TECHNICAL AND COMPLIANCE COMMITTEE
Twenty-First Regular Session
24 September to 30 September 2025
Pohnpei, Federated States of Micronesia (Hybrid)

FAD Management Options Intersessional Working Group (FADMO-IWG11) CHAIRS'S SUMMARY REPORT

WCPFC-TCC21-2025-16B_Rev1[1]
29 September 2025

[1] This paper is a revision of WCPFC-TCC21-2025-16B and includes updates and additions to paragraphs 18,19,20,21,29,30,32,42,43,56 and Attachment 1.

Agenda Item 1: Opening of Meeting

1. The FAD Management Options Intersessional Working Group (FADMO-IWG) convened on 23 September 2025 in Pohnpei, Federated States of Micronesia. The meeting was chaired by the FADMO-IWG Chair, Jamel James (FSM) and attended by representatives of WCPFC Members, Cooperating Non-Members (CNMs), and observers.

2. The Chair welcomed participants and expressed appreciation to the Government of the Federated States of Micronesia and the WCPFC Secretariat for hosting the meeting and providing logistical support.

3. The meeting adopted the agenda. It was noted that several key tasks under Agenda Item 2 would remain open to accommodate input from late-arriving participants and to allow further discussion in the margins of TCC21.

Agenda Item 2: Progress on FADMO-IWG Priority Tasks and Discussions

2.1 Progress from SC21

4. The Working Group reviewed the outcomes of the Twenty-First Scientific Committee (SC21) relevant to FAD management.

5. SC21 emphasized the importance of real-time reporting of FAD buoy data to support at-sea FAD retrieval efforts.

6. SC21 recommended the removal of event-based reporting fields from the draft FAD buoy data requirements, noting that buoys are unable to generate such data. Instead, any relevant event information should be provided by FAD owners or operators.

7. SC21 further suggested that the WCPFC explore agreements with buoy manufacturers to enable direct transmission of buoy data to the WCPFC Secretariat.

8. On FAD recovery, SC21 acknowledged operational challenges and encouraged the Working Group to consider incentive-based strategies. It also recommended the development of a WCPFC web portal for reporting FAD stranding events.

9. SC21 drew attention to an issue regarding FAD buoy activation under the drifting FAD deployment limit and referred the matter to the Working Group and the Technical and Compliance Committee (TCC) for compliance consideration.

10. The Working Group took note of all SC21 recommendations with there were no further discussions.

2.2 Satellite Buoy Data Transmission Requirements (Attachment 1)

11. The Working Group discussed proposed data reporting requirements for FAD satellite buoys, as outlined in Attachment A of the WCPFC-TCC21-2025-16. The requirements were grouped into three categories: (A) buoy and vessel identification information (B) operational, environmental, and performance data (C) event-based FAD activity data (subsequently removed).

12. Consistent with SC21's advice, the Working Group agreed to remove category (C) – event-based FAD activity data – as such data cannot be provided by buoy service providers.

13. There was broad support for collecting the key identification and performance data (categories A and B) to strengthen FAD monitoring and compliance. Some CCMs noted that near real-time transmission of buoy data is

already mandated in sub-regional programs and recommended that similar provisions be reflected at the Commission level.

14. During discussions, several CCMs proposed simplifying vessel identification fields. The United States suggested using the vessel's IMO number as the primary identifier to avoid redundant reporting of vessel names and callsigns across RFMOs.

15. It was noted that buoy transmissions do not always include specific vessel identity. Buoys may be registered to companies or pooled among vessels, making it difficult for providers to associate a buoy with a particular vessel at any given time.

16. Divergent views were expressed regarding the frequency of data reporting. Some CCMs supported near real-time or 24–72-hour intervals, while others favored longer intervals such as per trip or monthly reporting.

17. Given the outstanding questions on data submission timing and vessel identification, the Working Group agreed to keep this agenda item open for further work. Participants concurred that these issues would be revisited intersessionally and at TCC21 prior to finalizing recommendations.

18. Republic of Korea and Chinese Taipei expressed their reservation on their positions on different FADMO-IWG agendas.

19. SPC gave clarification on the difference between buoy being "switched off" (done manually, with physical access to the buoy) and deactivated (done remotely, by buoy provider which stops data transmission).

20. On the event-based activities, the IWG recognized the importance of these information and requested these fields be provided through the FAD logbook or other means but also noted that it would be challenging for vessel operators to provide.

