

From:
To: [RRAT, Committee \(SEN\)](#)
Subject: Quota's: findings Inquiry into the fisheries quota system - call for updated evidence
Date: Friday, 16 September 2022 9:32:40 PM

To whom it may concern

My name is Caroline Smyth I was a primary producer a trawler on the east coast. In 2005 My husband a fisherman for 30 years pri his father a fisherman to still has his boat! East coast!

Question: Why no random testing on imports?

If a graph was done to show the:

- 1, Fuel costs
2. Rebate
3. Catches
4. When Fisheries told us to go to work or we loses the nights
5. Prices on product!
6. Illegal boat catches! And illegal transit on planes caught!

You would see the difference it made and reasons why stocks had reduced not because none availability but it was cheaper to stay import instead! Until been warned and threatened by Fisheries's to get back out there! That would of made a lot of boats go broke.

Overtime since;
2000 Thailand wanted to import but Australia refused!

2000 SPS started to exchange information. Why?

2003 Thailand once's again pushing to import!

2004 Thailand and Vietnam pushed revised again for imports

2004 Fisheries sent out a warning!
Warning fishermen not to buy boats because of overseas investors!
Nothing more was said why or how about it no reason's.

2005 I purchase a boat we new we could catch enough. Prices were good at this time see no reason why it was not viable.

2006 fuel prices increased more and more fuel rebate how ever never did! Fuel rebate had not been altered for pri 10 years before Why? Would of helped a lot of fishermen of cause stocks were low it was cheaper to stay in port then spend fuel looking!

2007 Australia still had not made up there minds on imports

2008 Thailand and Vietnam pushed again and want to revise apparently .

2009 results succeeded we started importing!

Mean while Shares were made available apparently after licenses on boats were removed? For what reason for this?

When the licenses were removed We the fishermen were not compensated for that removal from the boats! This made a decrease on boat prices!(a loss)

At this time I wrote a letter to ask for fuel rebate increase and why nothing was done with testing!

2008 I sent a email to local member

(1st photo)

2009 licenses were removed of boats that had no history. It was bad luck if you had just brought a boat like myself that I had not had the history because I had not had chance to use it and when I started to use the crab license in the 12 mths before they took it it was not classed as history! It helped me get threw as prices had dropped for wholesale to pay the loan and interest it was impossible! At this time I was only able to pay the interest off not the principal amount.

Did we receive compensation from those licenses ?

NO !

Steady supply was reducing but because we were told if we didn't go fishing the quotas days we had would be reduced we had no choice! We had to if the fish were not there then it was our bad luck and it cost us just to go and try find and catch the product! With the fuel prices up and the rebate was to low!

With in time the days were been reduced ! Boats were going bankrupt the fleet reduced of course catches got lower there wasn't as many boats working anymore!

The fact !

quotas if it costs to much to go fishing we didn't go fishing it was cheaper to stay import costs way out lined viability on the prices of products we were receiving for product wholesale that was being sold for to overseas processors!

By this time purchase price of a boat \$550, k after removal of licenses

Boat sold for \$34,k

NAB was In trouble for getting people to sign papers for loans I was one of them!

Trouble started:

All started since they started importing there products then mixing there's with our own fish and prawns which was packed and exported back in to Australia The public was unaware of this

happening! Later in the farm prawns report a test done on imports with the corruption that was happening in there testing! They were told to test our own Australian products not the imported ones.

Developing what? That fact to get an import market to receive our own seafood back here in Australia! When we could do this our selfs! There is away!

We can get on the subject farmed seafoods stocks!
Australia was known for flooding! DPI was worried about run offs from farms fertilisers , run offs from roads! Cyclones bring lots of rain and flooding.
No words from DPI in regards to their worries?

Since Dec 2009 SafeFoods introduced a Safe Foods registration. Only since the imports begun.

2017 Farm prawns report

This was the 2nd page corruption

(2 nd photo)

Then we can talk about the 2017 farm prawns report!
Second page the words Corruption was involved Admisson of it happening!
Were else was it happening?
Reason-Not enough people to be able to test? Then go further into it
Prawns test started in 2009
(3rd photo)

Also page 18 the prawn test on imports!
DPI is only to allow for 6 mths the behaviour!
Why did it take 9 years for imports of green to be stopped then only for a short time period! This only because white spot was causing big problems and spreading.
These were only prawns!
What about fish have we done a the test on them to?

