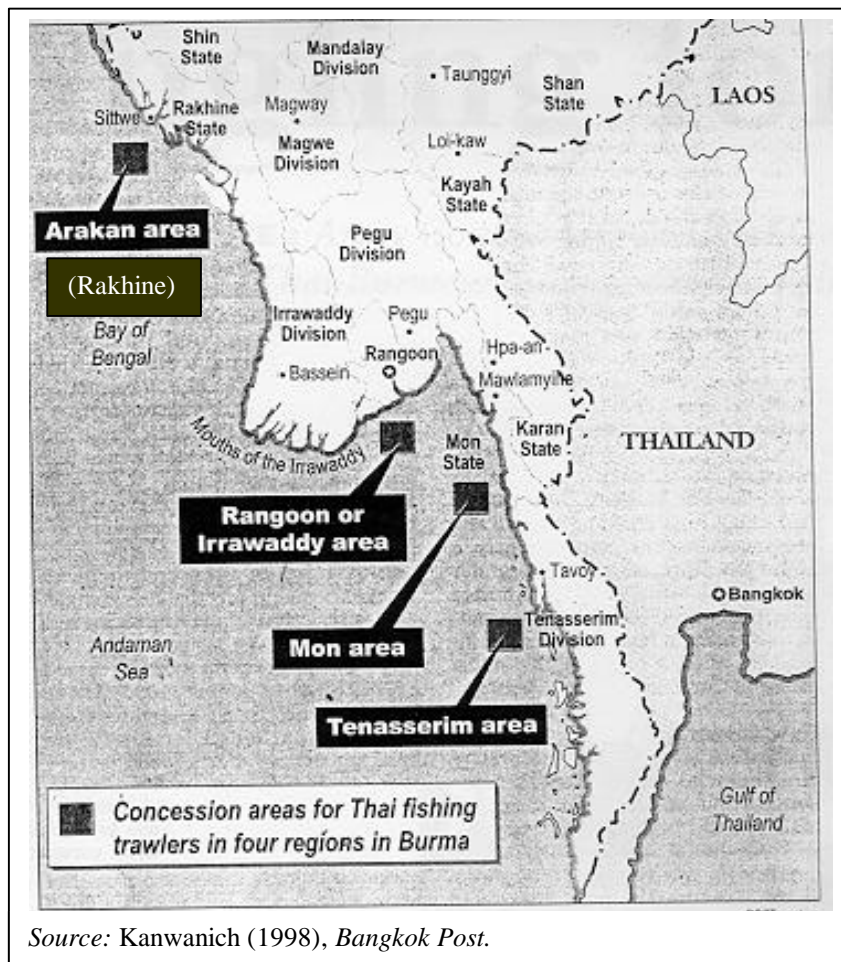
There are approximately 80-90 fishing vessels operating in the Rakhine zone. Most have obtained legal concessions from the government of Myanmar and pay revenues to local military leaders. Two major joint ventures, which sell sub-contracts to the boat companies undertaking the actual operations, have functioned under the coordination of the Thai-Burma Border Fisheries Coordination Centre.

3.8.3 CURRENT & POTENTIAL AGENCY ACTIVITIES ADDRESSING HIV & DRUG ABUSE

The Centre has become increasingly important in coordinating boat operations and solving problems in the Rakhine Zone of Myanmar and, consequently, all trawlers operate under its mandate. At least some Rakhine-bound trawlers carry the sticker of the Centre.

The mandate of the Centre does not include health issues and its role is mainly in coordination rather than implementation. However, it appears to possess very good potential for involvement in planning and coordination of health programmes among seafarers in Thailand and Myanmar.

Map 1: Map of fishing concessions in Myanmar territorial waters



3.9 SAPHANPLAR STATE ENTERPRISE

3.9.1 MANDATE

- Provide services for fishing trawlers to unload fish and load supplies
- Provide space for marketing seafood to wholesalers, retailers and fishing companies (sorting, auctioning, purchasing and re-selling of seafood on its pier leased from the state)
- Lend money to fishermen for purchasing fishing nets and other equipment at a reduced interest rate
- Support development of fishery businesses and fishermen (construction of piers, latrines, a radio station for relaying messages)

3.9.2 CURRENT & POTENTIAL AGENCY ACTIVITIES ADDRESSING HIV & DRUG ABUSE

The organisation generates income from renting fishing piers and collecting levies based on the absolute value of the fish-catch. 25 per cent of the total income of approximately Bt 2 million, equivalent to Bt 500,000 per annum, is allocated toward the mandated responsibility for development of fishing companies and fishing folk. This sum could be a potential financial resource for future HIV/AIDS and drug abuse interventions. The procedure for proposing such a project involves submitting documentation to the Provincial Fisheries Department, which then seeks the endorsement of the Provincial Governor, before sending it to the Fisheries Department in Bangkok for final approval.

Recommendation: Money put aside by the state enterprise is sufficient to implement HIV prevention and care program. The study team has designed a pilot program:

1. Design and produce BCC materials (budget Bt 70,000)
2. Set up a Medical clinic at the pier to deliver essential services for fishermen and their families (budget Bt 360,000)
3. Conduct social marketing of condoms and provide support facilities for fishermen to help create an enabling environment for behaviour change such as sports facilities, library, center for saving groups, etc. (budget Bt 70,000).

Such a proposed program would need to employ one Burmese-speaking doctor and two Burmese staff to assist in service delivery. Income earned through service delivery could be re-invested to support further operation of the program. An independent body could be established with participation of the private sector, concerned government agencies and NGOs, to oversee implementation of the program and to manage finances.

This concept would require issue of a medical licence for the Burmese doctor and MOPH approval for independent service delivery to Burmese clients. However, both

issues need to be explored further. Discussions between WVFT and MOPH indicate that MOPH cannot fund the Burmese doctor, other staff and clinic rental from funds disbursed from the government budget. Establishment of an independent body, such as a foundation or association to oversee such a program and avoid entanglement in the government system, is discouraged by MOPH because the Burmese doctor cannot practise medicine without a licence. *This real issue requires consideration by MOPH policy-makers since it can be locally-sustained over the long-term.*

4. SEAFARER HEALTH CARE SERVICES

A survey conducted in April 1997 by WVFT and the Asian Research Centre for Migration, Chulalongkorn University¹ indicates that Ranong Province has one 250-bed general hospital and three community hospitals, with capacity ranging from 25 to 50 beds. Other health care facilities comprise 10 private clinics, one malaria centre, 30 Health Centres and one 100-bed private hospital. There are no other NGOs, apart from WVFT, working in public health care. Migrant Burmese have very limited access to either government or private health institutions owing to the language barrier, expensive cost and their legal status. The Provincial Public Health Department and Ranong Hospital cannot provide both prevention and care services to migrants since its budget is calculated on the basis of the official resident population. Consequently, as confirmed by a survey conducted in April 1997 by WVFT and the Asian Research Centre for Migration, Chulalongkorn University, Burmese seafarers and their families in Ranong seek medical services from the WVFT Project Clinic, the Thai public hospital, from private clinics, drug stores and injectors who are untrained health workers. Overall, they do not perceive government services as being generally available to them. For example, results from the final evaluation survey of the WVFT PHC I project showed that only 12 per cent of mothers with children under the age of two sought treatment at the government hospital for pneumonia.

There are four major problems that Ranong Provincial Public Health Department and Ranong general hospital have encountered:

- Possible danger of the spread of certain communicable diseases such as filariasis, tuberculosis, cholera, as well as HIV/AIDS.
- Government budget shortfall because allocations are based on the proportion of registered Thai residents, whereas the hospitals have to deliver services to a significant number of illegal migrants. *This problem will worsen due to recent radical reductions in the government budget.*
- Staffing constraints which result in health staff becoming overloaded by the increasing number of migrants seeking treatment at the hospital.
- Language barrier: Thai staff do not speak Burmese and few migrant patients understand or speak Thai, creating a huge communication barrier between users and service providers.

¹ . Shakti R.Paul, Supang Chantavanich and Naing: “Reproductive Health Survey Among Migrant Burmese Women in Ranong Fishing Community, Ranong, Thailand”.

5. PRIVATE SECTOR SEAFARING

5.1 FLEET OWNERS AND BOAT COMPANIES

About half of the fishing trawler-owners which operate out of Ranong Port are from other provinces. Of the remainder, only about 100 local boat operators have joined the Ranong Fisheries Association. The Association appears to lack capacity to offer its members the type of benefits that owners expect. Instead, owners must explore ways to seek fishing rights from Myanmar authorities by themselves. They must register a Thai-Myanmar joint venture or a Myanmar company as the owner of their boat(s) in order to obtain fishing permits and this obviously entails enormous financial risk that the boat(s) may be misappropriated.

The characteristics of different types of trawlers operating out of Ranong and the problems they encounter are described in Table 2. A description of the different routes is provided below.

5.1.1 RAKHINE-BOUND

Rakhine-bound trawlers usually employ 20-25 crew, of which only three at most are Thai, due to a Myanmar government regulation. Some trawlers even reduce the number of Thai to lessen the amount of money required for the visa and the seamen's book, since this costs USD 36 per month/ person. This sum is the standard fee applied to all Thai crew operating in Myanmar waters.

Fishing Route

After departing Ranong, all trawlers must report at Kawthaung port. Fishery Department officials, police, immigration and staff of the respective company then inspect the boat. This inspection requires between 20 minutes and three hours, depending on the number of trawlers queuing at the time and the rapidity with which Immigration officials approve the identity cards of Myanmar crew, since some are forgeries made by recruiting agents.

Trawlers take 2 days and 3 nights to travel from Ranong to Rakhine with a maximum stay in Rakhine of one year. However, most trawlers return to Ranong after 6 to 8 months. Trawlers stop over at the Myanmar ports of Sittwe and Thandwe to unload low quality fish, refuel and escape from storms and large tides. The time at sea ranges from 30-40 days and that on shore between 2-5 days.

Key informants indicated that a team of inspectors investigated trawlers during docking at Sittwe or Thandwe and took good-quality shrimps, oysters and fish. If their demands were not fulfilled, they would prevent the vessel from leaving. Some captains complained that official procedures were very complex and this disrupted use of the concession. Consequently, the number of trawlers based in Ranong has been declining and only Kantan-based (Trang Province) trawlers continue to operate.

Refueling can occur at Sittwe/Thandwe or from tankers in international waters. However, most captains prefer the latter option since it avoids on-shore government administration. Catches are usually transferred from Rakhine to Ranong.

Recommendation: Almost all trawlers have video and audio players. The transport vessels carry letters and other goods ordered by fishermen or given by their relatives between Ranong and fishing trawlers. These channels should be explored for dissemination of messages and as a support mechanism to uphold the self-esteem of fishermen.

5.1.2 INDIA-BOUND

A trip between Ranong and India takes two years and the trawlers call at only three ports. Sailors interviewed by the team did not know the names of these locations. Police do not arrest or harass them and marijuana is cheap and widely available. Purchase of small quantities for self-consumption does not warrant arrest. Trishaw drivers take the seafarers to sex outlets which are far from the port. Seafarers thought the sex workers were too old and wrinkled to attract them. In another port, seafarers saw many sex workers who only accepted clients who used condoms. Key informants said sex workers had very good safe-sex skills and they had sex beside a stream. The police saw them, but did not arrest them. Such quick sex costs only 40 Rupees.

5.1.3 INDONESIA-BOUND

Trawlers from the Port of Mahachai (Bangkok) come to recruit Burmese crews in Ranong and take them back to report to authorities there. A group photo is taken prior to departure for the record to show the Indonesian authorities. The ratio of Thai to Burmese in the crew is 1:3. Trawlers usually stay at sea for one year and stop over at an island called Malit which interviewees describe as similar to Ranong. Crews spend four days only here once in the trip. Trawlers also make one stop each in Malaysia and Singapore to unload fish. In Singapore, they must remain in a restricted port area. The trawlers return to Mahachai one year later. Transportation vessels come to collect the fish and bring heroin to sell to the Thai fishermen.

Table 2: Different types of fishing trawlers by method and trend in operation

Type of trawlers	Length of time at sea	Length of time onshore	Base in Ranong	Stopover locations	Specific regulations/operations
1. Yangon-bound trawlers with concessions	30 days	4 days	The majority are based in Ranong but some are from Yangon and China -Ranong based trawlers return once in 6-8 months	-Yangon: 4 days for unloading fish -Transport vessels carry fish once a month to Ranong	Report at Kawthaung before departure and at Yangon every month
2. Myait-bound trawlers with concessions	15 days	1-2 days	All based in Ranong	At Myait every 15 days	Report at Kawthaung before departure and at Myait every fishing trip
3. Rakhine-bound trawlers with concessions	30-40 Days	2-5 Days	Come back for repair after spending 6-12 months in Rakhine	Anchor at Sitwe or Thandwe for 2-5 days	-Report at Kawthaung before departure & arrival -Only allowed to fish beyond 17 degrees latitude
4. Mon bound trawlers with concessions	No evidence of Ranong-based Thai-owned trawlers operating in this area	There is information indicating local trawlers operate in the area			
5. Kawthaung-bound trawlers with concessions	No reliable data obtained since no trawler was allowed to dock in Ranong				
6. Trawlers operating in Thai territorial waters	7 days	2 days	Some based in Ranong, the rest in Patani, Chupong and Surathani		Strictly controlled by Fisher Department to comply with Thai fishing regulations
7. Illegal trawlers operating in Myanmar territorial waters	20 days	2-5 days	Based in Ranong	Koraburi	

Type of trawlers	Length of time at sea	Length of time onshore	Base in Ranong	Stopover locations	Specific regulations/operations
8.Trawlers with/ without concessions in South Asian waters	2 years	5 days at unknown Indian ports	Based in Ranong	Unknown Indian ports	Possess legal fishing concession
9.Trawlers with/ without concessions from Indonesia	One year	Unreliable	Mahachai	Islands of Indonesia, Singapore and Malaysia	Legal status of the trawlers and Burmese seafarers is unknown
10.Transportation vessels fetching fish from trawlers to Ranong	15-20 days	2 days	Based in Ranong	Small islands in Myanmar waters & in international waters	Myanmar government allow one transportation vessel for every ten trawlers in Yango and Rakhine zones
11.Trawlers using explosives	7 days	2-3 days	Based in Ranong	No	This type of vessel has been suppressed by both Thai and Myanmar governments
12.Trawlers purchasing fish from islands in the Andaman sea	10-15 days	2-3 days	Some based in Ranong and the others in Kawthaung	Myait, Palaw and Zardeitgy island	Required to report at Myait, Palaw and Zardeitgy in Myanmar and Customs and Immigration before entering Ranong port
13.Crab Trawlers	Unavailable				
14.Squid trawlers	7 days	2-3 days	Based in Ranong and Western coast for six months and in Patani for another six months	Koraburi, Chumphon, Phuket	Legally and solely operating in Thai territorial waters

Source: Field data collected by the Assessment Team in 1998.