21. **The FADMO-IWG generally supports the proposed key data fields for satellite buoy data transmission from dFADs in Attachment 1 particularly for a) Main Identification & Operational Data and b) Environmental & Performance Data. Event-based reporting (c) will be removed and provided in other means noting that this cannot be generated automatically from the buoys. Additional discussions will be held intersessionally prior to WCPFC22 related to Satellite Buoy Data Transmission Requirements pending agreement on reporting timeframe.**

2.3 FAD Logbook Data Fields (Table 1, Annexes 1 – 3)

22. The Working Group reviewed and refined a draft list of standard data fields for a WCPFC FAD logbook intended for vessel operators. The data fields were organized into categories, including: – trip-level FAD activity information – buoy identification – general FAD information – raft design and materials – hanging appendage structure – other relevant details.

23. The Working Group reached general agreement on the proposed data fields in each category. No objections were raised to the fields as presented for trip-level activities, buoy identification, and general FAD information.

24. Minor refinements were noted for incorporation. The United States recalled its earlier suggestions to clarify descriptors for raft materials and hanging structure fields.

25. PNA members (PNA+) highlighted that certain FAD designs used in Indonesia were not yet reflected in the available options. They recommended that the Working Group collaborate with SPC and Indonesia to include those design types.

26. The Chair acknowledged these inputs and confirmed that the U.S. and Indonesian suggestions would be integrated into the logbook specifications.

27. FFA members endorsed the logbook data fields on the understanding that the above refinements—pertaining to materials and design details—would be addressed.

28. With this understanding, the Working Group agreed to endorse the draft FAD logbook data fields for further consideration by the Commission. This agenda item was effectively concluded, pending incorporation of the noted adjustments in the final documentation.

29. It was expressed that non-entangling and biodegradable FAD designs be continually updated. Noted the need to refine material classification fields to avoid misidentifying non-entangling fine mesh as banned netting, which could trigger unnecessary compliance issues, Further work maybe needed to ensure clear distinction between banned mesh nets and acceptable fine mesh materials as hanging structure.

30. **The IWG endorsed the draft FAD logbook data fields including updated FAD designs, materials, and figures, as a sound basis for implementation and for consideration by the Commission. It was agreed that the fields should accommodate ongoing updates for non-entangling and biodegradable FAD designs, and that material classification options be refined to clearly distinguish banned mesh nets from acceptable fine mesh materials, avoiding potential compliance issues. Further work may be required in the future to ensure clarity and consistency in these classifications.**

2.4 Types of Vessels Allowed to Engage in FAD-related Activities

31. The Working Group considered the types of vessels permitted to engage in FAD-related activities under WCPFC measures, including the participatory rights of Cooperating Non-Members (CNMs) and the use of support vessels.

32. The Chair introduced draft recommendations aimed at ensuring consistent application of FAD rules to all vessels and enhancing oversight of FAD operations. The Working Group was asked to consider: (i) clarifying that FAD deployment rules apply equally to CNMs and Members, to address perceived inconsistencies in participatory rights; (ii) introducing additional monitoring and reporting requirements for vessels involved in FAD deployments (e.g. carrier or supply vessels), such as mandatory FAD activity logbooks and 100% observer coverage; (iii) allowing CNMs to register FAD retrieval vessels under WCPFC, subject to strict conditions including electronic reporting of retrieval activities, submission of detailed activity logs, and use of observers and VMS.

Draft Recommendations for WCPFC22 (Attachment F, WCPFC-TCC21-2025-16)

a. Uniformity with Existing CNM Restrictions for CNM Carrier and Bunker Vessels

The existing restriction on Panama's supply vessels, which prohibits them from engaging in FAD-related activities, should be a good example and extended uniformly to the supply vessels of all CNMs. This ensures equal treatment of all CNMs, gives clarity to the participatory rights and prevents inconsistencies that could create challenges.

b. Monitoring and Reporting requirements

Carrier, bunker, longline and supply vessels engaging in any FAD-related activities, including but not limited to:

- Deployment of FADs (e.g. anchored, drifting)
- Retrieval or relocation of FADs
- Servicing or maintaining FADs, including modifications or maintenance of existing FADs, including adding tracking buoys or materials to FADs.

shall be required to meet the following requirements:

- submission of electronic FAD log to be adopted by the Commission.
- submission of electronic trip logs including vessel identification, date, and location of activities.
- 100% Observer coverage for fishing and servicing activities; and
- VMS tracking to ensure compliance.

c. Allow CNM to register "FAD retrieval vessels" that could only be used to retrieve FADs from the water. These vessels should be subject to the following monitoring and reporting requirements:
   (i) use of electronic reporting systems to document FAD retrieval,
   (ii) submission of logs detailing FAD retrieval activities, including vessel identification, date, and FAD fate or disposal, and the location of activities, and
   (iii) 100% observer coverage (human or EM) and VMS tracking to ensure compliance.

d. Clarification on Port-Based Resupply
   Port-based resupply of vessels is outside the scope of FAD servicing activities and therefore not subject to the monitoring and reporting requirements outlined above.