The new ruling: Lab tests to accompany the container load!
These people allowed them in in the first place!
We have to trust them?
With corona Australia had lesser people working. Other countries were struggling as well!

(4th photo)

2010 Does the fisheries do random testing on product obviously not here's one that I did myself
Notice high level of cadmium in imports !
People were eating these from the supermarkets.

They don't do Random testing they have to have a reason to do so after this test notice del department change there display cabinets ! Mixing meat products with raw fish still seeing this in some deli

Why did we import when we never imported before?

We never had Quotas before the idea of importing! Now it's caused the problems with the commercial fishing industry that's been here a lot longer then import's and farmed! It has already reduced since 2006!

Maybe the idea to much stocks with ours and farmed plus imports. Was this the reason for wanting a reduction?

From the testing side they are unable to keep up testing there stocks!

Australian boats did testing ever year compulsory then it went to 3 mths then reduced to only to boats that there stocks were to be exported only.

There is a saying

"plenty of fish in the sea!"

The reefs fine it's been here a long time to longer then us!

Commercial fishermen respect the ocean. Illegal boats don't!

Recreational to report catches yer Shaw they will not ! who's going to check their catches?

You's don't have enough fisheries out there now!

Navy can't help they are to busy catching illegal immigrants!

Black market on Facebook sent the photo to fisheries regarding someone trying to find an agent to take imports supplies from him (so would that miss the testing)the fisheries reply Thanks! and probably other black marketing around planes flying stocks out who knows what comes in to? (Photo 5)

Example: Sushi bars raw fish! This photo 8.45 am this box had already been there as it's defrosted with the water trail from it just left out the front of the shop (word from witness as it it has been dropped off at 7 am as it's been done before!) This was winter time wonder what happened in Summer time the shop didn't open till 11 am even if they arrived at 10 am fish sitting outside a shop talk about defrost!

I shall make a report to SafeFoods! City council!

Beware eating at sushi bars.!

Construction of windmills in the ocean! Why destroy the commercial fishermen

Fish belong in the ocean not on land!

Cows belong on the land! we can also grow our foods on land at the same time as the wind mills can't on the water.

(6th photo)

Do we need to do a block-aid for you to listen to us? The last photo was of 600 signatures I got from people when I explained what's happening with the commercial fishing industry. A petition that was lodged as to "Loss of confidence in the fisheries " (happy to send them all to you if required) the people agreed with us!

This has now at present been lodged in to parliament.

Look forward to a response to save our Commercial fishing industry here in Australia for Australians and my kids ,kids to be just like their grandfathers was.

Sincerely
Caroline Smyth

2017 farm prawns report is attached: [link] <https://www.aph.gov.au/DocumentStore.ashx?id=598a5d5f-1045-4d85-955f-abc5cd96c87b&subId=510282>

13 April 2008

Mr Jim. Turner. MP.

Ref: FUEL REBATE increase.

Dear Mr Jim Turner,

My letter is to you and our new government, To increase FUEL REBATE.....URGENTLY.....

I am a wife of a Primary Producer (Prawn Fisherman) My husband of 23 yrs experience and his father of the same go out to sea fishes 24hrs 7 days a week, for nine months a year with a 3 mths closure . This time is spent refitting for the next season work..... Which means NO income for three months.....No income when boats are in for repairs, let alone the cost endured (fuel wasted on returning back and forth to port. It can take up to 2 days to get back to port before repairs can begin.then sea trials, then time returning to were you where to start again ..

DURING THIS 9 MONTHS We fish weather permitting The start time is usally our best time as we need to make up for our outlaying costs incured, pay our licence fees ,insurance,nets, etc .