5.1.4 MYAIT-BOUND

Vessels carry a crew of about 21-23 seamen. It takes the boat 6-12 hours to travel from Kawthaung to Myait. Seafarers stop here to report to the local authorities and rest for a night or a day per trip. They then spend the next ten days at sea before re-docking in Myait to unload low-quality fish. Thus, boats dock twice a month for reporting and unloading. Crew members receive a small amount of money (1,000-3,000 Kyat, or about Bt 100-300), while they are on shore. The fishermen have sex inside food stalls, nearby thatch houses in the paddy fields or take the sex workers to a motel. Quick sex costs 500 Kyat and a whole night costs 1,500 Kyat (Bt 150). Condoms are available at drug stores in the market and one condom costs between 35-80 Kyat (Bt 4-8). Sex workers do not keep condoms nor do their demand their use. They have not heard of any AIDS messages, other than those on the billboards near the port.

5.1.5 FISH PURCHASING TRAWLERS

There are approximately 100 such vessels purchasing fish from Myait, Kawthaung and the islands surrounding Boatpyieen, Palaw, Palut and Zardeitgy. The vessels buy both fresh and salted fish. They operate legally, with Thai owners and registration in the name of a Burmese agent. Thai-owned vessels divide profits equally between the owner and the agent. Myanmar-owned vessels do not divide profits. Licenses are renewed six-monthly at Myait and this allows vessels to procure fish in the territorial waters demarcated by Myait and Palaw. The boats are sometimes subject to kidnap by the student faction for a ransom of Bt 100,000. Each boat has a crew of five (manager, engineer, cook and two fishermen). Vessels travel directly to the destination but stop over at checkpoints if officials demand bribes. They are required to report at Zardeitgy, Palaw and Myait.

5.1.6 YANGON-BOUND

These vessels report at Kawthaung where identity checks require 30 minutes. It then takes 2 days and 2 nights to reach Yangon and certificates and identity cards are examined on arrival. Fishermen are prohibited from disembarking on their first trip because owners fear the crew will escape.

Boats then fish at sea for 30 days and dock again at Yangon for four days. Fish are transferred by transportation trawler at least once a month. Some fishermen also return to their home towns and others spend their time visiting parks, pagodas and zoos. Their public image is good and they are popular, being referred to as Thai seafarers rather than fishermen.

Usually fishermen remain on-board or stay in housing provided by the company. Sex workers come to the fishing vessels by small boat and have sex in villages along the river-bank. Small boat operators and betel nut sellers act as pimps. Some fishermen marry sex workers while they are on shore.

5.1.7 COSTS FOR SEX

Quick sex with sex workers costs 300-500 Kyat and the fee for a whole night is 1500-2000 Kyat. Police are very vigilant and so it is necessary to find a secluded place, which is usually arranged by the pimp. Condoms are not available from sex workers, but some seafarers buy

Plate 3: Illegal walat trawler



messages except those on the billboards in Yangon.

condoms from drug stores. Some captains bring condoms with them and fishermen sometimes request them from the captains. The captains themselves go to the Sedona or to other hotels and to night-clubs. The behaviour of the captains is the same as that of the fishermen and they inject hair oil and insert a marbles into their penises. Some of the crews also practise queue-up group sex where three-five men have sex with one sex worker. Drug use is not common and no heroin use was reported. Seafarers had not heard of any HIV awareness

5.1.8 TRANSPORT TRAWLERS

Yangon and Rakhine

Plate 4: Yangon-bound transport trawler



Captain, second-in-command, engineer, 2-3 crew and the rest are Burmese). Drug use is common among the Thai. The sailors have ample free time at sea and so read magazines and comics. They enjoy the arrival of the postman because relatives and girlfriends send letters. Some bring food, commodities, videos, pornography, ice and letters for, or replies from, girlfriends in Ranong. The captain and second-in-command buy beer and other alcohol for selling to fishing trawlers for profit. Some illegal transportation boats also carry heroin. Drug use is common among the Thai. Some Burmese fishermen use Phensidyle, a cough syrup containing the opium derivative Codeine and this seems to lessen sexual desire. A few crew members inject hair oil into their penises. Single men stay on-board when the ship docks at

Regulations specify that there will be one legal transportation vessel for each 10 registered fishing trawlers. These transport trawlers commute between Yangon or Rakhine and Ranong two, or even three, times a month. It takes 15-20 days for the trip from Ranong to the destination. Fish are unloaded from the trawlers at Yen-an Island, Yangon; on an island near Tha Bu Kyine port in Rakhine and illegally in international waters. There are 15-18 crew members a vessel (Thai

Ranong and receive only a small advance payment so they have fewer sexual encounters than other fishermen. Their salaries are only paid each three-four months and so they can save money. This is similar to the payment system in *Wadan* vessels (see Section 7.5). Crew turnover is relatively low. STDs are uncommon. Most of the crew are married and they choose this type of fishing trawler because they can meet their families much more frequently.

5.1.9 ILLEGAL TRAWLERS

Routes

These trawlers ply routes to Myait, around Kawthaung, to Yangon, Rakhine and India. Boats spend 20 days at sea and prefer to dock in Koraburi port because owners want to avoid paying salaries for the crew. Instead, they offer Bt 300-500 in petty cash to the fishermen. Owners tend to cheat the crews by not paying them the money they deserve.

Plate 5: Fuel tanker



Re-fueling is done from tankers from either Singapore or from Ranong. These tankers have a crew of 10, of which four members are Burmese. Heroin and other consumables are carried and sold by tanker crew. Goods include a cream which engorges the penis within 30 minutes. Thereafter, it is necessary to drain the blood with a needle if sex does not occur. Drug use is common among Thai crews, but not Burmese sailors. After docking at Koraburi, crew members visit sex

workers and watch videos. There are no other recreation venues eg. for sports at the ports. Police only arrest seafarers for crimes such as brawling, murder and drug use.

5.2 BOAT COMPANY RELATIONS

5.2.1 RELATIONS BETWEEN BOAT COMPANIES

Relations between domestic fishing companies exist on a cost-benefit basis in which the trawler owners acquire fishing concessions and their Myanmar partners acquire brokerage fees. The joint venture dissolves when neither side can continue to make a profit. Such companies are formed with few legal connections and they often operate for only a short period. The industry as a whole is said to be the loser, with only 10 per cent of companies making a profit and the remainder either indebted or only break-even. The owners who make a profit are those able to establish good connections with the Myanmar authorities and who own large numbers (20-50) fishing trawlers and fishing piers. Some foreign companies are entering the industry, particularly from Malaysia.

5.2.2 RELATIONS BETWEEN BOAT COMPANIES AND THE THAI GOVERNMENT

There is no concerted management effort among the different Thai government agencies responsible for the maritime industry. Consequently, the boat companies appear to hold them in low esteem, and neither rely on them or the Fisheries Association to resolve their problems. Boat company interviewees believed their problems resulted from the unregulated influx of illegal foreign workers into the maritime industry. Government agencies accused them of using foreign workers to reap profits and then practise extortion on them for possessing illegal workers. Such situations naturally result in misunderstanding, poor relations and lack of cooperation. It is one of the biggest reasons why seafarers do not apply for work permits. However, this creates reduced contractual responsibility and deprives seafarers of the benefits, labor rights and protection accorded by labour regulations. It also contributes to their increased vulnerability to HIV.

Recommendation: The study has obtained little information on the relationship between the Myanmar Government and Thai boat companies. This is principally because of the illicit business which almost all boat companies practice. Thai boat companies buy sub-contracts or fishing rights from joint ventures operated by Burmese and Thai who are familiar with the Myanmar government or local administrative bodies. Sometimes informal payments may change hands to facilitate illegal boat operations. This practice, plus the strict response from the authorities, leads the Thai boat companies to feel insecure. Thai boat companies perceive they have little leeway with the Myanmar government since it largely determines regulations and the price for a fishing concession. Since Myanmar government agencies appear to have more access to boat companies than their Thai counterparts, it is recommended that they commence HIV initiatives which involve the boat companies.

5.3 PRIVATE SECTOR AGENTS & SEAFARER RECRUITMENT PROCESSES

5.3.1 RECRUITING PROCESS

Seafarers are employed in the maritime business in Ranong without legal contracts and are thus denied the rights and benefits accorded in the labour regulations of Thailand and/ or Myanmar.

Instead, recruitment is primarily undertaken by agents, trawler managers and foremen, particularly in the case of Myanmar crew. Recruitment of fishing pier and related industry workers differs from that of seafarers in that some are contracted and registered for an annual work permit. A labour regulation for foreign workers permits them to receive the same benefits as Thai workers. However, these workers do not utilise their entitlements. Instead, it is generally employers who determine working conditions and provide benefits on an individual rather than a systematic basis.

Owners are not directly involved in the management of Burmese crews. Rather, boat captains and foremen have the sole prerogative for recruitment, payment, dismissal or provision of welfare support to sick crew.

There are generally two forms of recruitment:

1. **Through a chain of agents:** An agent finds and accepts new recruits from inside Myanmar and sells them on to another agent with whom he works in tandem in Ranong. This agent arranges jobs and deducts the money paid to the first agent from the salary of the recruit. It costs around Bt 6,000 ('one-Baht-worth-gold') or the advance money from one trip for the second agent to buy a new recruit. Migrants who wish to move on to Mahachai Port as fishermen have to pay 'two-Baht-worth-gold', or the equivalent to Bt 12,000.
2. **Managers of fishing trawlers contact agents:** There are a total of 15 agents currently working in Ranong. This represents a change from the previous system in which foremen were primarily responsible for recruitment of new fishermen.

There are also two types of agents:

1. Those who buy fishermen, provide them with accommodation and arrange them a job and then require the fishermen to repay them until the agent makes a profit
2. Those who arrange for a job in exchange for brokerage fees, amounting to 10 per cent of the salary of a new recruit

Agents search for new recruits from three sources:

1. Migrants from Myanmar
2. Those who are arrested and released from prison following payment of a Bt 600 fee
3. Unemployed internal migrants who stay in Kawthaung, across the Myanmar border from Ranong.

Agents who buy migrants from Myanmar are close relatives of the boat foreman and he ensures that recruits do not escape and thereby deplete profits. Agents mainly purchase fishermen destined for Mahachai-based vessels. The police are involved in sending these migrants to Mahachai and in identifying and releasing the inmates who become new recruits for the agents.

The trend in recruiting fishermen for Yangon-bound vessels has changed. Key companies have recently become involved in recruiting new fishermen. Job-seekers must queue for the staff of the companies and pay brokerage fees of 5,000 Kyat. Fishermen receive 20,000 Kyat as advance pay, equivalent to only half the advance salary paid in Ranong.

Previous Myanmar government regulations prohibited companies from recruiting fishermen in destination ports. Consequently, if a trawler required new recruits, the Ranong managers had to source them in Ranong and send them into Myanmar on the fish transport vessels. It is unclear whether these regulations have changed or whether loopholes exist which allow companies to procure fishermen through irregular means.

These new regulations have produced new fishing trawler recruits from Yangon who have never experienced seafaring. After a month at sea, they arrive in Ranong on a new type of Yangon-bound trawler which is allowed to fish and then sell its catch directly in Ranong. Their lack of familiarity easily leads them into risky environments, and contributes to increased HIV vulnerability. These new sailors then return to Yangon and abandon ship since they cannot cope with the strenuous work. This new trend could double the rate of job turnover among fishermen and create a vicious cycle of continual recruiting among inexperienced young men. Moreover,

the time and resources required to train these new workers reduces overall productivity. It also plays a major role in accelerating the spread of the virus, since strangers are not aware of the HIV situation in Ranong and are easily attracted by the enticing environment. Interviewed agents indicated that “increasing numbers of new recruits from Yangon arrive in Ranong without relatives or accommodation, other than on the boats, and this prevents them from contacting Peer Trainers and social network groups in the community. They wander around the restaurants in the evenings and have sex with the service girls whom they treat as lovers”.

The Fisheries Department of Kawthaung District in Myanmar issues a seamen’s card to fishermen to work on Myanmar-bound trawlers. Requirements are six black and white photographs, a national identity card and Bt 300 fee. Captains and trawler managers usually contact the Fisheries Department to obtain a card. Thai crews hold a passport and apply for a visa, which costs USD 36 a month per person.

Recommendation: Some of the agents working in Ranong have participated in the existing interventions implemented by the WVFT Project. Their involvement in the HIV program has addressed a gap in reducing seafarer vulnerability to HIV through providing an enabling environment for behavior change. Further exploration into the potential for agents and fishing companies based in Myanmar to undertake similar activity needs to be undertaken.

Recommendation: Changes in the recruitment pattern over the last few years has had huge implications for HIV transmission and for designing effective interventions. Hence, it is vital to periodically track this trend and utilise it for responsive re-design.