33. Many delegations were reviewing these proposals for the first time and indicated the need for further consultation before endorsing any recommendations.

34. Several Members emphasized that FAD deployment measures should not distinguish between Members and CNMs, as a matter of principle.

35. It was noted that if vessels other than purse seiners (e.g. support or carrier vessels) are authorized to deploy or service FADs, they should be subject to the same 100% observer coverage and reporting obligations currently applied to purse seine vessels.

36. Members highlighted ongoing work in other RFMOs related to FAD management and expressed a preference to review those developments before proceeding further.

37. On behalf of the FFA bloc, a statement was delivered supporting PNA's interpretation of the existing FAD closure rule—namely, that the WCPFC's FAD closure applies to all vessels and is not limited to specific vessel types.

38. FFA members advocated shifting the focus away from redefining vessel categories and toward improving monitoring and compliance for all vessels engaged in FAD operations. They suggested that enhanced tracking and reporting of FAD deployments and retrievals by any vessel would address compliance concerns without the need to distinguish vessel classes.

39. Given the divergence of views and the late stage at which these proposals were introduced, the Working Group did not reach consensus on vessel-type provisions. The topic remains open for further consideration,

with agreement that discussions will continue intersessionally and at TCC21 before any recommendations are finalized.

40. Nonetheless, the Working Group noted general support for equal treatment of CNMs and Members under FAD rules, and for strengthened monitoring of FAD activities.

41. The Working Group agreed on one practical step: it supported a recommendation that the Commission request the Secretariat to clarify the interpretation of existing FAD provisions related to buoy activation (see Agenda Item 2.7).

42. There was a proposal that any rules on FAD-related activities should apply to all CCMs, with carrier, bunker, or supply vessels engaging in such activities be subject to 100% observer coverage. Views were also expressed on distinguishing FAD servicing or fishing operations from retrieval activities, with support for allowing any vessel to retrieve FADs to remove lost gear but caution noted to avoid loopholes. It was also clarified that supplying FAD materials in port does not constitute FAD servicing, and the group recognized that further discussion by TCC is needed on universal application, observer coverage, and treatment of retrieval activities.

43. The Working Group considered recommendations on the types of vessels permitted to engage in FAD-related activities and emphasized that FAD rules should apply equally to all CCMs, including CNMs, to ensure consistent treatment and avoid gaps in monitoring. While no consensus was reached on authorizing different vessel types, there was general support for applying 100% observer coverage, electronic reporting, and VMS tracking for any vessel engaged in FAD deployment, servicing, or retrieval. Members noted that FAD retrieval activities could be distinguished from servicing or fishing operations, with caution to avoid loopholes, and clarified that supplying FAD materials in port does not constitute servicing.

44. The Working Group agreed that further intersessional and TCC discussions are needed before final recommendations, while noting broad agreement on strengthened monitoring and equal treatment of CNMs and Members.

2.5 FAD Recovery Programs and Strategies

45. The Working Group discussed strategies for the retrieval and management of drifting FADs (dFADs) following deployment.

46. The Chair outlined several key elements for potential FAD recovery programs, including: – establishing standards for FAD retrieval operations – addressing economic considerations and incentives for retrieval – preventing FAD abandonment – monitoring and evaluating program effectiveness – legal frameworks and cooperation (regional and cross-RFMO) – technological innovations for FAD tracking – capacity building for affected CCMs.

47. It was acknowledged that progress on this issue within the Working Group has been limited to date. The Chair proposed deferring substantive work on FAD recovery until 2026, in light of a dedicated FAD recovery workshop planned by SPC for February 2026 in French Polynesia. The Working Group agreed with this approach, noting that the outcomes of the workshop would inform future discussions.

48. During the discussion, the United States informed the group of a new industry-led FAD recovery initiative in the Eastern Pacific, in which the US is participating. It was noted that any lessons learned would be shared with the WCPFC IWG in due course.

49. PNA members emphasized that several PNA countries already have comprehensive FAD management and recovery measures in place, including national FAD buoy registries and tracking systems that alert coastal States when FADs drift into their waters. They noted that Commission-level intervention may not be necessary for FADs within national EEZs where domestic programs are operational.

50. PNA members also highlighted the importance of accelerating the transition to biodegradable FAD materials to reduce environmental impacts from FAD beaching, while recognizing that biodegradable FADs are not a complete solution.

