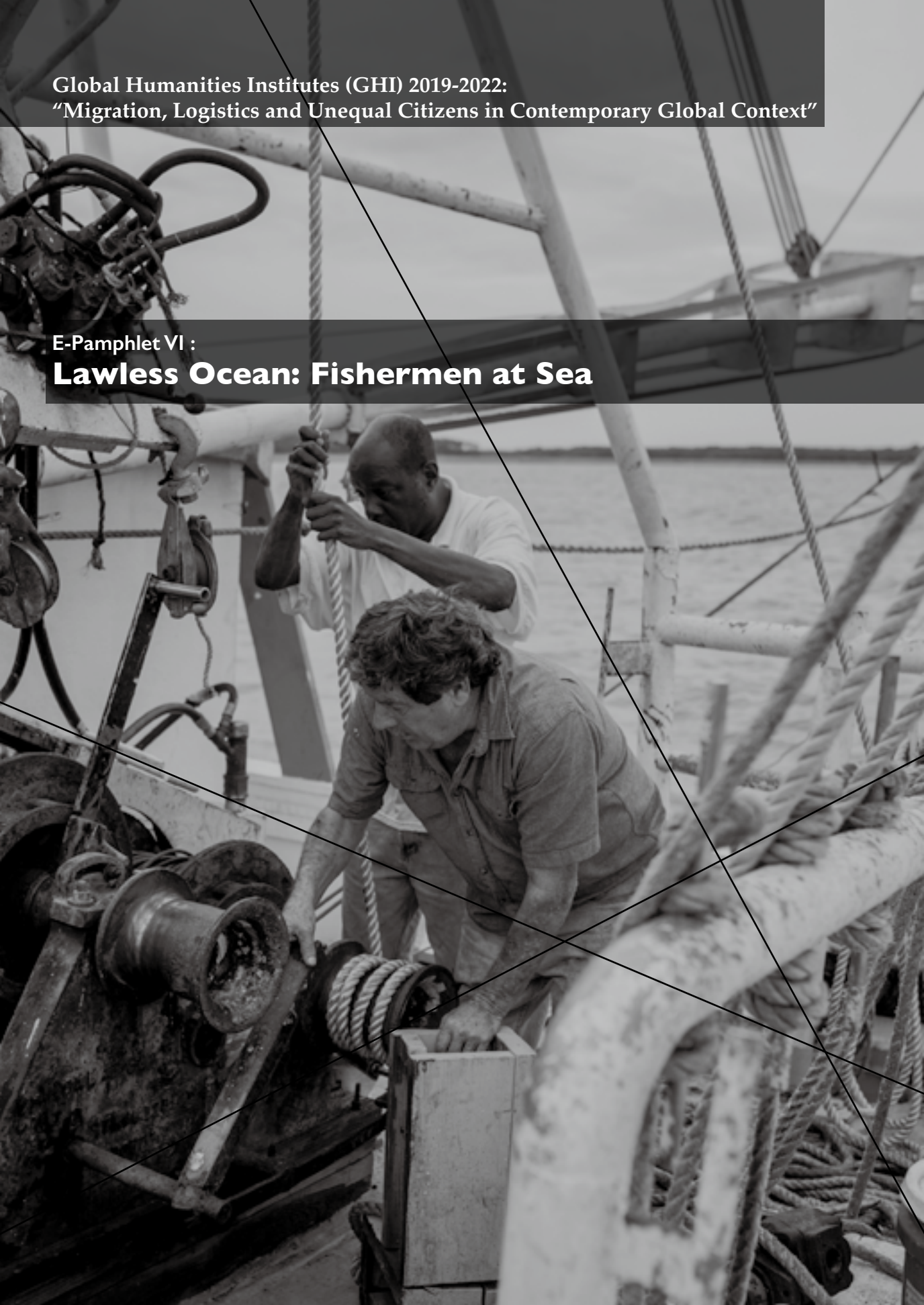


Global Humanities Institutes (GHI) 2019-2022:
"Migration, Logistics and Unequal Citizens in Contemporary Global Context"

E-Pamphlet VI :
Lawless Ocean: Fishermen at Sea



INTRODUCTION

“Migration, Logistics and Unequal Citizens in Contemporary Global Context” is the Global Humanities Institutes (GHI) 2019-2022 supported by the Consortium of Humanities Centre and Institutes (CHCI) and the Andrew W. Mellon Foundation.