5.4 MARITIME MANAGEMENT IN RANONG PORT

5.4.1 MANAGEMENT OF TRAWLERS

Ranong is a major port for trawlers destined for Myanmar waters and Indian Ocean ports. It appears to hold the distinction within Thailand of having the largest contingent of fishing trawlers pass through its facilities. However, there are several reasons why this figure cannot be provided with greater specificity:

1. Lack of strict and specific legislation for registering and reporting of vessels
2. Complicated nature of the maritime business, which uses deception and illegal means to maximise profit
3. Illegality of trawlers which precludes relevant agencies from documenting numbers and detailing their fishing routes
4. Lack of coordination among agencies responsible for the maritime industry, such as the Harbour Department, Fisheries Department, Fisheries Association and the Thai-Myanmar Border Coordination Centre

5. Dual nature of Ranong Port which acts as both a base and a stopover for unloading fish, loading materials and recruiting crews. For instance, Mahachai-based fishing trawlers recruit crews in Ranong to operate in Indonesian waters and Patani-based fishing trawlers stop at Ranong when they switch from Eastern coast to Western coast fishing grounds during the October-March cyclone season. Approximately 900 fishing trawlers from other ports, such as Mahachai (Sumut Sakhon), Samut Prakum, Rayong, Chumphon, Surathani and Patani all come to Ranong.

The Harbour Department estimates that 2,000 trawlers operate out of Ranong, either as a station or stopover, and that this figure varies between 1,000-4,000 per year. This corresponds with the estimated 2,000-3,000 trawlers indicated by fishermen acting as key informants in the quarterly Participatory Action Research meetings held by the WVFT Project.

5.4.2 FISHING ZONES IN MYANMAR TERRITORIAL WATER

Myanmar territorial waters are divided into four zones using latitude as the demarcation line between each (see Map 1); namely

- Tenitharye (Tenasserim) Zone (lat. 11-13) under the jurisdiction of the Southern Region military commander.
- Mon Zone (Lat. 13-15) upper south Myanmar
- Irrawaddy (Yangon) Zone (Lat. 15-17)
- Rakhine (Arakan) Zone (above Lat. 17). under the Northwestern region military commander

According to the Thai-Myanmar Border Fishery Coordination Centre, estimates of fishing trawlers operating with a legal concession are 80-90 for Rakhine Zone, 300 for Irrawaddy Zone and 260 for Myait Zone. Figures are not available for Mon Zone. Data from other sources corroborate these figures.

5.4.3 PORTS WHERE CATCH FROM MYANMAR-BOUND TRAWLERS ARE UNLOADED

Plate 6: Re-fuelling pier in Ranong



- **Phuket**

- **Koraburi** (known to fishermen as 'Nan Yount', meaning old woman with wrinkles) is a stopover for trawlers operating in Thai waters, for illegal trawlers, and trawlers with Myanmar concessions which intentionally avoid reporting to Kawthaung Port.
- **Thalamut** in Thai Muang District of Phangnga, close to Surathani, where larger food processing factories exist.

The sex business thrives here and law enforcement is considerably more lenient in Koraburi than Ranong, permitting an explosive interaction between fishermen and sex workers. This site needs to be included in the country action plan and leads to the postulation that large and small ports which are unfamiliar to researchers, INGOs and NGOs, could well provide seafarers with ample exposure to factors which influence HIV vulnerability. Such vulnerability is compounded by the lack of an enabling environment with effective messages, condoms, community responses, etc. Intervention measures among seafarers can only be effective and comprehensive, if attempts are made to span ports where considerable number of trawlers stop and where the sex trade flourishes.

5.4.4 FISHING FACILITIES AND PIERS

Ranong has 58 fishing piers of varying sizes where between 5-30 trawlers can dock. Four piers are specifically built for supplying ice and one pier for refuelling. There are also six dockyards of varying sizes. There are only 15 ice producing factories located in Ranong and production does not meet demand. Three large seafood processing factories in Ranong do not have sufficient capacity to process catch unloaded in Ranong.

6. KEY ISSUES FOR THE MARITIME INDUSTRY

6.1 IMPORTANCE OF THE INDUSTRY IN THE ECONOMY

Plate 7: Sorting and auctioning fish in Ranong



The maritime industry is the key economic pillar of Ranong Province. The total production value of the maritime industry accounted for 60-70 per cent of the total gross domestic production of the province in 1996. The Fisheries Department also recorded that Bt 4,732 million worth of fish was produced by Ranong in 1996, of which no more than 20 per cent was caught in the surrounding Thai territorial waters. 2,500-3,000 fishing trawlers operate through Ranong and employ 50,000-

75,000 seafarers. There are 58 fishing piers and more than 100 seafood-auctioning companies which also provide thousands of jobs. Additionally, the industry has created thousands more jobs in the seafood processing factories and other interrelated and inter-dependent industrial sectors such as restaurants, food stalls, ice factories, truck drivers, wholesalers and retailers of fishing equipment, etc. According to Ranong Fisheries Department research, growth in the maritime industry has been healthy and increased during 1997 and 1998, compared with the four previous years (1993-6). However, it is likely to shrink in 1999 due to the increased revenues demanded for concessions by the Myanmar government.

6.2 LABOUR SUPPLY AND LABOUR LAW

The maritime business is heavily dependant on foreign labour, particularly in Ranong, but also in Thailand in general. Approximately 90 per cent of the labourers in the maritime industry in Ranong are migrant workers from Myanmar. A new labour regulation passed by the Thai government in August 1997 helped satisfy the massive labor demand in the 22 provinces with fishing and related industries. As a consequence, the ratio of Thai to foreign workers in the maritime industry is higher than for any other occupational category at 1:9. Conversely, these seafarers have not been provided with the legal protection and benefits they are entitled to under this regulation because almost all seafarers based in Ranong have not applied for work permits. Boat owners are not convinced of the necessity to comply with this regulation because they do not think the government will enforce it strictly and there is an abundant labor supply.

6.3 FISH SUPPLY AND FISHING LAW

Most fishing vessels based in Ranong trawl in the territorial waters of Myanmar. A strict regulation is imposed by the Myanmar government to contain these trawlers within specified concessions. Key informants indicate that stringent law enforcement is undertaken by the Myanmar Navy and armed forces belonging to the regional army commanders.

6.4 TECHNOLOGY AND INFRASTRUCTURE

Fisheries Department officials indicate that the technology used in the Thai maritime industry is second only to Japan and Taiwan in Asia, and is edging out neighbouring countries due to competitive advantage. It is very likely that the Thai maritime industry will increasingly operate fishing rights in many countries of Southeast and South Asia.

6.5 ILLEGAL ACTIVITIES AND POLICING

Key companies established in Yangon and other fishing zones seek concessions from the central and local authorities in Myanmar. These companies re-sell the permission to fish in the four zones to the owners of Thai fishing trawlers. These Thai owners are then required to change the names and colours of their trawlers to accord with the registration the companies have tabled with the government of Myanmar. The owners also have to pay brokerage fees of around Bt 100,000 for these privileges.

7. PROFILE OF SEAFARER VULNERABILITY TO HIV/ STDS & DRUG ABUSE

The previous section has outlined the overall structure of the maritime industry and private sector fishing interests. This environment provides the context within which individual vulnerability occurs. What follows is an account of seafarer vulnerability to HIV/AIDS and drug abuse in Ranong. This information was primarily obtained through PRA activities with nine different types of fishing trawlers, with prisoners, injectors and with drug stores. It is further supported by content analysis of existing information and brainstorming discussions with Frontline Social Networkers in the WVFT Ranong Project.

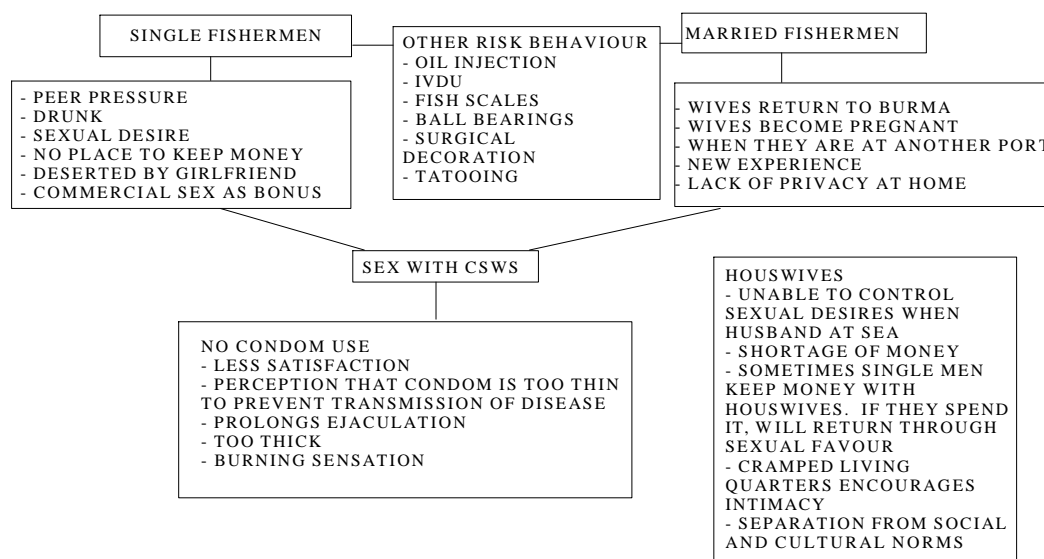
7.1 FACTORS INFLUENCING RISK BEHAVIOUR OF FISHERMEN AND HOUSEWIVES IN RANONG

Most Myanmar migrants to Ranong are seafarers or members of seafaring families. The factors which increase their vulnerability to HIV/AIDS are:

- Separation from cultural and social norms
- Difficulty in accessing existing services which deal with health/ information, legal matters, banking and communications
- Illegal status of the migrants in both their host and home countries
- Mobility itself
- Occupational opportunities
- Living conditions
- Exploitation
- Self esteem/ absence of community cohesion and structure/ lawlessness

The risk behaviour of seafarers is further determined by marital status, type of fishing trawler involved, the amount and method for paying wages, peer pressure, hierarchical working relations and alcohol use. The association between risk and these other factors is described in greater detail below.

Figure 3: Specific risk factors for single & married seafarers & their wives

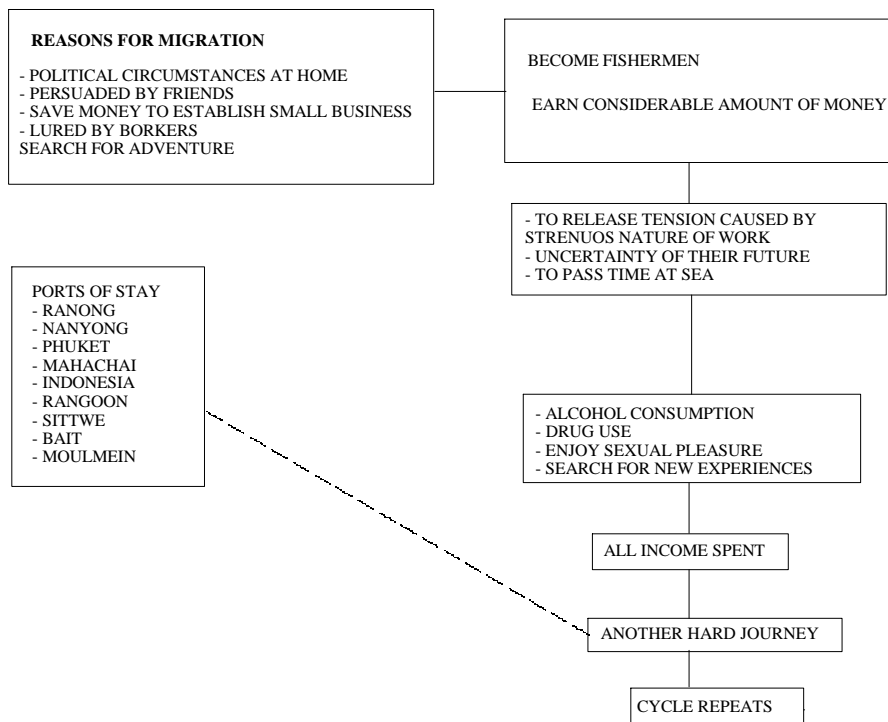


1. Married fishermen want to satisfy their sexual desire while their wives are pregnant or have returned home from the port.
2. Wives of fishermen cannot control their sexual desire when they are separated from their husbands for long periods and eventually have sex with other partners.
3. Wives of fishermen encounter economic problems when their husbands do not return home as expected for reasons such as bad weather, sinking, murder, etc. Those with many

children who are jobless are more likely to suffer. They choose to survive by having sex with other fishermen.

4. Single fishermen and housewives stay together in a room which is so small that it encourages intimacy between them, stimulating sexual affairs.
5. Single fishermen deposit their earnings with housewives who spend the money and then offer sex as compensation for their inability to repay on time.

Figure 4: The role of migration in exacerbating seafarer vulnerability to HIV/AIDS



6. Single fishermen cannot find safe places to deposit their money. However, they may be robbed or even murdered if they carry the money about them. There are few alternatives to just spending it extravagantly on drinking and sex.
7. Some influential foremen encourage crew members to take partial payment of their share in the profit from the trip, or earnings from high-priced catch such as sea-horses and lobsters, in the form of drinks and sex instead.
8. Fishermen get acquainted with service girls from restaurants and become their regular sexual partners for the duration of their stay ashore. The service girls usually choose one of their two to three boyfriends as a husband because they fall in love with him, like his high earnings and/ or want him to quit the job. However, these marriages dissolve after the husband's money is spent and quarrels result from financial difficulties and social criticism of their marital arrangement. Some fishermen consider these liaisons are only temporary and leave when they feel bored. Some fishermen intentionally remain with the girls to derive financial benefit from them.

