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பாராளுமன்றம்
PARLIAMENT

Preliminary Project Proposal

Project Objective

The object of the proposal is to restore dignity to families in an identified economic community, restoring their standard of living beyond what they enjoyed prior to the Tsunami disaster.

In this project, we propose to get back in the water the fishermen who lost traditional craft (non mechanized), and traditional craft with outboard engines.

Background and Progress

Volunteer workers organized with Sagala Ratnayaka and friends have been working around the clock from the moment the disaster struck.

Starting immediately after the disaster to save lives, and assist with the collecting of bodies using vehicles volunteered by Wheels Lanka Car Sales (Pvt) Limited, we continued those operations for 2 days. We simultaneously provided 3,000 packs of cooked meals to the camps from dinner of day 1 to dinner of day 2. We also coordinated emergency medical teams from Apollo Hospital and Dr Lakshman Weerasena.

Meanwhile we started moving to phase 2, harnessing support for dry rations, water, baby food, milk food, clothes, sanitary items, medical supplies and minor medical equipment, heavy machinery for clearing debris, volunteers for cleaning houses, and simple household items like mattresses, pillows, buckets, single burner gas cookers and kitchen utensils.

We have been reaching the affected families, not just the displaced families. Up to now, we have reached about 15,000 of the 20,000 affected families with a pack of items with a minimum value of Rs2,000 and in some instances as much as Rs10,000 not taking in to account the 100% volunteers, the support given to public institutions like the Hospitals and the Police Stations, and the cleaning and clearing up operations.

Goals

21 days after the devastating Tsunami hit our coast around the island, we are in a position to discuss the rehabilitation requirements in two dimensions.

- 1 Immediate (January – March 2005)
 - Water, shelter, sanitation, health, and the revival of livelihoods.
 - Psychological rehabilitation.
 - Directing relief operators to the above needs of the people based on the detailed needs assessments.
 - Achieving convergence and synergy among all on-going programs with similar objectives.

- 2 Medium Term (2005-2007)
 - Economic rehabilitation.
 - Agronomic rehabilitation
 - Ecological rehabilitation
 - Disaster preparedness, mitigation and management

Of these areas, it is the 'Immediate', concentrating on the 'Revival of livelihood' that we wish to propose to you. This would give people who are able to fend for themselves the push start.

The majority of the affected people in Matara District based their livelihood on fishing, tourism or the coir industries.

The fishing industry was badly affected, where the fishermen who go out to sea, the intermediaries, and the retailers have all been affected.

The fishing areas in Matara District can be divided into 9 areas. The number of different types of boats are 5. The table below gives a summary of the boats damaged in the Matara District by the area and type of boat.

Fisheries Divisions	Multi Day Boats		One Day Boats		FRP Boats		Crafts-(Oru) (Mechanised)		Crafts-(Oru) (Non-Mechanised)	
	Fully Damaged	Partly Damaged	Fully Damaged	Partly Damaged	Fully Damaged	Partly Damaged	Fully Damaged	Partly Damaged	Fully Damaged	Partly Damaged
Dickwella	01	15	01	-	03	10	02	-	10	90
Kottegoda	-	-	09	02	10	40	-	02	70	60
Gandara	03	13	03	02	16	86	-	-	-	56
Devinuwara	04	65	-	04	05	31	17	21	39	06
Matara	-	-	-	-	43	-	07	-	46	-
Kamburugamuwa	-	10	01	18	07	-	01	-	96	38
Mirissa	02	10	06	24	03	31	06	21	04	11
Midigama	02	01	04	03	04	02	38	08	42	-
Kapparatota	01	04	20	18	33	-	01	-	53	-
Total	13	118	44	53	174	200	72	52	416	225
Cost/Boat Rs(M)	5.5	1.5	1.8	0.9	0.4	n/a	0.4	n/a	0.05	n/a

The number of non mechanized traditional craft completely damaged in these areas total about 416. The number partly damaged would be about 225. We are in the process of verifying the data to identify and certify the losses by name of person. This information should be available by 20 January. The approximate cost of this type of boat is between Rs40,000 and 50,000. **The total cost of this project would be approximately Rs20,000,000.**

The mechanized traditional craft cost approximately Rs400,000. There was also a number of these boats where repairable damage had been caused. The damage has been estimated between Rs10,000 and 100,000. Details of owners are available and can be provided with certification of proper authorities. **The total cost of this project would be approximately Rs30,000,000.**

These 2 types of boats are usually self owned, and not by a 'mudalali' who would own a fleet or a one day boat or multi day boat. Replacing these 2 types would reach the highest number of families and their livelihoods. A final program can be designed based on the target amount of funds.

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