51. FFA members thanked SPC and other partners for ongoing pilot projects to retrieve FADs that drift near shore. For the long term, FFA members advocated mandatory FAD tracking and real-time position reporting for all dFADs to address the root causes of lost or abandoned FADs.

52. There was general agreement with the Chair's proposal to carry these discussions into 2026. The Working Group will await the outcomes of the SPC workshop and use them to inform further development of Commission guidelines or best practices for FAD retrieval.

2.6 Biodegradable FADs

53. The Working Group noted that work on biodegradable FAD designs and materials is ongoing, principally through SPC's Project 110 and 110A, which are testing the efficacy of various biodegradable FAD components.

54. Results from these trials are expected to be presented at SC22 in 2026. As substantial scientific input is pending, the Chair recommended keeping this agenda item open until SC22 and deferring major decisions on biodegradable FAD requirements until the new data become available.

55. The European Union stressed the importance of not delaying management action on this issue. The EU delegation noted that IATTC has already adopted a phased implementation of biodegradable FAD requirements, beginning 1 January 2026 and progressing to stricter standards by 2029.

56. The EU urged WCPFC to consider a similar timeline, suggesting that WCPFC measures begin by 2027 if feasible.

57. In response, the Chair acknowledged the EU's concerns and noted that WCPFC's approach would need to consider the existing agreed categories of biodegradable FAD materials (as per Attachment D, WCPFC-TCC21-2025-16) and the current measure's timeframe.

58. The Chair emphasized that any new implementation schedule should be informed by the outcomes of the scientific trials and further discussion among CCMs.

59. No participants opposed the plan to defer detailed consideration to next year, and this approach was accepted as the way forward.

60. The Working Group will revisit biodegradable FAD requirements in 2026, incorporating SC22 results and intersessional work to develop recommendations for the Commission.

61. The importance of transitioning to biodegradable FADs "as soon as practicable" was noted, with emphasis on balancing urgency with the need for robust scientific guidance.

2.7 Limit on Drifting FAD Deployments

62. The Working Group reviewed the current provision limiting drifting FAD (dFAD) deployments—specifically, the cap of 350 active FAD buoys per purse seine vessel as set out in paragraph 21 of CMM 2023-01 (Tropical Tuna Measure).

63. The Chair recalled that WCPFC20 tasked the Technical and Compliance Committee (TCC) and the IWG with evaluating this limit. SPC is expected to provide an updated analysis of FAD usage patterns at SC22 in 2026. In light of the forthcoming data, the Chair proposed to keep this item open and defer recommendations until the scientific analysis is reviewed.

64. PNA members reiterated their position that the 350 active buoy limit should be maintained at this time. They noted that average FAD use per vessel remains below the cap and that the limit has effectively deterred excessive deployment, even among highly FAD-dependent fleets.

65. PNA highlighted that this effectiveness is reinforced by their ban on activating new FAD buoys while older ones remain active, which prevents circumvention of the limit. They cautioned that reducing the buoy cap further could disproportionately impact purse seine operations in PNA EEZs, especially given that FAD deployment levels in some high seas areas remain higher than in PNA zones.

66. PNA members advocated for comparable FAD measures to be adopted for the high seas before considering more stringent limits in their waters.

67. During discussion, PNA+ delegates requested that the IWG recommend the Commission seek the Secretariat's advice on interpreting paragraph 21—specifically the clause stating that a FAD buoy "shall be activated exclusively on board the vessel." Clarifying what constitutes "activation" (e.g. timing and location of enabling a buoy) would support consistent implementation. The IWG supported elevating this clarification request to WCPFC, as also noted under Agenda Item 2.4.

68. FFA members echoed concerns about the practical monitoring of the 350-buoy limit, noting that vessels often share or transfer FAD buoys among fleets, complicating tracking on a per-vessel basis.

69. FFA members reiterated support for the PNA measure prohibiting deactivation of drifting FAD buoys (i.e. once deployed, buoys must remain active). They suggested that extending a similar ban Commission-wide would enhance enforceability of the existing limit by ensuring continuous trackability of all deployed buoys.

70. No other views were raised from the floor. **The Working Group agreed to defer further consideration of the dFAD limit until the SPC analysis becomes available.**

71. The positions expressed by PNA and FFA members were recorded for future deliberations. In the interim, the IWG's report will include a recommendation for WCPFC to request guidance from the Secretariat on the FAD buoy activation provision to ensure a common understanding going forward.