9. Many fishermen take their love affairs with the service girls seriously and may fight or even murder rival boyfriends. This tendency has become more common and has increased not only vulnerability to HIV but social conflict in general.
10. Fishermen who fall in love with the service girls do not use condoms because both partners perceive each other as a lover. Thus, when one negotiates for condom use, the other feels insulted. Service girls are also afraid of being labelled as sex workers by their lovers if they negotiate condom use. Condom use appears to depend more on the attitudes of the fishermen than the service girls, who are the less powerful partners.
11. Condoms are perceived to be too thick, to lessen sexual pleasure and to insult dignity when used between lovers or couples.
12. Fishermen believe that when women are infected with STDs, their bodies will be hot, their pulse fast, or vagina hot.
13. Injection of oil
14. Insertion of marble implants

These last two practices have arisen during the last two years and appear to spread among inmates in local jails (see Section 9.3). Both practices exacerbate risk of HIV transmission since they involve unclean instruments and can cause condoms to break.

Implanting marbles in the penis involves whittling the shaft of a tea-spoon or toothbrush for puncturing holes in the skin of the penis. Marbles made from the bottom of a glass bottle by polishing, are inserted and the cut skin refolded and pressed tightly.

Introduction of the practice of injecting hair oil into the penis is attributed to Thai boat captains who used an unknown drug to enlarge their penises. Some also applied a type of cream to produce temporary enlargement. Crew members copied the method of injecting into the foreskin or shaft of the penis (by injecting in several places and then rolling the penis for even distribution), but substituted five mm of hair oil instead of the drug. When the method is successful, a larger and well-rounded penis results, but uneven distribution will produce lumpy parts that preclude sex. Seafarers then desperately try to release the oil by cutting the foreskin, but this is often unsuccessful because the oil causes fibrosis and results in the skin adhering to the shaft of the penis.

Some seafarers make three or four incisions in the foreskin and peel it back so that the head has several notches. The resulting scarring and fibrosis enlarge the tip of the penis, a practice similar to that noted by Komonbut among Thai fishermen in Indonesia². However, this is a new innovation, and does not yet enjoy the popularity of hair oil or marbles. Instruments used both in the injection of hair oil and for surgical decoration of the penis are shared without sterilisation.

Sex workers who have sex with clients that use marbles or oil injections have reported vaginal abrasion which accelerates transmission of HIV and STDs between partners.

² Ruj Komonbut (1995): *Thai Fishermen and Their Local Contacts in Irian Jaya; An Assessment of Issues Related to the Spread of HIV/AIDS in Merauke*

Penal modification is usually practised in situations where only men remain together for long periods of time, such as on-ship or in jail, and want to reduce boredom and boost their masculinity. Peer pressure, desire to boast, and belief that women's cries of pain actually represent heightened passion, provide further stimulus.

7.2 IMPACT OF INCARCERATION

The jail system actually plays two important roles in influencing the HIV/AIDS risk behaviours of seamen. Firstly, companies are able to broker the release of jailed Burmese workers for employment on boats as seafarers. Secondly, seafarers learn and participate in a number of customs which exacerbate HIV transmission. These issues are discussed in greater detail below.

A focus-group with 10 Burmese prisoners in Ranong jail indicated that three were arrested for alleged encroachment into a no-fishing zone in Thai waters and that many other fishermen were jailed for the same reason. There was little evidence to substantiate that men having sex with men is common, but interviewees remained secretive. They noted that many prisoners had performed sex with a jailed transsexual and that they otherwise satisfied their sexual needs by masturbating. Oil injection and marble insertion were evident, but uncommon. One inmate had recently died with AIDS-like symptoms and had not received proper care. The prison clinic itself has only one paramedic with prime responsibility for diagnosis and treatment of over 400 prisoners. There is some evidence of biting and sucking blood among prisoners as a display of loyalty in adversity among new friends and this custom continues after they are released. The Thai prisoners also teach the Burmese how to inject oil and marbles and they frequently share the only common needle.

Many inmates fondly recall their families and parents whilst in jail and expressed great regret and desire to change. They write snatches of their prison experiences and memories on the cell walls, read avidly and listen to behavioural change information during their ample 'free' time. Effective provision of intervention messages to prisoners would very likely induce behavioural change. Participants suggested that this is particularly the case for female prisoners because sex workers are frequently jailed. Inmates mainly worry about job uncertainty, lack of acquaintances and perceived punishment for their illegal status. Some are aware that recruitment agents may pay for their release to become boat-crew.

These issues of incarceration and its impact on HIV vulnerability also have wider implications for the Thai fishing industry since numbers of seafarers from Thai boats are also held in foreign jails (Table 3).

7.3 ROLE OF MONEY AND THE SYSTEM OF WAGE PAYMENT

Seafarers migrate from Myanmar in search of better incomes in Thailand, but still end up working as fishermen with few prospects of achieving their initial goals eg. saving sufficient money to establish home-town/ village businesses. Advance payment of relatively large amounts of money with no means for safe storage or saving also result in high risk behaviours.

<p>Recommendation: Assessment of the viability of introducing a phased payment system. However, this would first require changes in the existing organisational structure and employer attitudes.</p>
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Table 3: Seafarers from Thai vessels held in overseas jails (1981 - 1997)

	Vietnam		Burma		India		Indonesia		Bangladesh		Malaysia		Cambodia		Australia		Total	
	Boats	Crew	Boats	Crew	Boats	Crew	Boats	Crew	Boats	Crew	Boats	Crew	Boats	Crew	Boats	Crew	Boats	Crew
1981	24	155	10	20	15	254	4	75	-	-	18	96	5	-	-	-	76	600
1982	3	-	5	98	3	9	4	87	-	-	3	70	9	-	-	-	27	264
1983	38	238	33	378	2	35	2	31	1	18	9	99	10	12	-	-	95	811
1984	21	101	4	30	2	-	1	19	-	-	6	44	-	-	-	-	34	194
1985	39	366	16	148	2	-	4	19	-	-	1	18	43	367	-	-	105	918
1986	7	135	24	412	14	233	-	-	1	22	53	357	-	-	-	-	99	1,159
1987	30	508	35	379	4	67	3	69	1	27	83	894	7	90	-	-	163	2,034
1988	36	269	33	427	-	-	6	91	-	-	60	627	-	-	-	-	135	1,414
1989	51	973	36	582	1	10	24	395	-	-	71	927	-	-	-	-	183	2,887
1990	67	1,340	38	512	15	209	7	142	1	22	117	1,156	-	-	-	-	245	3,381
1991	108	1,686	28	377	3	55	-	-	1	25	95	1,062	5	60	-	-	240	3,265
1992	42	683	72	490	-	-	13	168	2	35	57	442	-	-	-	-	186	1,818
1993	82	794	44	734	22	208	31	310	6	100	55	399	-	-	-	-	240	2,545
1994	98	990	115	100	5	66	-	-	2	40	84	737	-	-	-	-	304	1,933
1995	42	379	117	118	3	38	8	48	10	69	82	549	-	-	-	-	262	1,201
1996	42	303	82	19	1	14	11	110	-	-	27	179	12	120	-	-	175	745
1997	16	69	99	183	2	26	21	256	7	76	25	153	7	30	4	120	181	913
Total	746	8,989	791	5,007	94	1,224	139	1,820	32	434	846	7,809	98	679	4	120	2,750	26,082

1. The number of detained Thai crewmen is an estimate. A large number of foreign crewmen work on Thai trawlers.
 2. Thai trawlers employ mostly Mon or Burmese males for fishing in The Andaman Sea. When intercepted by Burmese authorities, they jump into the sea. Others are rescued by nearby trawlers later. Others go missing while others are captured.
 3. When Cambodians or Vietnamese authorities seize trawlers their owners have to ransom the boats and the crew.
- Source: Foreign Fisheries Affairs Division, Fisheries Department.

Source: Kanwanich, (1998) *Bangkok Post*.

7.4 IMPACT OF ALCOHOL

Plate 8: Wadan trawler operating in Thai waters



Alcohol consumption is traditionally common in local seafarer culture and provides one of the few forms of affordable and accessible recreation. However, few seafarers are fully aware of the HIV-related risks which accompany drunkenness. In this state, even seafarers who are shy and sexually-inexperienced, are more courageous about visiting brothels. They lose self-control, awareness of risk and forget to use condoms. Interviewees stated that alcohol prolonged sexual encounters, as did condoms, which they finally took off in frustration. Alcohol also contributes

to ferocious fighting among fishermen for service girls. Many seafarers die in these brawls and interviewees said they witnessed a death a night in the Parklong red light area of Ranong, which has over 50 restaurants.

Peer pressure plays an important role in seafarer behaviour, since it is usually groups of men who go to the brothels together. Most will give up the idea of having sex if their friends caution them against it, but pressure at the restaurants is strong; “We cannot resist temptation when we

have drinks in restaurants, because the girls constantly persuade us. If we drink at home then the alcohol doesn't increase our desire for sex. Instead, we just chat and fall asleep”.

Recommendation: Housewives associated with the World Vision Project in Ranong have responded to the threat of HIV by organising drinking parties for fishermen who have received their salaries. These prevent their husbands and single fishermen from visiting sex workers after becoming drunk.

7.5 IMPACT OF TYPE OF BOAT

Seafarers working on *Wadan* trawlers are less likely to be vulnerable to HIV infection than seafarers working in *Walat* trawlers because of the different operating styles of each boat-type.

Wadan trawlers can catch more fish and so the concession fee is higher than for *Walat*. Consequently, *Wadan* must make more trips to cover their costs and this allows seafarers fewer days in port. Frequent trips allow crew members more time to meet with their families and to become aware of HIV messages. Moreover, they are paid a little pocket money for each trip ashore and bonuses and salaries are only paid out at the end of the fishing trip. Seafarers thus earn a lump sum and are able to save it. Their self-esteem improves accordingly and they are able to sustain their ambitions. *Wadan* crew must be skilled in fishing and net-repair so captains and foremen tend to respect them accordingly. There are approximately 35-40 sailors per *Wadan* and most originate from the same place in Myanmar. This contributes to social cohesion and adherence to accepted social norms.

Plate 9: *Walat* trawler bound for Myait (Taninthayi)



Walat trawlers make longer sea voyages and their crew of 20-25 receives more money when the boat docks, but correspondingly less as salary and bonus. This payment system encourages spending sprees to visit brothels and drink. *Walat* crew appear to have less self-esteem or ambition which could counter these risky behaviour patterns. Boat hierarchy is not clearly demarcated and neither captains nor crew particularly respect each other. Consequently, there are few social ties and crew desert with their advance pay and captains do not attempt to prevent this due to perceived labour surplus. Crews require little skill and are drawn from many different parts of Myanmar. A significant percentage are Mon and this places

them at even greater potential HIV risk since few can read Myanmar script.

7.6 IMPACT OF OCCUPATIONAL HIERARCHY

The behaviour of ordinary crew members is strongly influenced by that of superiors, such as the captain and foreman. Moreover, it is they who normally introduce new experiences to their employees.

Seafarer interviewees ranked the following people in terms of respect, trust and good relations:

1. Foreman
2. Assistant-foreman
3. Captain (Captains are considered the most powerful persons on the trawler, but seafarers trust and respect them less because they perceive them to be only interested in catching as many fish as possible; “they value the fish more than the crew.” Moreover, it is felt that they try to distance themselves from the crew)

Foremen usually try to keep the crew happy to prevent them leaving employment after the trip ends. However, they focus on the hard-working men with skill and ambition and will identify one among these for further training as an assistant.

Recommendation: Future HIV intervention activities should design different workshops for the captain and foremen than for the general seamen. These should focus on:

Boat Captains

Workplace strategies (see Section 8.2)

Foremen

- Basic HIV/AIDS information
- Management of HIV/AIDS in the workplace
- Managing crews for mutual benefit
- Effective, interactive communication skills
- Processes for behavioural change
- Basic health care, including first aid treatment
- Syndromic management of STDs for selected persons

7.7 IMPACT OF PURCHASING VESSEL ACTIVITY

Little information has been documented on fish purchasing vessels and HIV intervention measures have still to be directed toward crew of these boats. Drug abuse is not uncommon among these seafarers and the drugs involved include Phensydyle and Ddiazepam. Heroin use was not identified. Crew dock in Ranong Port for 2-3 days and have sex with the waitresses and the freelance sex workers at the motel where they stay. This differs from other seafarers. There does not seem to be a sex-trade on the islands where fish are purchased.

7.8 LACK OF ALTERNATIVE LEISURE ACTIVITIES

Many fishermen have tried to seek out recreational activities in port which would not expose them to the risk of HIV and STDs. Key informants from Rakhine-bound trawlers spend their time in port playing volley ball and soccer with the local teams. They gamble with the opposing team on the outcome of their games and always lose. One fisherman attributed their lack of sporting success to the debilitating influence of alcohol and sex with sex workers. Sometimes they also play with teams from other fishing boats.

Other activities may include watching video at video halls near the port or visiting public parks and pagodas. However, fishermen noted that transport by trishaw was actually more expensive than drinking and having sex.

It is evident from these accounts that seafarers make some attempt to engage in healthy lifestyles and to avoid risky activities, but that lack of options or access usually defeats them. This further accentuates their perception of themselves as somehow unworthy and leads to destructive tendencies.

Recommendation: Appropriate models for improving self-esteem need to be identified with seafarers and trialed within a small group. These should provide a range of options such as saving schemes, means for communicating with family, promotion of sports and life-skills training. It will also be important to help them identify a support mechanism to help them maintain healthy behaviour.

7.9 IMPACT OF MIDDLE-MEN IN SECURING SEX

Trishaw drivers and betel-nut shop-owners are important middle-men in helping fishermen find sex workers in Sittwe, Myait, Yangon and even in India.

Recommendation: Further attempts should be made to study their relationship with seafarers and sex workers to identify their potential role for participation in HIV intervention activities.

7.10 IMPACT OF PERCEPTIONS ABOUT WOMEN OF DIFFERENT NATIONALITIES

Fishermen from Myanmar prefer to have sex with Thai sex workers because they have more sexual skill, undress to have sex (unlike their Myanmar counterparts), always use a condom and are perceived to be cleaner and less likely to be infected with HIV. Thai sex workers are believed to have quarterly blood checks and to be prohibited from working if they are found to be infected.