Rapidly increasing international migrations have radically changed the outlook of contemporary 21st century societies, producing cases of massive displaced and precarious lives, and bringing various impacts upon local communities. These emerging phenomena have attracted critical scholarship both in the humanities and social sciences in recent years.

The CHCI-Mellon Global Humanities Institutes (GHI) on “Migration, Logistics and Unequal Citizens in Contemporary Global Context” invites applications from early career researchers and advanced graduate students from the interdisciplinary humanities and social science studies, including but not limited to literature, history, philosophy, film, audio-visual arts, performing arts, law, anthropology, sociology, journalism, social media, digital platform, and other forms of practitioners.

Through the analysis of documentaries, films, literature, interviews, archives, governmental policies, and cooperation with NGOs/CBOs and artist groups, this intensive program foregrounds the subjective experiences and perspectives of migrants, the violation of the migrants’ fundamental human rights, the citizen’s attitude against them, as well as the government malfunctioning in dealing with these migrants.

The issues of migration and unequal citizens highlight the logistical continuum of biopolitics and governmentality from the colonial to the post-colonial state, from the Cold War Era to the post-Cold War Era, as well as the operation of geo-political and geo-economic apparatus and zoning politics. Critical logistics can orient the inquiry by emphasizing how the governance of populations reaches beyond statistical measure to make new connections between life and work, technology and mobility, and politics and economy in and beyond any region. Logistics organises the movement of people and goods and asserts its logic across the entire circuit of production, distribution, and consumption. Logistics has also remade the domain of global space and territory, through the operation of zoning politics, such as corridors, digital networks, extraction enclaves, financial districts, and other areas of transfer and exchange. Examining the nexus of migration and logistics offers ways of rethinking the politics of human mobility and the question of unequal citizens that not only reach beyond the logic of integration and identity but also question the standard analysis of post-war area studies.

LINES OF RESEARCH

Conditions of Migration and Precarious Lives

Our GHI encourages researchers to study and analyse the reality of the forms of life of the international migrants, refugees, and stateless people in contemporary societies. We welcome analytic inquiries and theoretical engagements of cases of documentaries, films, literature, interviews, archives, governmental policies, NGOs/CBOs, and artist groups, in but not limited to Asia, on the following issues:

The experience and the emotions of migrant workers, refugees or stateless people in their working and living environments in the receiving societies;

The role of social identities such as gender, sexuality, religion, nationality, legal status in conditioning migrant workers' precarious lives;

How states manage labour migration imports and repatriation/deportation as part of the development projects of the state, requiring explicit legal exclusion from residency and citizenship and migrant labour exploitation in the context of different countries, including the national evolution of legal framework concerning this issue:

- The operations of the broker agency, the development of workforce agencies, regimes of brokerage that commodifies migrants into healthy bodies that are labour ready to be supplied abroad;
- The support system offered by trade unions, local NGOs/CBOs, shelters, migrant centres, or resettlement plans at host societies; alliance-making among different groups (e.g. different migrant groups from different countries, women's groups, labour unions, etc.) as well as the internal support system within the migrant communities;
- How the increase in the numbers, relative visibility, and designation as an abject foreigner of migrant workers has led to new forms of Asian racism and xenophobia;
- Ambiguities of migrant entrepreneurship: self-employment as a low-paid activity, forced self-employment ("quasi-self-employment"), and self-employment as an opportunity for professional advancement;
- International student mobility/unpaid labour and its regulation through visa regimes, market mechanisms, university rankings, and labour statuses;
- Transnational human trafficking of women and children for prostitution and forced marriage and labour.

Logistics, Geo-economics, Zoning Politics, and Local Infrastructure Initiatives

Our GHI encourages research projects on politico-economic logistics and the logic of migration. We welcome analytic inquiries and theoretical engagements on the following issues:

- Whether and how the colonial past and the Cold War regime still leave their traces on the countries in and beyond Asia in the 21st century, such as the ASEAN regional policies of trade agreements and economic security control, the US-China trade war, and so on?
- How can we use critical thought on logistics to rethink issues of labour and migration particularly in the Asian region (or in what ways is migration increasingly functioning logistically)?
- How do foreign direct investment, labour, and migration in the Asian region link to logistical initiatives such as zoning, China's Belt and Road Initiative, etc.?
- How do global and local logistical initiatives impact directly or indirectly on local societies, such as governmental corruptions, public xenophobic reactions, extraction by dispossession, and so on?
- How is digitalisation transforming labour and mobility, including questions of virtual migration, platform labour, and the use of digital technologies for migration control and freedom of movement?
- How do logistics and migration in and beyond Asia reorganise relations of reproduction of labour power and society?
- The transformation of the land question, the military-industrial complex, and mobility regime.