Agenda Item 3: Chair's Summary Report

72. The Chair's summary report will be prepared intersessionally and posted in the TCC21 website.

Agenda Item 4: Other Matters

73. No other matters were discussed.

Agenda Item 5: Close of Meeting

74. Following the substantive discussions, the Chair announced a short break to compile a summary of the Working Group's outcomes and next steps.

75. It was noted that several work areas (e.g. satellite buoy data rules, vessel-type provisions) remain open and will be progressed intersessionally, including further consultations during TCC21 and through correspondence, with the aim of developing consolidated recommendations to WCPFC22.

76. The Working Group's agreed recommendations and pending issues will be forwarded via the Chair's report to the Commission.

77. The Chair thanked all delegations for their constructive engagement and expressed appreciation to the host government (Federated States of Micronesia) for its hospitality.

78. The meeting was adjourned on 23 September 2025 with the understanding that the FADMO-IWG will continue its work and reconvene as needed prior to WCPFC22.

Attachment 1. Proposed key data fields for satellite buoy data transmission from dFADs are as follows:

a) Main Identification & Operational Data

- FAD Buoy Unique Identification Number (Manufacturer's ID No.)
- FAD Buoy Owner *(Service Provider knows who pays for the service, but not necessarily the Fishing Company/Vessel)*
- Fishing Company (if available in the transmission)
- Vessel Name / Vessel IMO Number / WCPFC RFV VID (if available in the transmission)
- Buoy Model & Brand (*may need to be sourced from a separate register as it is not currently transmitted*)
- Position Fix (Latitude & Longitude)
- Date and Time (UTC) of Position Fix

b) Environmental & Performance Data *(If Available/Optional)*

- Status of the Buoy (In-Water, On-Board, Stranded, etc.)
- Water Temperature
- Buoy Speed
- Buoy Direction
- Biomass Estimation by Layers *(Brand-Specific)*

c) **Event-Based Reporting** *(Within24 or 72 Hours or per trip or 1-month[2])*

Operators must report when:

- A dFAD Buoy is activated
- A dFAD Buoy is switched off following retrieval from the water
- A dFAD Buoy is deactivated, including the reason for deactivation
- Communication with a FAD Buoy is lost for any reason
- A dFAD Buoy has been stationary near shore for 72+ hours, suspected of stranding
- A dFAD Buoy has been [sold][3], transferred, or reassigned to another company

[2] Refer to paragraph 6 of the FADMO-IWG10 Chair's Summary Report (SC21-EB-WP-06; WCPFC-TCC21-2025-16)

[3] Refer to paragraph 9 of the FADMO-IWG10 Chair's Summary Report (SC21-EB-WP-06; WCPFC-TCC21-2025-16)

Table 1. Proposed minimum FAD logbook data fields to be recorded by vessel operators

TRIP LEVEL INFORMATION		**OBSV**	**LOG**
Vessel Name	Record the full name of vessel (as per the main logsheet)	X	X
Departure Date	Record the UTC date the vessel departed from port (as per the main logsheet)	X	X
FAD ACTIVITY INFORMATION		**OBSV**	**LOG**
Date of new FAD activity	Record UTC date of each new FAD activity.	X	X
Time of new FAD activity	Record UTC time of each new FAD activity.	X	X
FAD Activity – **Code**	Describes the distinct activity that the boat is involved with the FAD. Refer to Table A1.	X	X
Latitude	Record Latitude where FAD activity occurred.	X	X
Longitude	Record Longitude where FAD activity occurred.	X	X
BUOY INFORMATION			
Buoy attached (Y/N)	Enter Y or N if there is a Buoy attached.		X
Buoy Manufacturers Serial No.	Enter the Buoy Manufacturers Serial No.	X	X
Buoy Make/Model	Enter the Buoy Make/Model.		X
Buoy Type – **Code**	Enter the code for the Buoy type. Refer to Table A2.		X
Buoy Operator	Enter the Buoy operator (if known).		X
Buoy lifted (Y/N)	Enter Y or N if the buoy was lifted out of the water.	X	X
GENERAL FAD INFORMATION			
FAD ID or Markings	Enter any specific FAD ID or Markings.	**X**	**X**
Origin of FAD – **Code**	Select the Origin of the FAD (how did it get to be in the water) Refer to Table A3	**X**	**X**
How FAD was found - Code	*Indicate how the FAD was found. Refer to Table A4***.**		***X***
FAD Type as found – **Code**	Indicate the type of FAD, as found. Refer to Table A5	**X**	**X**
FAD Lifted (Y/N)	Enter Y or N if the FAD was lifted out of the water.	**X**	**X**
FAD Type as left – **Code**	Indicate the type of FAD, as left. Refer to Table A5	**X**	**X**
FAD deployment date	Record date when FAD deployment occurred.	**X**	**X**
FAD deployment location	Record Latitude and Longitude when FAD deployment occurred.	**X**	**X**
RAFT DESIGN INFORMATION			
Raft Design – **Code**	Indicate the code corresponding to the type of raft design (see **Table A6**) and referring to relevant images in **ANNEX 2**.		**X**
Raft Main (1st) Materials – **Code**	Indicate the code corresponding to the raft main material (top/1st) (see **Table**	**X**	**X**