7.11 IMPACT OF THE COMPARATIVE COST OF SEX

The comparative cost of sex at different ports is an important factor in determining demand and related risk. For example, commercial sex in Myait, Yangon, Sittwe, India and Indonesia is three to five times cheaper than in Ranong. This encourages seafarers to have more sex, despite being paid little pocket money at these ports.

7.12 IMPACT OF CONDOM AVAILABILITY

Seafarer condom use appears to be low at many ports because:

- Fishermen do not carry condoms with them
- Fishermen do not know where condoms are sold
- Sex workers do not keep condoms handy
- Sex workers do not bargain for condom use
- Fishermen and sex workers do not hear messages pertaining to STDs and HIV
- Fisherman are unlikely to use condoms when they have group sex with a single sex worker.

7.13 SEXUAL BRIDGING BETWEEN SEAFARERS AND TRUCK DRIVERS

Plate 10: Pier occupied by Saphanplar Enterprises & fish purchasing companies



An estimated 300 pick-up trucks, driven by drivers or owners, come to buy fish in Ranong. These fish are then loaded into 400 or so refrigeration trucks, of which 90 per cent come from Southern region sites such as Phuket, Surathani, Songkla, Patani and Malaysia, and to a lesser extent from Port of Mahachai (Samut Sakhon) and Sumut Prakan. Preliminary information suggests that their drivers patronise sex workers. There is also some evidence that owners or managers of fishing vessels or fish purchasing companies from

other provinces visit the same Burmese sex workers that fishermen frequent.

Recommendation: Further study should be undertaken to explore the routes, risk behaviour, stop-over sites, drug consumption and involvement these refrigeration truck and pick-up truck drivers have with sex workers. Particular attention should be given to whether they frequent the same sex workers as fishermen. If this assumption proves correct, then the spread of HIV is being doubly facilitated through a link between a regionally-mobile and locally-mobile group.

7.14 STD TREATMENT SEEKING BEHAVIOUR

7.14.1 INJECTORS AND HEALTH TREATMENT

Almost all fishing trawlers purchase a set of medicines from Ranong before departure for use during fishing trips. Drugs commonly made available are antipyretics, iodine, bandages, cotton wool and 75 per cent alcohol and Kanamycin injections.

Plate 11: Unloading rotten fish for processing as animal feed in Ranong



Kanamycin is the single most popular antibiotic for the treatment of many types of infections, particularly gonorrhoea. Many fishermen with STDs resort to self-treatment or treatment given by the Captain or Engineer during their time at sea or in port. Comparatively few fishermen buy over-the-counter antibiotics for STDs from pharmacists.

Injectors indicated that most fishermen preferred to visit pharmacists for initial

STD treatment, followed by injectors, and then the WVFT project clinic and Thai public and private health institutes as the third preference. However, one injector also stated that fishermen did not dare go to the government hospital because they were frightened by rumors that they would be killed if they were found to be infected with STDs and/or HIV. The prevalence of this rumour is confirmed from interviews and PRA sessions with many different Myanmar migrants.

The two most sought-after injectors providing medical services to seafarers ranked STDs as the fourth and ninth most- common diseases that they diagnosed and treated. Complications resulting from induced abortions rated as third and eighth respectively. Other diseases which affected seafarers included pneumonia, gastric ulcers and various occupational hazards, such as injuries and renal failure due to inhalation of toxic gas from rotten fish stored in the shiphold.

There are many fishermen who approach injectors to inject hair oil into their penises and key informants said some General Practitioners and injectors in Kawthaung offer this service also. Many fishermen also request removal of the marble(s) from their penises.

Plate 12: Local injector in Ranong

Types of STDs commonly-seen by injectors were ranked by frequency among fishermen as:

- Ulcerative STD diseases
- Gonorrhoea
- Dysuria
- Venereal Warts

Sex workers experienced the following diseases:

- White discharge with or without itchiness
- Dysuria
- Uterine pain
- Complications following induced abortion
- Amenorrhoea



Treatment practiced by injectors

- Kanamycin injections (2 vials for 3 days) together with Rafampacin or injected Trobicin (Spectinomycin) as a single dose for gonorrhea
- A course of Procaine Penicillin (8 Lahks for 7days) plus Septrin (Cotrimoxazole: 2 tablets 3 times a day for seven days) is given for chancroid
- A single dose (four tablets) of Tinidazole to treat white discharge in women. Antibiotics are given if symptoms persist
- Apply Salicylic Acid to the warts after covering the area with Penicillin ointment for venereal warts (*Condylomata Acuminata*)

7.14.2 KNOWLEDGE, BELIEFS, PERCEPTION & PRACTICE IN RELATION TO STDs

Words seafarers commonly used to describe their signs and symptoms of STDs and the medicines prescribed by drug stores in Ranong are provided in Table 4.

Table 4: Colloquial terms used by seafarers to describe STDs and medication

Words used	Diseases	Drug prescribed
Pain on urination or unable to pass urine	NGU	A set of drugs containing 5 medicines (one type of antibiotic, one type of diuretics) (cost Bt 20)
Pus Discharge I have a problem of discharging pus from my organ I am feeling painful on urination and pus discharge Sex workers ask what drug they want to buy without telling what happened A few fishermen know and describe the disease as GC	GC	Kanamycin two vials and instruct to inject once (cost Bt 45) Tetracycline 500 mg 4 times a day for seven days Tarivid (Norfloxacin) 4 capsules once
I have swelling on groin and use the word Bin	LGV	5-cc syringe and 21 gauge needle to suck pus from a swelling as well as Povidone (antiseptic), Alcohol 75% and cotton wool for dressing of an ulcer. One vial of Trobicin (Spectinomycin) used for treating GC is also given in addition to Paracetamol 2 tablets three times a day for 5 days and Diazepam one tablet at night for 5 days
I have got an ulcer on my penis I have got an Chancre (commonly used for Syphilis) Some know and say I am infected with Syphilis	Syphilis	Tetracycline 500 mg one capsule twice a day for 5 days
I have an ulcer on the penis or pustule on my organ	Chancroid	Noxine (Norfloxacin) 400 mg 2 capsules for 3 days (cost Bt 60)
Clients ask for F.L or rubber or rubber for penis	Condom	Dumont (cost Bt 40 a piece) Clients prefer COSMO (cost Bt 20 a piece)

A range of beliefs and practices which seafarers employ for STDs are presented below:

- Taking diuretics or antibiotics before having sex can prevent STDs
- Some seafarers believe that urinating after taking Rifampacin, which colours the urine red, flushes the STD infection
- STDs are curable and infected people will *not* get HIV
- STDs can be transmitted through having sex with a sex worker, but cannot be transmitted from fishermen to their wives
- Seafarers avoid having sex when they experience a pus discharge but continue to do so when they have ulcers
- Ulcers are caused by high temperature
- Most seafarers do not complete taking the full cycle of STD medication
- Seafarers believe that the STD is completely cured when the ulcer(s) disappear
- GC is not a problem because the treatment is short and requires only a single dose. However, syphilis is a problem because the treatment is long, but fishermen cannot miss the next fishing trip
- Seafarers rarely bring their partner(s) for STD treatment because they are afraid of conflict with their wives

- Fishermen use their advance pay to have sex with sex workers ashore and then only experience the STD symptoms once they are at sea. They will seek treatment from the captain, foreman or friends, if there is medicine on-board
- When sex workers and fishermen experience symptoms of STDs they say they will never take risks again, but return to their old habits once they are better
- Powder from white and green coloured antibiotic capsules should be put into the ulcer
- A five-drug combination prepared by the pharmacy is taken for dysuria
- Seafarers incise bubo (a lymph gland swelling caused by LGV) by themselves
- Rifampacin is taken to treat GC
- Seafarers believe that warts is a severe STD and will seek prompt treatment
- Fishermen are more fearful to STDs than HIV/AIDS because their signs and symptoms are very obvious (eg. GC) and they develop rapidly
- Some sex workers believe that surgical alteration of their vaginas and clitorises will give more sexual pleasure. They are referred to another injector.

Key STD prevention and treatment issues

- Sales assistants in Myanmar usually prescribe drugs and ask questions about whether symptoms are associated with sexual transmission in order to assess risk. After diagnosing the disease, they give instructions on how the medicine should be taken. They do not keep records about their clients, nor do they provide health education. Owners are usually pharmacists and so they train the drug store sale assistants themselves
- Condoms are only sold in two of the five drug stores usually frequented by seafarers
- Other drug stores refer potential purchasers to the largest drug store
- Promotional materials for condom use are only displayed at the largest of the five drug stores and most sales assistants rely on clients to know correct usage
- Two drug stores sell morning-after contraceptive pills which are prescribed for clients to prevent pregnancy (D-norgesterol 750 mg)
- No AIDS or STDs BCC material
- Frequency of condom purchase among clients was ranked as highest among traders (1), crews from fish-purchasing trawlers (2) and Kawthaung drug stores (3).
- Seafarers rarely buy condoms from drug stores and sales assistants said they heard that the WVFT Project issues free condoms. Sex workers also told them that they got condoms from the Project.

Recommendation: It is evident that treatment-seeking behaviour is copied by crew-members from the practices of senior sailors. If efforts are to make to alter such behaviour, the program should reach *all* levels of seafarers, particularly captains and crew foremen. It should be reinforced by involvement of the drug stores on STD management and condom promotion.

7.15 DRUG ABUSE AMONG BURMESE FISHERMEN

Interviews were undertaken with a small number of reliable key informants, but further study may be necessary to ascertain whether this sample is representative of drug-abuse behaviour among Burmese fishermen in Ranong. These interviews indicated that a range of drugs are abused by users as described by drug type below.

7.15.1 DEXTROMETHOPHEN (COUGH TABLETS)

Dextromethophen became popular in 1994 and its use has remained constant. Initially, users were encouraged to try it by friends and some tablets were provided free by Thai fishing boat captains (*Tai*) and foremen from the ports of Ranong or Mahachai. Tablets are now widely available from local pharmacies and cost Bt 1 each. They are commonly known as Jade tablets due to their distinctive colour. Fishermen note that workers in the seafood canning and processing factories of Ranong, Phuket and Mahachai also use them, as do Thai students, who have been seen making purchases at local drug stores. A new user will commonly consume only ten tablets at a time, but addicts may take up to 100 at once to achieve effects which last 2-3 days. These include loss of appetite, slurred speech, sleepiness, hallucinations and the desire to think and dream alone. Longer term effects include weight-loss. Users consider it to be an effective alcohol substitute, since it is cheaper and lacks a “bitter taste” of spirits. However, it does not stimulate sexual desire, which might otherwise encourage visits to sex workers. A profile of use on one *wadan* trawler operating in Thai waters indicated that seven of the 35 crew (20 percent) were users.

Use of the cough syrup Phensidyle, which contains the opium derivative Codeine, has already been mentioned (p. 29).

7.15.2 DIAZEPAM

These tablets are used by fishermen from the *walat* trawlers and female service staff in local eateries. The scale of use appears similar in severity to that of Dextromethophen cough tablets. Most users are addicted and, indeed, many begin taking the tablets to relieve amphetamine effects. Up to 10 tablets can be bought from local drug stores at any one time. Results of use include slurred speech, elated floating feelings, loss of control, thirst, inability to achieve orgasm and, finally, sound sleep. Withdrawal symptoms include insomnia and weight-loss. Daizepam use does not appear to increase HIV risk for seafarers since it depresses sexual desire, but may do so for sex workers since it diminishes awareness of the need to ensure safe sex.

7.15.3 GLUE SNIFFING

Glue-sniffing occurs among crew of the *walat*, *wadan* and other trawlers which purchase fish from Andaman Sea islands and sell them in Ranong. Use is more frequent among the younger fishermen (16-28 years of age) and it is reported that six fishermen from the 40-man crew of a *wadan* trawler took the drug. Some sex workers, fishing pier employees and children who collect discarded fish at these piers are also said to be users. Initial use is commonly the result of curiosity and persuasion by friends but, at present, overall use does not appear widespread. Most users sniff 5-10 tubes per day. These are available in grocery stores and cost Bt 6 for a small tube and Bt 40 for a larger box. Users experience a feeling of being punched in the chest when they first inhale, followed by hallucinations, increased sexual desire and loss of control. First-

time users add that the glue is “smelly”. The implications of sexual craving and diminished judgement for HIV risk are clear.

7.16 YAR MAR (AMPHETAMINES)

Amphetamines are widely used by both Thai and Burmese fishermen in Mahachai and many Thai fishermen and truck drivers appear to be addicted. However, use in Ranong is restricted to the coolies and other workers in the Pa-Kai fish-meal factory and to instances where boat owners force crew to work long, hard hours over many days. In these cases, the amphetamines are added to the seafarers’ Cha-lem, Kra-Ten Dan, coffee or rice. Access to amphetamines is difficult, other than through the truck-drivers who transport fish, the boat captains and their owners. Each brick-red tablet costs Bt 120-150. While amphetamines stimulate working energy, they also give rise to aggression which may lead to careless behaviour, accidents or even homicide. However, sexual desire is dampened.

7.17 HEROIN

Heroin is mostly used among crew of trawlers undertaking illegal fishing activities in Indonesian, Indian or Thai waters or using explosives to kill fish for harvest. For instance, almost all crew of the 12 Ranong trawlers currently using explosives take heroin. In other types of trawlers, its use appears to be restricted to the Thai captains (*Tai*) who use disposable needles. Heroin is obtained from the fish or fuel transport boats which run between the trawlers and the ports, or from drug-sellers in the port itself. A 4x2 cm box costs Bt 2,400-2,500 and contains 70-75 two cm-long sticks. Single sticks sell for Bt 100, representing a Bt 50 increase over 1997 prices. Seafarers commonly refer to heroin in slang-terms as “Stick-and-Carry-Goods”, “that which gives pleasure” or as “putting Mali flowers in one’s hair/ head’.