Regarding the historical processes, ruptures and continuities in the organisation and practice of migration in and beyond Asia, do logistics offer a means of understanding historical migration, or is it specific to the present moment? How do layered histories of migration continue to shape present movements?

The nexus of logistics, displacement, and violence. The discourse of who is "native" and who is "migrant" is prevalent in many countries; at the extreme, this discourse can lead to communal fissures and even violence. Can a logistical approach help us productively think through ideas of "indigeneity/native" VS "migrants/foreigner" and unpack this socially constructed dichotomy?

Questions of Unequal Citizens

The upsurge of migrant workers, refugees, and human trafficking have changed the composition of the social space and worsen the inequality among the people who live and work in the same social space but do not share equal access to the cities nor exercise political subjectivities they spent in their daily life. While Giorgio Agamben's concept of the 'bare life' has been much cited in Refugee Studies in recent years, there has also been a call by scholars to focus on the agency and political life of the refugees grounded in their lived realities. Our GHI also wants to draw researchers' attention to the newly emerging forms of neo-racism, neo-slavery, and new colonialism. We welcome analytic inquiries and theoretical engagements on the following issues:

- How do new forms of exclusion through citizenship and residency rights facilitate in today's formation of uneven late capitalism?
- How do traditional colonialism and ongoing forms of new colonialism or internal colonialism shape citizenship regimes in diverse local contexts in Asia and beyond? How did the colonial histories, the process of the post-colonial independent nation through Citizenship Acts, and the current immigrant/migrant worker regulations co-figure the politics of inclusive exclusion and trigger the reality of unequal citizens in contemporary societies?
- How do we analyse the structural violence of the statist division between citizen and non-citizen, or differentiated citizens, that causes the violation of fundamental human rights against a particular population?
- How do we problematise the concept of the "illegal migrant workers"? How is the illegal social space of the precarious bodies produced legally by governmental sectors and other transnational agencies?
- How do we further understand the fear of the transient—the homeless, migrants, refugees? What is the nature of the local xenophobic reactions toward the migrant labour and refugees?
- How do theoretical and empirical investigations of citizenship influence understandings of migration in ways different to analytical approaches that stress other kinds of political subjectivity—e.g. social class, the lived experiences or agency of the refugees and stateless people?
- To what extent do patterns of migration in the Asian region disarticulate the figure of the citizen from the figure of the worker? What are new and emerging ways of theorising citizenship and migration that are relevant in various contexts?

In what ways can we theorise the 'indentured' as a poetics of relation, for example, through Mauritian poet Khal Torabully's notion of the 'coolitude,' or Martinique philosopher Edouard Glissant's concept of opacity, or alliance-building against what Laura Ann Stoler characterises as the persisting imperial durabilities of our time?

What forms of agency and belonging do migrant possess despite legal exclusions, including political participation, economic belonging, trade unionism and migrant/refugee organisations? What forms of differentiated citizenship, exclusion, and belonging shape contemporary migration experiences e.g. indenture, statelessness, residential registration, denizenship, plural citizenships, war and violence?

How do migrants resist exclusionary citizenship regimes and enact new claims—locally and nationally, and transnationally?