Raft Main (1st) Materials %[4]	Enter Raft Main Materials (top/1st) percentage (%)		X
Raft Main (2nd) Materials – **Code**	Indicate the code corresponding to the raft main material (2nd) (see **Table A7**).	X	X
Raft Main (2nd) Materials %	Enter Raft Main Materials (2nd) percentage (%)		X
Raft Wrapping – **Code**	Indicate the code corresponding to the raft wrapping/covering (see **Table A8**).		X
Raft Buoyancy Devices – **Code**	Indicate the code corresponding to the raft buoyancy devices (see **Table A9**).	X	X
Net mesh size	If nets are used in any component of the raft, indicate the mesh size in	X	X
Floating structure Width (m)	Enter the Floating structure Width in metres.	X	X
Floating structure length (m)	Enter the Floating structure Length in metres.	X	X
Condition raft	*Enter the condition of the Raft for Trial FADs* (see Table A10)		X
HANGING STRUCTURE INFORMATION			
Hanging Structure dimensions	Enter 1–Known, 2–Unknown or 3–Estimated	X	X
Hanging structure length (m)	Enter the Hanging structure Length in metres.	X	X
Hanging Structure – **Code**	Indicate the code corresponding to the type of Hanging Structure (see **Table A11**) and referring to relevant images in **ANNEX 3**.		X
Main Appendages (1st) – **Code**	Indicate the code corresponding to the main appendages (top/1st) of the hanging structure see **Table A12**).	X	X
Main Appendages (1st) %	Enter Main Appendages (top/1st) percentage (%)		X
Main Appendages (2nd) – **Code**	Indicate the code corresponding to the main appendages (2nd) of the hanging structure (see **Table A12**).	X	X
Main Appendages (2nd) %	Enter Main Appendages (2nd) percentage (%)		X
Net mesh size	If nets are used in any component of the hanging structure, indicate the mesh size in centimeters.	X	X
Attractors – **Code**	Indicate the code corresponding to the Attractors on the hanging structure (see		X
Hanging weights – **Code**	Indicate the code corresponding to the Hanging weights used (see **Table A14**).		X
Hanging weight (kgs)	Enter the hanging weight in kilograms		X
Condition Hanging	Enter the condition of the Hanging structure *for Trial FADs* (see Table A10)		X
GENERAL COMMENTS			
Comments	**Enter any additional comments necessary**	X	X

[4] All % fields to be specified in 10% bins.

SPECIES OF SPECIAL INTEREST INFORMATION			
SSI Entangled (Y/N)	Enter Y or N if a Species of Special Interest (SSI) is entangled	**X**	**X**
SSI Entangled – Species code	Enter three-letter code (selected from FAO Species code list) for each SSI entangled	**X**	**X**
SSI Entangled – Weight (kgs)	Enter the estimated WEIGHT in kilograms of each SSI entangled	**X**	**X**
SSI Entangled – Number	Enter the NUMBER of each SSI entangled	**X**	**X**

ANNEX 1 – FAD Logsheet Reference Code Tables

Note that these codes are found in the GEN-5 form, the PS-2 form or the GEN-2 form.

Table A1. Codes for FAD Activity

Code	Description for FAD Activities
1	Investigating (no other activity listed below)
2	Fishing Set (Retrieving FAD)
3	Fishing Set (FAD left in water after set)
4-a	Deployment – New FAD
4-b	Deployment – Retrieved FAD
4-c	Deployment – A FAD without buoy
5	Retrieving (without being set on)
6	Servicing or modifying raft and/or attachment
7	Detaching Buoy found attached
8	Attaching a Buoy to
9	Retrieving Buoy only
10	Transfer a Buoy to another vessel at sea
11	Transfer a Buoy from another vessel at sea
12	Retrieving a Buoy in port
13	Other Activity (please specify in COMMENTS)

Table A2. Codes for Buoy type

Code	Description for Buoy type
1	GPS Sphere type
2	Satellite with Echo-Sounder
3	Satellite with no Echo-Sounder
4	Other Activity (please specify in COMMENTS)