8. POSSIBLE NON-GOVERNMENT RESPONSES

8.1 ROLE OF INGOS AND OTHER DONORS

Substantial evidence indicates that seafarer vulnerability to HIV/AIDS is exacerbated by lack of recreational activities and of representative seafarer groups which can bargain with employers and seek collective solutions. Assisting seafarers to form organised groups to address their own difficulties would start to overcome some of these problems. However, government may not be comfortable with the idea of a union and so the formation of savings groups may be a more practical first step. Money is an important factor in determining HIV vulnerability and of self-esteem in general. However, seafarers are not legally entitled to access the banking system for depositing and transferring funds which relatives can draw on as needed. Seafarers themselves have initiated a savings group in Ranong to reduce the danger of being robbed, cheated or even murdered for their cash in hand. The current scale of the group is too small to achieve widespread impact or lead to further development of services.

Recommendation: That seafarers savings groups be expanded to provide the following services:

- Manage deposited money to generate income through activities such as condom social marketing, dress making by the wives of seafarers
- Lend money at low interest to those in need
- Network with similar groups from other places to form an umbrella group
- Facilitate communication between seafarers and their families
- Provide recreational activities such as sports, a library and consultation services

Realistically, these groups would require professional management for a certain period before being transferred to group-management.

8.2 ROLE OF THE PRIVATE FISHING INDUSTRY AND STRATEGIES FOR INVOLVEMENT

8.2.1 INTRODUCTION

The current model for involving private industry in HIV/AIDS initiatives involves working through the existing management structures that provide training and services to their workers. These formal organizational structures have been created to efficiently promote the products of the industry to the public. More recently, product or corporate images have received increasing importance. Advocating product and corporate images as beneficial to societal development is a priority in this effort. Thus, private industry sees itself more and more as a contributing partner in the society within which it operates.

The seafaring industry structure in Ranong Province does not yet have such an organizational structure.

8.2.2 BARRIERS TO DEVELOPING AN INDUSTRY IMAGE & AN HIV/AIDS WORKPLACE POLICY

A key strategy that has been used effectively with private industry is to advocate for an HIV/AIDS Workplace Policy. This policy does not seem appropriate for Ranong at present because of a comparatively limited organizational structure in the industry for Burmese workers. For example, these include the lack of:

- contract staff (boat crew)
- personnel policies and regulations
- insurance for boats at sea

In-depth discussions with pier and boat owners indicate that the fishing industry presently has no desire to present an industry image, positive or otherwise. Thus, interest in an HIV/AIDS workplace policy appears very limited. The research team was informed that the fishing industry does not have a product image. Fish caught in Ranong, for example, are not differentiated from fish caught anywhere else. The Ranong provincial fishing industry cannot determine the price of the fish it catches and therefore sees no need or means to cover the costs of public relations, advertisement or product development. Government regulations which stipulate employer responsibility for meeting the health care costs (Bt 2,500) of all employees, for example, are overlooked. These issues are critical for any corporate image development which includes an HIV/AIDS workplace policy. The rapid assessment team was further informed that 10 per cent

of operators are wealthy entrepreneurs, whereas the remaining 90 percent are indebted or only break even enterprises. Informants consider that this situation does not lend itself to coordination and development of an industry image.

Prevailing attitudes of industry management toward people infected with HIV and AIDS also tend to be negative. Three key informants considered that stringent measures for HIV testing of boat and pier workers may be needed and that this should be a government responsibility. Negative opinions ranged from re-test of HIV infected persons with observed opportunistic infections or not showing concern about the HIV problem at all, to willingness to accept infected persons while maintaining a distance.

8.2.3 POSSIBLE STRATEGIES TO ADVOCATE FOR RANONG PROVINCE FISHING INDUSTRY INVOLVEMENT

Working directly with boat and pier owners

Working directly with boat and pier owners, managers and boat captains in an HIV/AIDS prevention and care activity may be more effective than having the local Fisheries Association or Chamber of Commerce act as intermediaries. This is because the fishing industry is relatively independent. One informant stated that the Ranong Fisheries Association has less power and influence because many fishing businesses are located in other provinces. In Ranong Province, it was estimated that 50 per cent of boat operators are from other provinces. Some pier owners indicated that various associations such as the local Fisheries Association, the Lions Clubs or the local Chamber of Commerce might be able to coordinate HIV/AIDS prevention and care efforts. However, it seemed clear that they have not given much thought to this. Replies from informants were not backed up by any clear indication of an understanding of the importance of the problem and the effective role that these associations could take. The independent nature of the individual boat owners was further expressed in the direct negotiations each had to undergo with Myanmar authorities in order to fish in their waters. Undertaking direct program planning and collaboration with individual boat and pier owners at the management level and boat captains and pier managers at the implementation level is suggested as more effective.

Advocating the cost beneficial nature of HIV/AIDS activities

Emphasizing the *cost-benefit* of keeping a worker on as long as possible could be a viable persuasion strategy. Burmese workers can be categorized roughly into boat and pier workers, with a current turnover rate of approximately 30 days (for pier workers). This makes the development of a cost beneficial study feasible. Cost beneficial aspects to consider include:

- reliability
- trustworthiness
- re-training of replaced staff and productivity loss.

Though there is a labor surplus of Burmese workers in Ranong Province, a cost-benefit strategy could be advocated which stressed quality of workers over their quantity. The possibility that this could be achieved and sustained through administrative and financial support from the pier manager and owner needs to be further assessed.

Case study documentation of existing good practices

One pier manager saw no problem in employing an HIV infected worker provided that he was healthy; “If my pier worker is healthy I would allow him to continue work.” Developing case studies of supportive management would help influence fellow managers since peer influence seems to be an effective strategy for attitudinal change. Development of a cost-benefit (or case) study on boat captains with HIV and its impact upon the company (loss of a killed worker, re-training of a new captain, controlling boat crews, trustworthiness etc.) could clearly demonstrate the benefit of intervention programmes paid for by the owner and implemented by the manager. As many boat owners operate 10-30 boats, a program of this sort seems feasible.

Appealing to individual philanthropy and social standing in the community

One pier manager had donated money to a temple when he heard that their main electricity pole had fallen down. After learning that this temple was also an AIDS hospice, he was just as pleased that his donation was assisting a good cause. Appealing for individual donations directed to ‘community good’ is already a traditional practice in Thai society. Tailoring this to specific HIV and AIDS programmes seems feasible.

One example discussed with two informants was a donation to support a re-print run of IEC material for Burmese workers. They expressed clear interest in funding this, especially with a logo of their company on the cover and a preface signed by the owner identifying their social responsibility in addressing this problem. Thus, the attractiveness of donations that are non-binding and which publicly promote individual businesses ‘doing community good’ seems very acceptable.

Acknowledgment of HIV/AIDS work through provision of awards.

The provision of awards to fishing companies supporting prevention and non-discrimination activities seems a possibility, although this was not explored in detail. This strategy could be successful and result in a multiplier effect if linked with the preceding strategy of individual philanthropy.

Specific Organizational Advocacy

Though organizational structures are limited, specific possibilities exist. Interviews with pier owners indicated that it was quite possible for the Thai-Myanmar Border Fishery Coordination Center to facilitate more liberal regulations if Thai-owned boats/piers had active programmes that supported the health and well-being of Burmese workers in Thailand.

Sea-faring industry advocacy workshops

Conducting advocacy workshops for boat and pier owners may be difficult as many are from other provinces. Thus, managers and owners may not be able to attend the same workshop.

Similarly, boat captains and owners may also not be able to attend together. Further exploration of this strategy is needed.

Regardless of participant attendance, workshops could be conducted in several provinces in the region such as Samut Prakran and Samut Sakon, as well as Ranong Province. The workshops could be divided into sessions for owners, managers and boat captains and for pier managers. The content of the workshops could include:

1. Boat and Pier Owners

- HIV/AIDS basic information
- Prevention activities (i.e. pros and cons of HIV testing). Crackdown or firing vs. prevention and non-discrimination activities
- The role of government, NGOs and the seafaring industry in HIV/AIDS prevention and for people living with HIV/AIDS
- Management of HIV/AIDS in the fishing industry
- Benefits to owners: cost-benefit in lower labor turnover etc./owners positive image amongst their peers etc.

2. Managers and boat captains

- HIV/AIDS basic information
- Management of HIV/AIDS in the Workplace (on the boat, on the pier)
- Managing your boat crew for effective results. (A round table discussion of boat captains facilitated by a technical expert, not necessarily related to HIV/AIDS)
- First aid treatment at sea and basic health management and care.

9. REFERENCES

Notes:

References to Thai names list the given name followed by the surname in accordance with accepted practice. Surnames of foreign authors are given first followed by their first names.

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10. CHRONOLOGY OF SELECTED KEY EVENTS IN THE THAI FISHING INDUSTRY (1993-1999)

Officially-sanctioned Thai fishing in Myanmar waters ends	BP 15 th March 1998
A Federation of National Fishery Cooperatives comprising 35 local fishery cooperatives is proposed; <ul style="list-style-type: none"> - to upgrade the Thai fishing cooperatives to international standards in an attempt to improve international competitiveness. - to overcome the scissors effect on seafarers that fuel costs are 60% of total production costs, but fish prices are cheap - to develop international joint-ventures 	BP 12 th Jan 1993
Fishery Association of Thailand calls for formation of a National Committee on Fisheries to resolve industry problems; <ul style="list-style-type: none"> - too many fishing boats and depleting resources - shortages of qualified trawler crew resulting in hire of illegal immigrants - Unclear agency demarcation for fisheries - lack of financial support for developing deep-sea trawling fleets - unwillingness of Thai insurers to handle trawlers - outdated legislation 	BP 16 th Feb 1993
National Committee on Fisheries Policy formed <ul style="list-style-type: none"> - chaired by Deputy Prime Minister - establish four industry sections covering Thai waters (resource management and occupational conditions), overseas waters (safe access to these waters), industry development (export and marketing) and aquaculture 	BP 26 th Ap. 1993
Thai Fisheries Association representatives visit 300 jailed Thai fishermen in Myanmar. <ul style="list-style-type: none"> - Hardships in prison include lack of food and medical supplies. - Ranong Fisheries Association asks 1st Army Region commander to negotiate releases 	BP 13 th July 1994
The Thai Overseas Fishery Association lobbies ASEAN for better regional fishery cooperation <ul style="list-style-type: none"> - problems of 200 mile Exclusive Economic. Zones - joint ventures in Philippines proposed - access to east Malaysian fishing zones - Thai Fisheries Plan to the year 2000 completed 	BP 27 th July 1994
Fisheries Dept. accuses Myanmar of insincerity in fishing cooperation. <ul style="list-style-type: none"> - Thailand nominates concession candidates who operate 40-50 trawlers & have good record - Myanmar makes independent identification 	BP 13 th Nov. 1994
New Southeast Asian Fisheries Development Centre Protocol signed by Japan, Malaysia, Philippines and Singapore plus new members Brunei and Vietnam.	BP 17 th Nov. 1994
Largest Thai-Myanmar fishing joint-venture <ul style="list-style-type: none"> - 20-year concession to fish in Myanmar waters granted to Myanmar ONK Joint Venture. - Facilities to be constructed at Yangon and Myeik 	BP 14 th Mar 1995
Talks on joint-ventures to fish in Bangladeshi waters <ul style="list-style-type: none"> - Bangladesh currently excludes all foreign fishing trawlers from its waters - Thailand needs more catch for processing 	BP 31 st Oct 1995
Thai-Myanmar talks on fishing problems <ul style="list-style-type: none"> - Six Myanmar fishermen murdered by Thai fishermen - Myanmar closes its waters to Thai fishing boats (200 vessels) - Fish caught in Myanmar must be unloaded in Malaysia first, not Thailand - Department of Fisheries training course for off-shore fisheries firms 	BP 3 rd Nov 1995
Sirichai Fishery Group plans to expand its Indonesian boats from 20 to 48 <ul style="list-style-type: none"> - 10 Thai firms do fishery business in Indonesia - Company also looking to invest in India 	BP 7 th Nov. 1995
Two Thai fishermen shot by Malaysian navy	BP 5 th Jan 1996