New Forms of Knowledge Production

Our GHI encourages colleagues and students to conduct various forms of knowledge production to explore the issues of migration, logistics, and unequal citizens through academic papers, artistic works, and digital approaches, to bridge universities and societies, and to link scholars with migrant workers, refugee communities, trans-local NGOs/CBOs, artist groups, filmmakers and journalists. We will create occasions for trans-local advocates and artists groups working for migrants, refugees, and stateless communities to meet and exchange ideas on common concerns and share the tactics from different groups. We will create space to reflect on the various strategies and create new conversations. We hope to facilitate productive discussions and foster knowledge sharing across disciplines and modalities. Also, we will establish a shared transnational online resource documenting innovative approaches in addressing migrant and refugee issues. Some suggested area of focus, but not limited to, are as the following:

- Storytelling can be a powerful tool humanising "the other." What are the existing innovative projects working with migrants and refugees, using storytelling in different forms—such as theatre, poetry recitals, music festival, writing workshops, photography, and film making? What is the impact of these initiatives for the migrant communities and the audience/readers?
- Artists have pushed the envelope of artistic forms that paralleled their commitment to discussing the experiences of this global movement of people and the power dynamics engendered by this large-scale mobility. In what ways were modern and contemporary arts a vital avenue for new forms of knowledge production to address issues of unequal citizens and cross-boundary imaginations?

- What are new institutional forms created by the interface of migration knowledge practices with formal gallery spaces and museums?
- What is the role of digitalisation in generating knowledge and strategies to address issues of migration and unequal citizenship?
- How are civil conversations and alliance building facilitated across communities? What are some new conversations and narratives that are being shaped in these processes?

Lawless Ocean: Fishermen at Sea

These talks were parts of the webinar “Interventions from the South: Theoretical Perspectives and Pragmatic Issues of Migration, Logistics and Unequal Citizens in the Context of the COVID-19 Pandemic,” as an integral part of multiple events organised by the CHCI-Global Humanities Institutes 2019-2022: Migration, Logistics and Unequal Citizens in Contemporary Global Context.

Migration has become a critical field of study for social scientists due to the harsh realities and rising inequality migrants are subject to. Asia, though hosting a substantial portion of the world’s migrants, provides the poorest protection and fewest policies for advancing migrants’ rights and livelihoods. The GHI presented an interdisciplinary platform where Asia-based migrant rights activists and NGOs talked about their research and professional observations of the complexities of migrant issues in the context of the global COVID-19 pandemic.

About NGOs

Yilan Migrant Fishermen Union is Taiwan’s first labor union composed of and led by foreign workers. It is one of the few organisations fighting for the rights and dignity of Taiwan’s fishery migrant workers.

Greenpeace (SEA branch) exists because this fragile earth deserves a voice. It needs solutions. It needs change. It needs action. Around the globe, we are standing up with communities, and we are holding governments and corporations accountable. Whether on the streets or at the ballot box, we hold the real power when we work together.

The Indonesian Migrant Workers Union (SBMI) is an organisation of migrant workers and members of their families. Established on February 25, 2003. Previously it was known as the Federation of Indonesian Migrant Workers Organisations (FOBMI). Pioneered and nurtured by the Migrant Workers Defenders Consortium (KOPBUMI) since 2000 through the embryo of an organization called the Migrant Workers National Network. SBMI is the antithesis of the many problems faced by Indonesian migrant workers. SBMI was later recognized as a Labor Union since 2006.

Introduction to the Talks

The Precarity on board: Lawlessness of Flag of Convenience Ships and the desperation of the migrant fishermen workers

by Lo Chun Yat, Timothy (SRCS, NYCU)

Commercial fishing has always been one of the major concerns of the human rights advocates, for it is of high difficulty to monitor and regulate, not to mention remedy. Major cases of human rights abuses and forced labor have been reported to the International Labor Organisation (ILO) under the United Nations (UN), especially on the issues of fishing vessels with Flags of Convenience (FoC). Multinational corporations would register their ownership of the ships in states with loose control and regulations, in order to lower their costs, in which major expenses come from salaries and benefits that should be promised to the migrant fishermen workers. Such a situation is further worsened in the age of pandemics, when the global logistics and import-export trades are severely devastated. This webinar, namely “Lawless Ocean: Fishermen at Sea,” has deciphered this issue in various angles and contexts. The Centre has invited representatives from both global and local NGOs, explaining and tackling the issues from perspectives of the migrant workers’ country of origin (country of employers) and country of destination (country of employees), as well as of the international advocates. This has also sent out a message that joint efforts should be made in order to combat such illegality and inhumanity, for the sake to remedy the precarious situation of the migrant fishermen workers.