HOWEVER , as our fuel costs increase we can not cover the cost. to a point it is costing us more to keep our boats running to catch the prawns than our return on our sales . Numbers have dropped through closures net sizes regulation etc , We have other expenses, oil which is NOT subsidised which we use up to 100 lts / month plus fuel filter , oil filters, as these need to be changed as often as we refuel. WE DONT WANT BREAK DOWNS AT ANY TIME NIGHT OR DAY AT SEA THIS IS DANGEROUS Most boats these days generate their own power for lights ,freezer rooms , snaps,air conditioners etc generators on trawlers are running 24hrs a day. Refuelling can be up to at least 3 to 4 times a month we have a small boat compared to other fisherman it takes aprox 11000 Lts plus a time .there are only two mother ships that run up and down the North coast in Cairns This costs a further 8 / 9 cents / ltr than the bowser or tanker.

We have had a big blow to our income because of imported prawns, under cutting our price. In July 2007 the Opposition were asking why did D.P.I.let the import of prawns come in to the country , especially when they knew they were bad . D.P.I. responding that we had to and so do it for a six months to show that there was a record of it happening (imported peeled green and whole cooked prawns are still available in this country) .Meanwhile we the fishermen suffer from it (no compensation for us) now we still have lower prices on our product and fighting the fuel costs, with no increases to rebate for at least 8 yrs.

The fuel rebate has not changed since pre 2000 when fuel was around 60c/ltr. It now it is \$1.50/ ltr, the rebate is 38.143c /ltr and still is to day it was reviewed in 2006 and was not to be reviewed again till 2012, this will be to late by fishermen.(espeacaly if the number of prawns drop)

If this dose not change it will be unaffordable to continue for me and any many other fishermen in this industry, let alone trying to pay off boats.

Can something be done about this matter ?

Look forward to hearing your responce.As it stands now my boat is not a profitable business.

prawn disease that are exotic to
30,000 tonnes of imported produ
Some classes of products, errone
without being tested, on the bas
hosts is low. The evidence is now

"processing" is inadequate. Becau
a pathway by which 5,000 tonne
"Operation Cattai" conducted by
involved in circumvention of the
corruption has been alleged.

It has reported that some border
procedures. This is hardly surpris
with respect to imported prawn
The most likely path of entry of V
prawns as bait by fishers. This wa
import controls.

isease incursion has caused at least
al losses to many other businesses

own diseases that were not included in, or have emerged since, the 2009 Import Risk Assessment

Disease name	Date emerged	Disease agent
Acute Hepatopancreatic Necrosis Disease (AHPND)	2009 (China)	Bacterium w. toxic plasmid
Secret Death Disease	?	Possibly AHPND or mixed aetiology
Empty Stomach Disease	?	?
Aggregated transformed microvilli (ATM)	2009 (China)	Vermiform gregarine-like bodies
Covert Mortality Disease (CMD)	2009 (China)	Nodavirus
Hepatopancreatic microsporidiosis	2009 (Thailand)	Microsporidian (<i>Enterocytozoon hepatopenaei</i>)
Hepatopancreatic haplosporidiosis	2009 (Indonesia)	Unnamed haplosporidian
New strains of Yellow Head Disease Virus	2013 (China)	<i>Okavirus</i>
<i>Pandalus montagui</i> bacilliform virus	2007 (North Sea)	<i>Nudivirus</i>



received.

NATA Accredited Laboratory Number: 97

received:
April 2010

Certificate of
Analysis
Number:

ing commenced:
April 2010

76012

Microbiologist
5 May 2010

ologies, Cairns

Test Description	Test Method	Result
<i>E. coli</i> in 0.1 g	SS-0305.8.4.3.1	ND
Standard plate count CFU per g	SS-0305.8.1.1	2 600
<i>E. coli</i> in 0.1 g	SS-0305.8.4.3.1	ND
Standard plate count CFU per g	SS-0305.8.1.1	3 000
<i>E. coli</i> in 0.1 g	SS-0305.8.4.3.1	ND
Standard plate count CFU per g	SS-0305.8.1.1	140 000
# Cadmium mg/kg	ICP-MS	<= 0.05
<i>E. coli</i> in 0.1 g	SS-0305.8.4.3.1	ND
Standard plate count CFU per g	SS-0305.8.1.1	3 800

LEGEND

< Less than MPN Most Probable Number
> More than CFU Colony Forming Units
ND Not Detected EST Estimated Count

* NATA accreditation does not cover the
performance of this service

This service is performed by an external laboratory