<p>Conflict between Thai Fisheries & Agricultural authorities</p> <ul style="list-style-type: none"> - over policy administration - delay in appointing representatives to Thai embassies in Vietnam, Cambodia, Myanmar, Indonesia and Malaysia to address illegal fishing - there are 7,000 registered Thai fishing vessels and 40,000 unregistered, of which many use smuggled fuel 	<p>BP 5th Jan 1996 BP 9th Jan 1996</p>
<p>New Office to administer sea rehabilitation</p> <ul style="list-style-type: none"> - Thailand has no integrated plan on marine resources - Office to cover fisheries, maritime services, tourism, mining and sewage disposal under the National and Economic and Social Development Board - sea-development policy proposed for the 1997-2001 NESDB Plan 	<p>BP 10th Feb. 1996</p>
<p>Fisheries Department chief re-appointed</p> <ul style="list-style-type: none"> - controversial head reappointed to the position he has held since 1988 - All 48 local Fisheries Associations have been unhappy with his performance for the last 8 years 	<p>BP 26th March 1996</p>
<p>Conflict over use of nets and poaching in Pangnga</p> <ul style="list-style-type: none"> - The Southern Small-scale Fisheries Federation with members from 13 southern provinces noted failure to prevent use of push-nets (<i>ouan roon</i>) had caused a village leader who patrolled the coastal conservation zone of Phangnga Bay against Phuket trawler incursion to be gunned down by a trawler 	<p>BP 4th Aug 1997</p>
<p>National Fisheries Association lobbies for foreign workers in the seafaring industry The fishing industry employs up to 300,000 foreign workers, 200,000 onshore and 70-100,000 at sea because Thais are reluctant to work in the sector</p>	<p>BP 27th Jan 1998</p>
<p>Completion of a joint fishing guide Meeting of the Joint Commission on Economic and Sea Order held Thailand and Vietnam agreed in 1996 to produce a handbook in English, Vietnamese and Thai for distribution to fishermen, government, the private sector and NGOs. The Thai draft covers general policy and practices for foreign fishing vessels, maritime boundaries, fisheries laws, entitlements of foreign fishermen to protection, communications and safety, environmental conservation, health and cultural beliefs</p>	<p>BP 6th March 1998</p>
<p>Thai government re-opens talks with Myanmar over fishing concessions</p> <ul style="list-style-type: none"> - Myanmar has a 2,832 km coastline & 486,000 km² of Exclusive Economic Zone waters - Thai fishermen say they can triple their current catch in Myanmar-waters and 500 trawlers are said to compete there with only local-level Myanmar approvals. - Working Committee with representatives from the Thai Overseas Fishing Association, fishing companies in Myanmar, Thai Fisheries Department, Border Fisheries Coordination Centre in Thai-Burmese waters, Royal Thai Navy, Fish marketing Organisation and Thai Foreign ministry explored joint-venture issues. This group will be the sole negotiator with Myanmar. - Ranong Fisheries Association calls for demarcation of the Thai-Myanmar nautical border around Larm, Khan and Khi Nok off Ranong & payment of fishing concession fees in Baht through letters of credit to avoid poaching - Thai Government will prepare a manual for fishing in Myanmar waters, including do's and don'ts for fishermen 	<p>BP 15th March 1998</p>
<p>Thai seafarers released from Myanmar jails</p> <ul style="list-style-type: none"> - 98 jailed seafarers were repatriated from Myanmar jails - Suspected Thai poachers should be detained in Yangon rather than Mergui (Dawei) so that they are more accessible to Thai authorities 	<p>BP 15th March 1998</p>
<p>Taiwanese investment sought for the Thai deep-sea fishing industry</p> <ul style="list-style-type: none"> - Proposal put by the Agricultural and Cooperatives Ministry to a Taiwanese Agricultural Mission - Taiwanese trawlers already catch fish off Thai waters and berth at Phuket - Thailand does not have a deep-sea fishing vessel - Investment sought in a land-bridge between Ranong and Chumphon to transport trawlers from the Gulf of Thailand to the Andaman Sea <p>The Phuket-based Deep Sea Fisheries Cooperative is buying tuna boat for deep sea fishing</p>	<p>BP 19th May 1998</p>

<p>Small fishing boat operators block Songkhla Bay to protest anchovy boat operations</p> <ul style="list-style-type: none"> - Anchovy fishing boats have depleted local marine life and so 300 fishermen protested against this long-standing problem - cargo vessels were prevented from entering the deep-sea port - Anchovy boats and gill-net boats will be banned from the designated fishing zone 	<p>BP 29th Jul 1998</p>
<p>Status of fisheries cooperation agreements</p> <ul style="list-style-type: none"> - Yemen requested Thailand to screen Thai ships fishing in Yemeni waters to prevent illegalities - Yemen requested Thailand to establish a tuna canning factory - Thailand presently has only one formal bi-lateral fisheries agreement which it signed with Bangladesh in 1978 - Thailand has attempted to negotiate agreements with other countries such as Malaysia, India and Indonesia, but without success. Instead, the industry operates through concessions 	<p>BP 31st July 1998</p>
<p>Thai fishing access to foreign waters is tightening</p> <ul style="list-style-type: none"> - about 2,000 Thai fishing boats currently operate in Indonesian waters - many of the Thai-Indonesian joint venture permits have been found to be fake - Three Thai operators were arrested and their boats confiscated and auctioned - Indonesia has also declared more territorial waters off-limits and all foreign boats will be banned by 2000 and only joint-ventures permitted - Indonesia will force a regulation that boats have steel-hulls, whereas 90% of the Thai fleet is wooden-hulled - Myanmar fishing concessions recently increased in price to USD 10,000 per month - Malaysia will require all foreign boats to unload catch only in Malaysia from Jan 1999, pay 5% tax on the value of the fish, allow shipment of the seafood only by land and have location identification equipment installed. There are about 100 Thai trawlers operating in Malaysian waters. - The Thai Fisheries Department is preparing fishermen's manuals to inform them of recent changes in international legislation 	<p>BP 20th Oct 1998</p>
<p>Deep-sea fishing promoted as a solution to depletion of Thai marine life</p> <ul style="list-style-type: none"> - Thai cooperatives are encouraged to invest in the tuna fishing industry to reduce imports - Fisheries and Forestry Department to work together to prevent poaching in marine parks 	<p>BP 12th Nov 1998</p>
<p>Need for a regional approach to marine resource management</p> <ul style="list-style-type: none"> - Southeast Asian Fisheries Development Centre (Sefdec) in Singapore will provide study courses in fishing industry management and technical training for fishermen - Major seafood importing nations have formed a Marine Stewardship Committee which audits fishing industries around the world - Sefdec will announce a fisheries industry code in April 1999 based on a public forum in Chiangmai in November 1998 - Sefdec members include Thailand, Japan, Philippines, Singapore, Malaysia, Vietnam and Brunei 	<p>BP 9th Feb. 1999</p>
<p>Thailand will purchase tuna fishing boats from Spain</p> <ul style="list-style-type: none"> - The only tuna-fishing boat in Thailand is at Phuket. 3 more will be bought 	<p>BP 31st Mar 1999</p>
<p>Thailand will sign an off-shore fisheries agreement with Seychelles</p> <ul style="list-style-type: none"> - This initial agreement will enable the Thai fleet to fish off the African coast from 2000 for tuna and detailed discussions will occur in November 1999 - The Thai fleet has never fished in the western Indian Ocean before - The Seychelles does not have any agreements which require the Thai boats to hire local workers or change boat registration, the fishing season is longer and the concession fees cheaper than Myanmar or Indonesia - Thailand has about 50,000 trawlers but only about one-fifth can operate in deep-seas 	<p>BP 20th Ap 1999</p>
<p>Regulation of near-shore fishing to allow regeneration of domestic marine life</p> <ul style="list-style-type: none"> - Opportunity to over-exploit marine resources has resulted in almost 40,000 Thai commercial fishing boats - The ban on commercial fishing within 3,000 metres of the coast must be implemented 	<p>BP 23rd Ap 1999</p>
<p>Vietnam is developing an export-oriented fishing industry while barring foreign fishing boats</p>	<p>BP 26th Ap 1999</p>

11. TERMS OF REFERENCE FOR THE STUDY

1. Cooperation from concerned agencies will be sought to collect secondary data and to identify key informants and to make appointments for implementation of in-depth interview with prospective key informants through these agencies. There will be two parts in this phase of the study: contact head offices of respective agencies in Bangkok and their local offices in Ranong. TBCA and Care will be responsible for the former activity and WVFT will carry out the latter task. Agencies which will be approached consist of Fishery Association, Deep Sea Fishery Association, Port Authority of Thailand and Fishery Department.
2. A draft guideline developed by WVFT to be used in interviews and PRA will be modified and finalised by exchanging feedback and suggestions through a web site.
3. The existing data concerning fishermen and sex workers will be compiled, reviewed and analysed by WVFT staff in consultation with members of task force to identify areas which require additional information.
4. In-depth interviews of captains of fishing trawlers will be conducted by WVFT staff and Khun Ruj Komonbut. Two captains of each type of approximately thirteen types of trawlers will be selected for in-depth interviews.
5. An assessment of drug stores will be undertaken on current problems relating to condom provision and STD treatment to help implementing agencies design social marketing and to involve drug stores in STD prevention and control. WVFT staff will act as fishermen to obtain information from approximately eleven drug stores located in the vicinity of Ranong Port.
6. An assessment among agents and untrained health personnel will be done to capture better understanding on recruiting process of fishermen, covert aspect of maritime industry, agents role and influence on behaviour and social norm of able seafarer, treatment seeking behaviour of fishermen and sex workers in relation to Reproductive Health and their participation in a future intervention. A set of PRA activities will be utilised for obtaining information.
7. A study among Fishery Association, Deep Sea Fishery Association, Port Authority of Thailand and Fishery Department, owners of fishing trawlers and owners of fishing pier will be implemented by a team comprising Dr. Anthony Pramulratana and Khun Surachai Panakitsuwan from TBCA, Khun Pinyo Veerasuksavat from Care and three staff from WVFT. In-depth interview of key informant will be chosen as a methodology to interview two key informants representing each type of trawlers and one from each agencies. A total of 35 interviewees are to be interviewed but since some of owners may own more than one type of fishing trawlers, the number could be reduced.
8. More in-depth interviewing will be undertaken among prisoners and prison staff following the Inter-country Meeting to devise means for addressing cross-border issues centred on increasing awareness of inmates and warders about HIV vulnerability and strategies for protection and care
9. Produce a report of this assessment

12. SURVEY GUIDELINES/ QUESTIONNAIRES

Plate 13: PRA activity with fishermen from a Rakhine-bound trawler (at left)

Plate 14: In-depth interview with agents (at right)



12.1 GUIDELINE FOR PARTICIPANT OBSERVATION & IN-DEPTH INTERVIEWS WITH PHARMACIES

1. Type of clients
2. What kind of problems did clients present with?
3. What type of language did clients use in describing their diseases or signs and symptoms of their illness?
4. Cost of the different drug regimes for treating STDs prescribed by pharmacists
5. How do pharmacists treat STDs?
6. Myths and perceptions of clients and pharmacists about STDs
7. Contraceptives available and preferred by clients
8. Condom availability, price, preference of clients and display of promotional materials
9. How are HIV messages delivered?

12.2 GUIDELINE FOR FOCUS GROUP DISCUSSION WITH PRISONERS

Methodology: Focus group discussion (FGD) using a guideline

1. How were prisoners arrested and why?
2. How were they sent from one prison to another?
3. Life style in prison
4. What are the changes they experience when they are in prisons?
5. How do they feel about change or planning for the future? Probe to uncover whether they feel tempted to change and how
6. Risk behaviour and underlying factors. Probe marble insertion, oil injection, needle sharing, homosexual practices.
7. What do they expect to do after they are released?

12.3 GUIDELINE FOR IN-DEPTH INTERVIEW OF OWNERS OF FISHING PIERS & TRAWLERS

If respondents are reluctant to answer, ask about other owners with the same type of trawlers and/or business

12.3.1 STRUCTURE

1. How does the business operate?
2. Who is the owner (optional)?
3. How long has it been running?
4. Number of fishing trawlers, and if response is good, probe how many in the same area
5. Type of trawlers
6. Destination
7. Head office
8. Branch office
9. Regulation, legislation and under-regulation of business

12.3.2 STAFFING

1. How many staff
2. How to manage staff
3. How many levels of staff
4. Relationship among staff (animosity, negative attitude, atrocities, divide & rule, grouping by ethnicity, etc.)
5. How do they feel about able seamen from different ethnic backgrounds?
6. Who do they think are important for their business?

12.3.3 BENEFITS

1. What kind of benefits do they provide for staff?
2. What changes do they think are necessary but still lacking?
3. What do they think are benefits given by other owners?
4. What kind of benefits do they think contribute to productivity of their business?

12.3.4 OPINION ON OTHER COMPANIES

1. Relationship with & attitude towards other companies & owners
2. Relationship with & attitude towards fishing pier owners
3. Relationship with & attitude towards exporters
4. Relationship with & attitude towards Thai government
5. Relationship with & attitude towards Burmese & other governments from which they have received concessions

12.3.5 KAPB ON HIV & HEALTH IN GENERAL

1. What do they think about HIV/AIDS as a problem?

2. What do they think are the effects of HIV/AIDS on their business?
3. What do they think are the effects of HIV/AIDS on their staff?
4. What kind of reaction do they have to AIDS in general and to HIV-positive staff (distinguish between local & migrant Thai & Burmese)?
5. What are their major concerns about the health of fishing staff?
6. How do they think seafarers can be helped to communicate with relatives, receive messages and condoms?

12.3.6 EXPECTATIONS FOR THE FISHERY BUSINESS

1. Trend in the fishery business over the next 5 years
2. Any major changes attributable to boom or depression
3. Any plans in relation to this trend (expansion, new location, new boats, more crews)

12.3.7 ATTITUDE ON NGOs, UNIONS & LOCAL PEOPLE ORGANISATION

Which organisations do they think can cooperate with them?

12.4 GUIDELINE FOR IN-DEPTH INTERVIEW WITH SENIOR BOAT WORKERS (THAI)

12.4.1 FISHING ROUTE

1. Main shipping routes for different types of vessels with frequent stopovers, destination, base, temporary shelters, numbers, small ports with lenient law enforcement favouring sex business, drug selling and use & thriving illegal business, identification of risk factors, support mechanisms & networks, factors encouraging healthy or risky behaviour. Use the matrix & map & seasonality diagramming. If there is any difference in behaviour, probe the underlying causes: perceptions about women, port, nationality, lack or availability of condoms, cost, lack or presence of intervention, etc.
2. Main fishing grounds
3. Length of stay in sea & shore and information with regard to healthy & risky behaviour
4. Escape routes
5. Where do trawlers obtain fuels/gasoline & what happens at the time of refuelling: for instance: sales of drugs, condoms, pornography
6. Where do they unload the catch to transport vessels & what happens: drugs, condoms, commodities, communication, pornography
7. What factors determine length of stay in sea & shore (normal time and if longer than expected)
8. Are there any vessels from other destinations entering the base port or making stopovers?
9. What are the regulations, legislation and under-regulation procedures of each type of vessels?
10. Communication facilities on sea and shore such as video, cassette tape, etc and how do they communicate with their relatives and the implications of this

12.4.2 LIFESTYLE OF SENIOR FISHERMEN & INFORMATION ON PORT

1. Meeting points before departure & after arrival
2. Accommodation
3. Places for eating meals & snacks
4. Places for drinking
5. Places for entertainment with focus on sexual behaviour of sex workers and seafarers
6. Where do they seek medical services with emphasis on STDs?