COUNTRY OF DESTINATION: TAIWAN’S CASE

As one of the employers’ countries, Taiwan has always been the state with severe reports of human rights abuses especially in the fishing industry. Representative from the Yilan Migrant Fishermen Union (宜蘭縣漁工職業工會, YMFU), Alison Lee (李麗華) has shared with us the desperation of the migrant fishermen workers with a case happened during the pandemic

period. The notorious Da-Wang vessel (大旺號), with its flag of convenience being registered in the state of Vanuatu, has been criticised for its forced labour and abusive working environments, with wide spread of news reportages and exposures. Lee recalled the situation when the Union was trying to help two of the fishermen workers when they were treated as illegal immigrants due to inappropriate procedures of hiring and working record. “The Border Affairs Corps detained them in the Taoyuan International Airport for two weeks, until NGOs including YMFU provided them with legal support,” said Lee. They were later released by the court and sent home. Such a case is just one tip of an iceberg according to the reports from the NGOs and media investigations. The situation has further deteriorated during the age of pandemics, due to border closures of states in the name of public health, with migrant workers’ rights being sacrificed. The concept of “precarious citizenship” (Lori, 2017) is not mere theory, but an immediate devastation happening in the cases of migrant fishermen workers.

Long before the Da-Wang case and the age of pandemics, the problems and concerns in the fishing industry have been huge issues in human rights advocacy. In Taiwanese legal system, there is an act called “Act to Govern Investment in the Operation of Foreign Flag Fishing Vessels” (投資經營非我國籍漁船管理條例) legislated in 2017, imposing restrictions on operations and managements on the fishing vessels. The act also empowers the government to restrict the corporations to invest in states with complete protections towards migrant fishermen workers, and take strong actions (like a ban on ship operation) against the illegality of the fishing corporations. However, when there are reports of inhuman treatment on board, the Taiwanese government shows an indifferent attitude towards cases, and are reluctant to take forceful actions to deter such situations. Also, there are numerous unreported fishing activities, and unregistered flags of convenience vessels still operating, and threatening the status, or even lives of the migrant fishermen workers. Worse still, most of the collaborative countries are members of the UN, which should be under the restrictions promised during the ILO meetings. Lee calls for actions to combat illegal, unreported and unregulated (IUU) fishing on an international basis. Not only “friendly multilateral relationships” on commerce and trades should be constructed among Taiwan and other countries being invested in, but also measures to protect human rights.

COUNTRY OF ORIGIN: INDONESIA’S CASE

From the perspective of the employees’ countries, Dina Nuryati from the Serikat Buruh Migran Indonesia (SBMI) has shared with us the difficulties for the NGOs to provide help in the local context, not to mention cross-border assistance. She especially focuses on distant water fishing, where

the vessels become lawless spaces, if not hell for the migrant fishermen workers from Indonesia. According to the data given by SBMI, there has been 21,994 Indonesian migrant fishers working on the flags of convenience ships invested by Taiwan by 2020, and there has been severe cases of torture, abusive and exploitative operations on board. Human trafficking acts are not uncommon either, seriously violating the standards set by the ILO and the UN. One case has been remarkably disheartening that one of the Indonesian fishermen workers working in the Da-Wang vessel has died due to inhumane treatment such a lack of basic necessities as food, healthcare and so on. Modern slavery is happening in the contemporary age in the field of fishery industry. The SBMI, in response to such cases, has joined hands with other NGOs such as Greenpeace, trade unions and labor associations and arranged a protest in Indonesia in front of the Taiwan Embassy before the day of national migrant day, in order to urge for cross-border attention and call for actions and protections. From 2015 to 2020, there have been 11 lives sacrificed in the middle of the ocean, where ships have become true hell on earth for the migrant fishermen workers, in order to provide cheap seafood with extremely low cost due to horrible exploitation.

What Nuryati stresses most is the role of the manning agencies. Migrant fishermen workers from Indonesia need assistance from these agencies in order to handle the employment procedures, such as visas, work permits, transportations, etc. The collaborative acts of these agencies with the vessel investors and employers surround them into an inescapable position, with direct means of physical or even sexual abuse, torture, unreasonably forced working hours, and indirect means like verbal intimidations, retention of their identity documents and lip service of fraud. Sometimes the workers even got low or no wages, which the agencies have embezzled without permission. Given such poor working and living conditions, they are placed under a severely vulnerable position. With reference from the data provided, most of the workers from Indonesia work for ships invested in and flagged by China and Taiwan, and within these cases there have been 11 dead victims from 2015 to July 2020. The process of assistance by SBMI has become more and more difficult when it enters the period of pandemics, with all communications and reports being handled with emails and phone calls. They can hardly reach departments which can provide a complete remedy due to red tape and delayed governmental processes. She has especially stated in her presentation on the poor help from several departments, namely the Ministry of Foreign Affairs, Ministry of Maritime and Fisheries, Ministry of Transportation, Police Department and the Ministry of Manpower. With that weak regulations and incompetent monitoring system, the workers who are recruited under this ministerial pattern experience vulnerable inhuman exploitation, with government officials turning a blind eye on such serious