Table A3 Codes for Origin of FAD

Code	Description for ORIGIN of FAD
1	Deployed by your vessel this trip
2	Deployed by your vessel previous trip
3-a	Deployed by other vessel – another purse seine vessel
3-b	Deployed by other vessel – purse seine SUPPORT vessel
3-c	Deployed by other vessel – LONGLINE vessel
3-d	Deployed by other vessel – CARRIER or BUNKER vessel
3-e	Deployed by other vessel – Other
4	Drifting and found by your vessel
5	Other origin – (please specify in COMMENTS)

Table A4. Codes for How FAD was Found

Code	Description for How FAD was Found

1	Located by Electronic Transmission data
2	Located by sighting from (the vessel/helicopter/drone/radar)
3	Anchored FAD/payao (position recorded)
4	Located using information shared by other fishers
5	Other (please specify in COMMENTS)

Table A5. Codes for FAD as Found/Left

Code	Description for FAD Types
1	Drifting FAD (person-made)
2	Non-FAD (man-made)
3	Tree or logs (natural, free floating)
4	Tree or logs (converted into FAD)
5	Debris (flotsam bunched together)
6	Dead animal(s) (specify, i.e., whale, horse, etc.)
7	Anchored raft FAD or Payao
8	Anchored tree or logs
9	Other Activity (please specify in COMMENTS)
10	Drifting FAD (person-made) changed (FAD as Left Only)

Table A6. Codes for Raft Design (refer to ANNEX 2)

Code	Description of RAFT DESIGN
1	Bamboo with Floats Design 1
2	Bamboo with Floats Design 2
3	Bamboo Design 1
4	Bamboo Design 2
5	Bamboo Design 3
6	Burrito
7	Log
8	Payao
9	Small House
10	No Raft
11	ID Raft Design with Polystyrene
12	ID Simple FAD Design using natural materials
13	Other (please specify in COMMENTS)

Table A7. Codes for Raft Main Materials

Code	Description for RAFT Main Materials
1	Bamboo
2	Timber/ planks/ pallets/ spools
3	Metal
4	PVC/ plastic
5	Polystyrene
6	Other (please specify in COMMENTS)

Table A8. Codes for Raft Wrapping/Covering

Code	Description for Raft Wrapping/Covering
1-a	Canvas and/or canvas bags and/or cloth – Synthetic fiber
1-b	Canvas and/or canvas bags and/or cloth – Natural fiber
2-a	Netting – Synthetic fiber – ***Mesh Size (cms)***
2-b	Netting – Natural fiber – ***Mesh Size (cms)***
3	Palm fronds
4	No wrapping
5	Other (please specify in COMMENTS)

Table A9. Codes for Raft Buoyancy Devices

Code	Description for Raft Buoyancy Devices
1	Plastic Buoys
2	Plastic Containers
3	Net Corks
4	Metal
5	Wood (e.g. balsa wood)
6	Other natural material (please specify)
7	No floats in addition to raft
8	Polystyrene
9	Other Activity (please specify in COMMENTS)

Table A10. Codes for Condition of raft and hanging structure.

Code	Condition of raft and hanging structure
1	Excellent
2	Very Good
3	Good
4	Regular
5	Bad
6	Very Bad

Table 11. Codes for Hanging Structure Design (refer to ANNEX 3).

Code	Description for Hanging Structure Design
1	Design 1
2	Design 2
3	Design 3
4	Design 4
5	Design 5
6	Design 6
7	Design 7
8	Design 8
9	Design 9

Table A12. Codes for Main Appendages of Hanging Structure.

Code	Description for Main Appendages of Hanging Structure
1-a	Open Net – Synthetic fiber
1-b	***Open Net – Natural fiber***
2-b	***Sheets or Panels – Natural fiber***
3-a	Cord/Rope – Synthetic fiber
3-b	Cord/Rope – Natural fiber
4	Palm fronds
5	Bamboo
6	Other wood/ pallets or spools
7	No hanging structure
8	Other (please specify in COMMENTS)

