

list of schemes
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Government of Karnataka
(Department of Fisheries)

No.DF/72/MEF/2016

Directorate of Fisheries in Karnataka,
3rd Floor, Podium Block, V.V.Centre,
Bangalore-560001, Date 23-09-2017. ✓

To,

Chief Evaluation Officer
Karnataka Evaluation Authority
#542, 5th Floor, 2nd Stage, M S Building
Ambedkar Veedhi, Bengaluru

AO ✓

Sir,

Subject: Action taken on recommendation given in the final evaluation report-“Evaluation of Distribution of tax exempted diesel and kerosene to fishing boats in Karnataka.

Ref: 1. Your letter No KEA 174 EVN 2015(2) dated 15-7-2017

As requested in the letter referred above, action taken on recommendation given in the final evaluation report-“Evaluation of Distribution of tax exempted diesel and kerosene to fishing boats in Karnataka is enclosed with this letter for further needful action.

Yours faithfully

28/9/17
Director of Fisheries

23/9

Sri. Dr. Shankar

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Comments on Observation and Recommendations given in the Evaluation Report on "Distribution of tax exempted diesel and kerosene to fishing boats in Karnataka"

SL No	Recommendations	Action Taken
1	The gross income from fishing has been stagnating in spite of increased exports and increase in price index. The results indicate that nearly 60% of the fishing income is now realized from exporting 40% of the total production in Karnataka. Hence removal of diesel subsidy could affect the income and employment in fishing and fishery related sectors	The scheme has been continued as recommended
2	Fuel subsidy may be linked to the adaptation of the existing management regulations as per the Karnataka Marine Fisheries Regulation Act. Thus those fishing boats which adopt the management regulations such as mesh size, zoning of fishing areas, closed seasons (monsoon ban) strict adherence to limits to fishing capacity (HP and size) may be given incentives and subsidies rather than giving subsidy to each and every licensed boats.	Proposal will be sent to government to change the scheme guidelines to stop diesel subsidy for the boats violating the Karnataka Marine fisheries regulation Act
3	At present as per the fuel subsidy policy of the government discrimination is not made between approved method of fishing and prohibited method of fishing. Highly destructive fishing practices such as bull-trawling, night fishing and other unsustainable practices should be discouraged by completely withdrawing the subsidy to these fishing units.	Proposal will be sent to government to change the scheme guidelines to stop diesel subsidy for the boats violating the Karnataka Marine fisheries regulation Act
4	The government may follow the principles of progressive subsidy in which the rate of subsidy decreases with increase in fishing intensity. Thus the fuel subsidy for a fishing boat with greater than 130 HP engine	Proposal will be sent to government.

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	<p>capacities would be limited to Rs. 4.50 lakh @ Rs 5.00 litre and a small fishing boat would continue to get the diesel subsidy @Rs. 8.00 per litre.</p>	
<p>5</p>	<p>The use of kerosene by small engine boats is mainly limited to reach the fishing ground and their capacity to pull the fishing nets is not enough. Thus the kerosene is a viable fuel only for smaller outboard engine boats within 10-15 hp engines. The present availability of kerosene is only around 220-250 litres per boat per month which is hardly enough to meet the requirements. Hence the restrictions on the supply of kerosene could be relaxed and released through open market operations</p>	<p>To be done by Department of Food and Civil Supplies. The recommendation will be communicated to the Department of Food and Civil Supplies.</p>

28/9/12
Director of Fisheries

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