problems. Nuryati, on behalf of the SBMI as well as the Indonesian migrant workers, asks for both the governments of the countries of origin (Indonesia in this case) and the countries of destination to work together, in order to protect the precarious workers. Ratifying and implementing ILO Convention 188 concerning work in fishing, as well as diplomatic arrangements by the Indonesian Foreign Affairs Ministry would be a good start for such changes.

INTERNATIONAL REMEDY: GREENPEACE'S CASE

Greenpeace, as one of the leading NGOs in the world, pays attention not only on environmental issues but also human rights protection and labour conditions. The representative from their Southeast Asian division, Tashryn Mohd Shahrin, has been working on such for years, giving us a broader perspective on the distant water fishing and mistreatment of the migrant fishermen workers. One of the major reasons for such devastation is the gap in law enforcement, especially offshore fishing outside the jurisdiction of states, meaning the high seas outside the sovereign regions, thus causing violation of laws without responsibilities. From the investigations of Greenpeace Southeast Asia, these are the commonly cited problems by the migrant fishermen themselves at which worse indicators often happened on broad fishing sea vessels, including menace of penalty and involuntariness, as well as forced labour and violent abuse on board by the labour supervisors. Just like other presenters have mentioned, Taiwan is one of the major countries hiring migrant fishermen workers from the ASEAN region including Indonesia and the Philippines, with her fishing industry amounting to 2 billion USD. Such a lucrative business stems from the oppression and precarity of the workers, and it should be stopped with implementation of international regulations provided by the ILO and the UN. Greenpeace Southeast Asia is also taking up the role for publicity and education via campaigns like "Beyond Seafood," urging for "sustainability and justice on the high seas." (Batungbacal, 2020) "We are constantly trying to challenge the status quo of this big issue. It is critical to this region. Our long term objective is to reduce the impact of both environmental and social [aspects] on the distant water fishing fleets which will be our focus in this campaign," said Shahrin during the webinar.

With loopholes above mentioned, the IUU fishing ships also continuously change their flags when entering new maritime territory, and these vessels often registered themselves as coming from a different country of origin to reach the destination to avoid legal responsibility. The situation led to notorious arrangements of the migrant fishermen workers, with the most famous case of the Da-Wang vessel from Taiwan. They worked up to 22 hours per day, and were beaten up by the crew members from the shipping company. One of them even died on board, which aroused international

attention. Thus, Shahrin confirmed that top down actions and governmental collaboration should be increased to deter violation of human rights regulations. For example, the US Customs and Border Protection once detained Taiwanese fishing vessels with flags of convenience because of the problematic management and loose control on board. Taiwan also once received a “yellow card” from the European Commission in 2015 five years ago for IUU fishing, which means that further violations could have led to the European Union banning Taiwanese seafood imports altogether. For Greenpeace Southeast Asia, they also take up the role of advocate here, to link up relevant ASEAN bodies with briefing papers to facilitate the process of ratifying and implementing the ILO convention 188. This is especially crucial during the time of pandemics in which the seafood system of import-export trade is under severe disruptions. Exodus of migrant workers at that time also led to precarity in states like Thailand, Taiwan and Mauritius as the seafood processing centres and vessels stopped operating. Stuck at sea or on land of foreign countries with no proper immigration status, they have neither jobs nor citizenship outside the reach and assistance of the legal systems, not to mention the lack of information, serious language barriers and lots of racism and xenophobia. “Overall [speaking], the real challenge is that the policies designed to reach these migrant workers in the first place were undermined by the material and lived beings of migrant workers themselves,” stressed Shahrin. Indeed, a critical and complete analysis on the legal system, especially acts and terms to protect the foreign migrant workers, should be processed at this toughest time.