7. Where do they buy condoms & medicine?
8. Where drugs are available, what type of drugs, who sells them, who uses them, how do they use them, effects on HIV-risk such as stimulation of sexual desire, loss of self-control, needle sharing, any distinction in drug use behaviour between at-sea and on-shore, costs
9. Method for making payments, when and how much, what do people do when they get income
10. What are the social and behaviour norms and interactions between people from different ethnic groups or levels of hierarchy?
11. Healthy behaviour
12. Constraints to behaviour change

12.4.3 FISHERY BUSINESS

1. Business during the past 5 years & prediction for the next 5 years
2. What are the negative or inadvertent effects of the fishery business on the economy, society, crime, health, environment?
3. How does the business recruit employees?

12.4.4 ATTITUDE ON CREW

1. What are their perceptions regarding foreign (Burmese) crew? Do they think these people make any contribution to the business? What? Why?
2. Do any problems relate to ethnicity or nationality?
3. What benefits do they provide to seafarers?
4. How do they help when crew-members suffer health problems?

12.4.5 KAPB ON HIV/AIDS

1. What do they think about HIV/AIDS as a problem?
2. What do they think are the effects of HIV/AIDS on their business?
3. What do they think are the effects of HIV/AIDS on their staff?
4. What kind of reaction do they have in a response to AIDS in general and a response to infected staff in particular (distinguish between local & migrant Thai & Burmese)?
5. What are their major concerns about the health of fishermen?

12.5 GUIDELINE FOR PRA WITH SENIOR BOAT WORKERS (MYANMAR GROUP)

12.5.1 FISHING ROUTE

1. Main shipping routes for different types of vessels with frequent stopovers, destination, base, temporary shelters, numbers, small ports with lenient law enforcement favouring sex business, drug selling and use & thriving illegal business, identification of risk factors, support mechanism & network either encouraging healthy or risky behaviour by using matrix & map & seasonality diagramming. If there is any difference in behaviour what are the underlying causes: perception on women, port, nationality, lack or availability of condoms, cost, lack or presence of intervention, etc.
2. Main fishing grounds
3. Length of stay in sea & shore and information with regard to healthy & risky behaviour

4. Escape route
5. Where do trawlers obtain fuels/gasoline & what happens: for instance: drug sale, condom, pornography
6. Where do they unload catch to transport vessels & what happens: drug, condom, commodities, communication, pornography
7. What factors determine length of stay in sea & shore (normal time and longer than expected)
8. Are there any vessels from other destinations entering the base port and stopovers?
9. What are the regulations, legislation and under-regulation procedures of each type of vessels?
10. Communication facilities on sea and shore such as video, cassette tape, etc and how do they communicate with their relatives and its implication

12.5.2 LIFESTYLE OF SENIOR FISHERMEN, CREW AND INFORMATION ON PORT

1. Meeting points before departure & after arrival
2. Accommodation
3. Places for eating meals & snacks
4. Places for drinking
5. Places for entertainment with focus on sexual behaviour of sex workers and seafarers
6. Where do they seek medical services with emphasis on STDs?
7. Where do they buy condoms & medicine?
8. Where drugs are available, what type of drugs, who sell, who use, how do they use, effects on risk to HIV such as stimulate sexual desire, lose control over self, needle sharing, any distinction of drug use behaviour between sea and shore, costs
9. How payments are made, when and how much, what people do when they get income
10. What are the social and behaviour norms and interaction between or across ethnicity or hierarchy?
11. Healthy behaviour
12. Constraints for behaviour change

12.5.3 FISHERY BUSINESS

1. Business in Past 5 years & prediction for next 5 years
2. What are the negative or inadvertent effects of fishery business on economy, society, crime, health, and environment?
3. How are they recruited?

12.5.4 ATTITUDE ON CREW

1. What is their perception on foreign (Non-Burmese) crew?
2. Are there any problems arising from ethnicity or nationality?
3. What benefits do they receive from captain or owners?
4. Who help when able crews suffer health problems?

12.5.5 KAPB ON HIV/AIDS

1. What do they think about HIV/AIDS problem?
2. What do they think are effects of HIV/AIDS on their business?
3. What do they think are effects of HIV/AIDS on their friends?
4. What kind of reaction they have in a response to AIDS in general and a response to infected friend in particular (distinguish between local & migrants of both Thai & Burmese)?
5. What are their major concerns on health of their friends?
6. Who do they think are influential on their behaviour norm and behaviour change?

12.5.6 SELF-PERCEPTION

1. How do they think about themselves in terms of risk, self-esteem, and value?
2. What do they think are factors that will help them achieve their ambitions and how do they attain it?

12.6 GUIDELINE FOR PRA WITH AGENTS

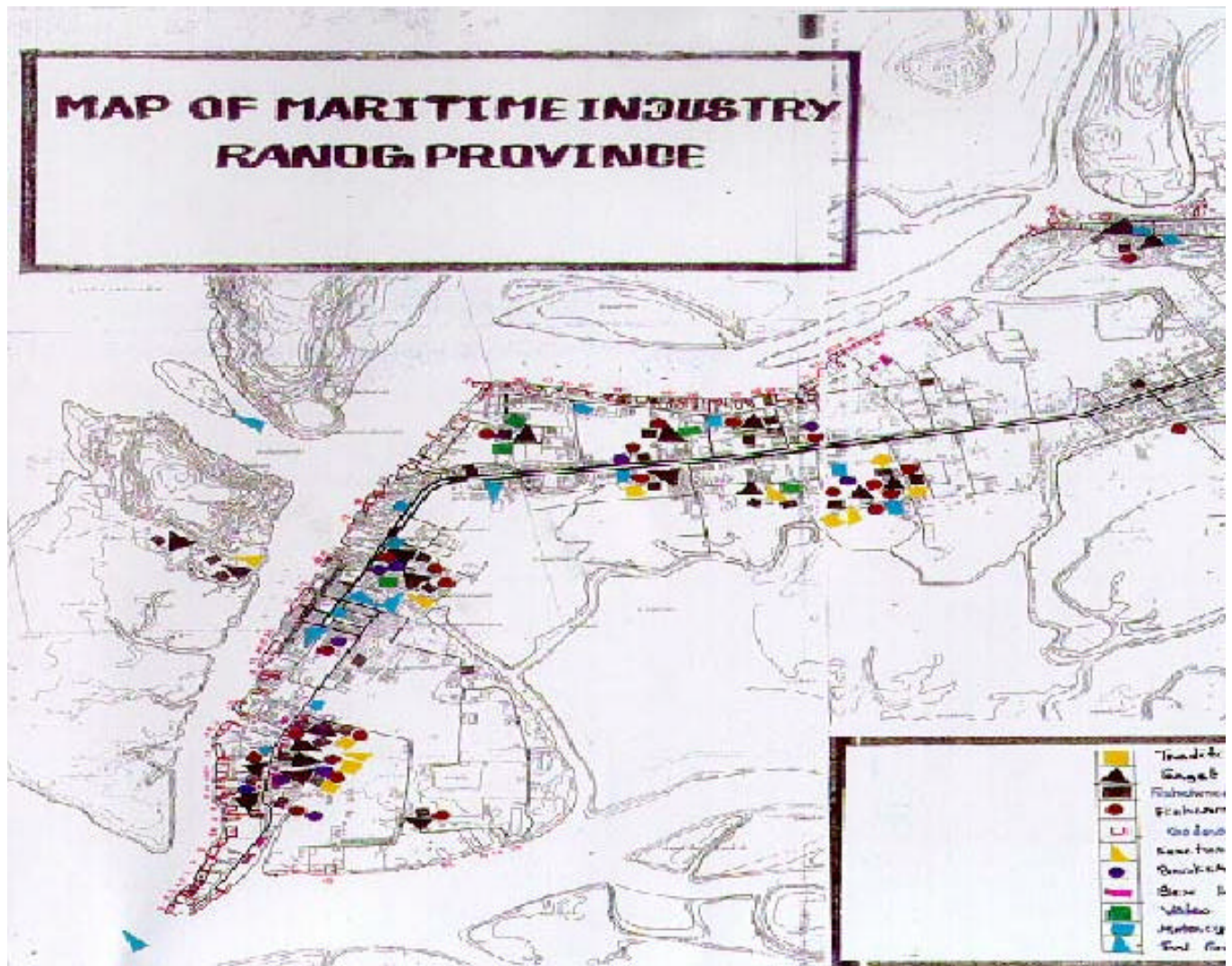
1. How do they recruit?
2. What are the benefits they get from recruiting fishermen?
3. Covert aspect of the business
4. What is the relation between agents and fishermen?
5. Their influence on behaviour of fishermen
6. Their potential role in implementation of HIV program
7. Problems regarding STDs and treatment seeking behaviour of fishermen

12.7 GUIDELINE FOR IN-DEPTH INTERVIEW WITH INJECTORS

1. Who are the clients classified by occupation and age?
2. What are the common diseases that clients suffer?
3. Diseases occurrence by type of clients
4. Type of STDs by type of clients
5. KAPB of clients on HIV and STDs
6. Problems encountered by injectors with regard to treatment
7. How do they treat each type of STD?
8. What are their KAPB on HIV, STD and abortion?

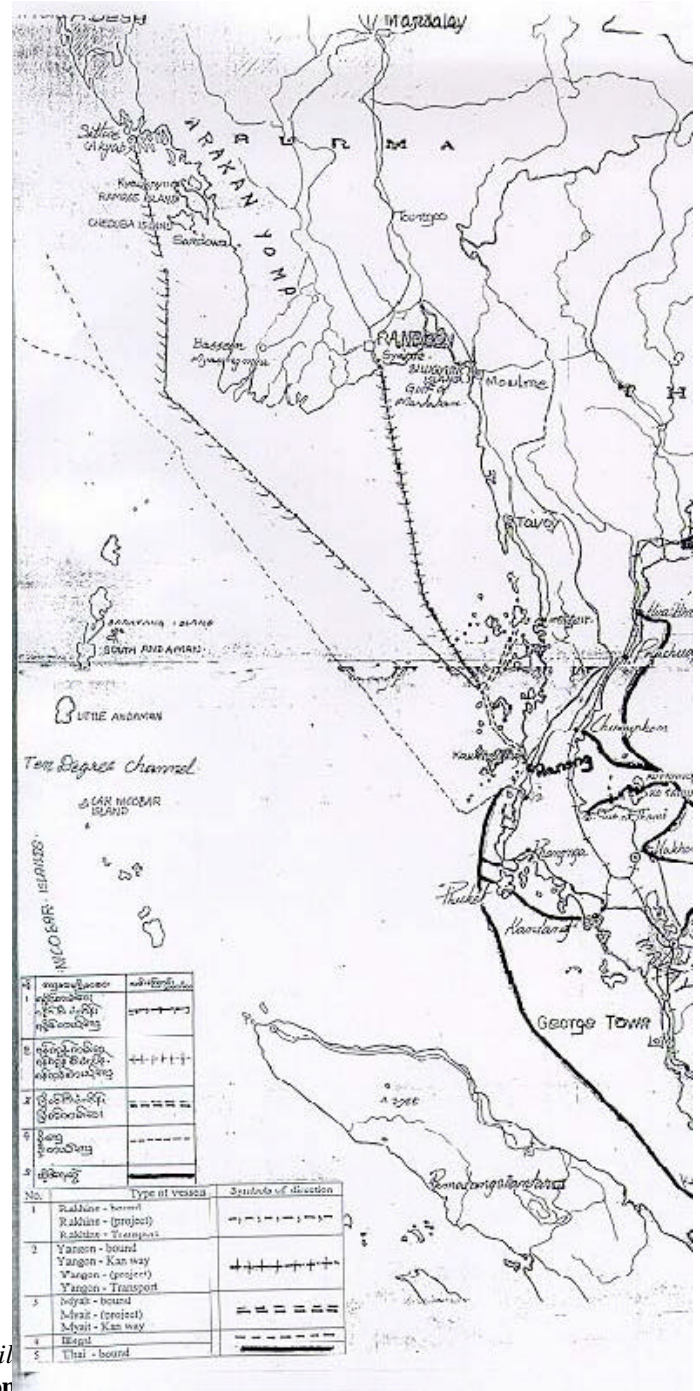
PROFILING THE MARITIME INDUSTRY IN PORT OF RANONG, THAILAND

1. MAPS OF THE PROJECT AREA



Map 1: Map of Port of Ranong

PROFILING THE MARITIME INDUSTRY IN PORT OF RANONG, THAILAND



Rapid Assessment of Seafarers in Cambodia, Myanmar, Thailand
Map 2: : Main seafaring routes to and from Port of Ranong

13. CONTACT DETAILS FOR THE RESEARCHERS & THEIR AGENCIES

* indicates a report researcher

AGENCY NAME	KEY PERSON(S)	PHONE	FAX	WORK
CARE Thailand/ Raks Thai Foundation	Promboon Panitchpakdi Country Representative * Pinyo Veerasuksavat	(662) 275-1505-6 279-4195 279-5306-7 278-1755-6 756-3026 756-3592	271-4467	185-7 Phaholy Samsennai Pha Bangkok 10400 (GPO Box 191
Family Health International	* Ruj Komonbut Consultant		221-1470	c/o- Faculty of Mass Commun Thammasat Ur Tha Prachan B
Thailand Business Coalition on AIDS	*Anthony Pramualratana Executive Director *Surachai Panakitsuwan Manager	(662) 643-9891-3	643-9894	Chamnan Pher Center, Suite 65/62 6 th Rama 9 Rd, Hu Bangkok 10320
World Vision Thailand	Wattanaphong Santatiwat Regional Director	(662) 381-8863	381-2034	World Vision I Thailand 582/18-22 Soi Sukhumvit 63 Bangkok 10110
Ranong Office	* Dr Naing	(077) 823-861	811-584 c/o Prov.Health	

A SUB-NATIONAL STUDY:

**PROFILING THE MARITIME INDUSTRY &
RESPONSES TO HIV AND DRUG USE AMONG
SEAFARERS IN RANONG, THAILAND**

PRODUCED BY THE THAILAND SEAFARERS RESEARCH TEAM