FURTHER READINGS:

Lori, Noora A., “Statelessness, ‘In-Between’ Statuses, and Precarious Citizenship,” *The Oxford Handbook of Citizenship*, ed. Ayelet Shachar, Rainer Bauböck, Irene Bloemraad, and Maarten Vink, Oxford: Oxford University Press (2017).

Batungbacal, Ephraim, “Better Normal in the Seafood Industry,” from Greenpeace website (2020). <[Link, last read in 2022/3/8](#)>

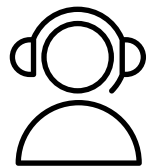
黃詩茹, “外籍漁工的台灣姐姐, 李麗華: 救生衣、熱水, 有人命貴嗎?”, from 非常木蘭 website (2018). <[Link, last read in 2022/3/8](#)>

The seafood industry scandal uncovered by the pandemic-Who will regulate ships with flags of convenience?

Allison Lee (Secretary-General, Yi Lan Fishermen Union, Taiwan)

In this presentation, Yilan Migrant Fishermen Union (YMFU) will discuss the precariousness of migrant fishermen and the regulation of flag of convenience (FOC) ships during the COVID-19 pandemic. We will address four phenomena/problems that we have observed on the ground, including (1) How to achieve epidemic prevention and safeguard human rights for FOC ships that are moored in Taiwan's ports due to the pandemic, (2) Examination on Govern Investment in the Operation of Foreign Flag Fishing Vessels Act, (3) FOC shipowners' rights and duties and (4) Method of cracking down illegal fishing activities via regional cooperation. In this talk, we will also put forward our demands for flexible contract termination and accommodation for fishermen to return to their home country, sanctions of foreign fishing vessels that are moored in Taiwan's ports as well as strengthening fishermen and other sea labourers' rights during the pandemic.

Listen to a podcast of Allison Lee's talk [here](#).



Modern Slavery at Sea

Tashryn Mohd Shahrin (ASEAN human right researcher, Greenpeace, SEA branch)

Illegal, Unreported and Unregulated (IUU) fishing accounts for US\$10-23 billion a year, in the global commercial fishing market that is expected to reach US\$318 billion by 2022. The need to meet rising demand for seafood means that fishing vessels are venturing further and more frequently into the high seas. In these distant water fishing (DWF) areas, there are severe gaps in law enforcement that leads to inadequate protection for migrant fishers. Human rights abuses and forced labour have been identified on board via multiple testimonies, as well as during the pre-departure phase of fishers' migration journeys. Greenpeace Southeast Asia has conducted investigations into this critical issue of modern slavery at sea, and some key findings include widespread reports of unethical recruitment practices, degrading conditions, and indicators of forced labour in both offshore and DWF waters. During the pandemic, these IUU and modern slavery practices have only exacerbated the issues faced by migrant fishers that easily go under the radar of governments and legislative authorities. Therefore, Greenpeace Southeast Asia along with other stakeholders are pushing ASEAN Member States, particularly Thailand, Indonesia and the Philippines to take the lead in addressing IUU fishing and modern slavery at sea. As one of the core recommendations, this translates into ratifying and implementing the International Labour Organisation's Work in Fishing Convention (C-188) that protects migrant fishers from human rights abuses on fishing vessels.

Listen to a podcast of Tashryn Mohd Shahrin's talk [here](#).

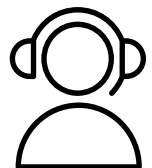


The blood tears behind the folds of Tuna sandwiches: Revealing the crimes of the Fishing Industry on migrant fishers in the Distant Water Fishing (DWF)

Dina Nuriyati (Head of Research and Development, Serikat Buruh Migran Indonesia (SBMI), Indonesia)

The seafood business industries have provided enormous profit for fisheries business players. It is also a matter of pride for a country when there is a significant increase in the value of exports generated by this industry. Unfortunately, this is not proportionally to the efforts to guarantee the protection and welfare of the migrant fishers who have worked hard as the main source of how this kind of profit can be achieved. SBMI will share experiences on how to reveal crimes on this multibillion-dollar fishing industry and carry out campaigns to combat trafficking on migrant fishers at the Distant Water Fishing.

Listen to a podcast of Dina Nuryati's talk here.



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