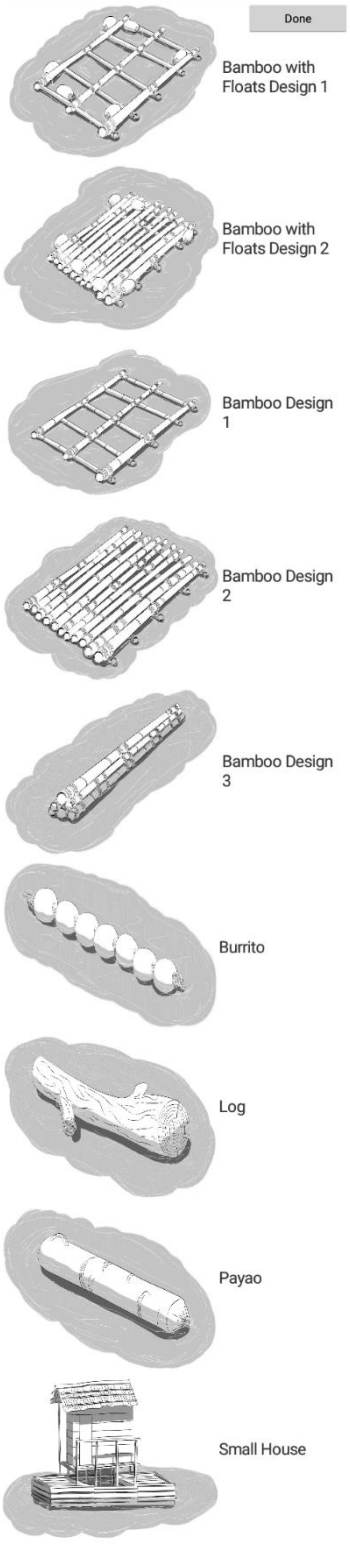
Table A13. Codes for Attractors.

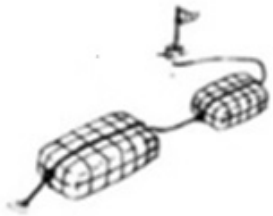
Code	Description for Attractors
1-a	Canvas and/or canvas bags and/or cloth – Synthetic fiber
1-b	Canvas and/or canvas bags and/or cloth – Natural fiber
2-a	Netting – Synthetic fiber
2-b	Netting – Natural fiber
3	Palm fronds
4	No attractors
5	Other (please specify in COMMENTS)

Table A14. Codes for Hanging weights used.

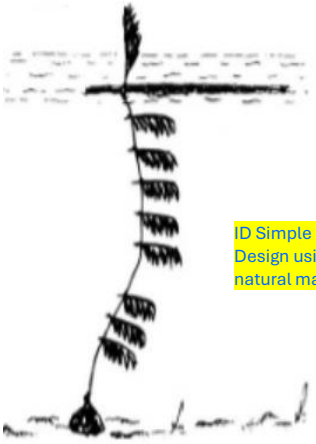
Code	Description for Hanging weights used
1	Rock
2	Sand
3	Synthetic
4	Concrete
5	Other (please specify in COMMENTS)

ANNEX 2: RAFT DESIGN



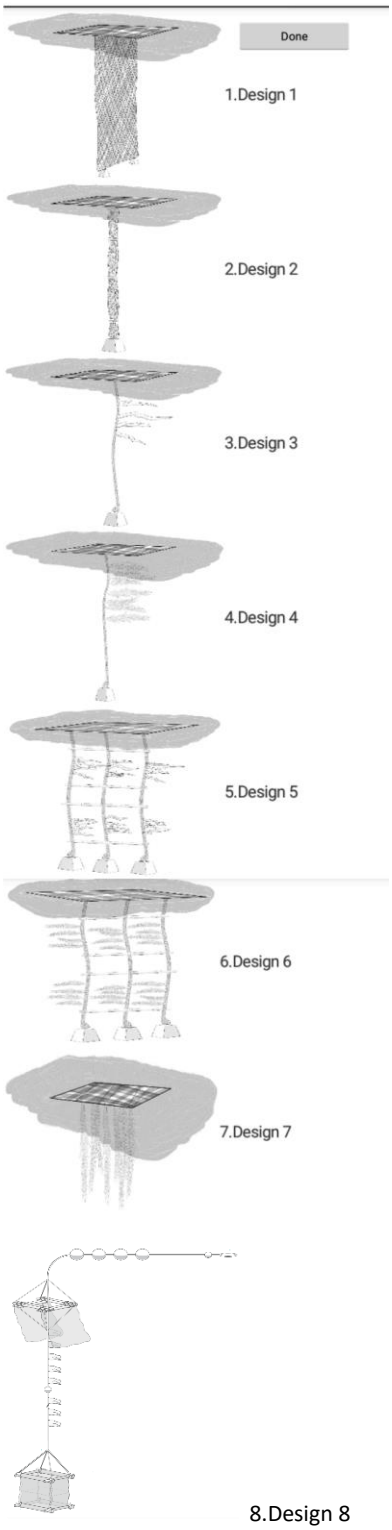


ID Raft Design with Polystyrene

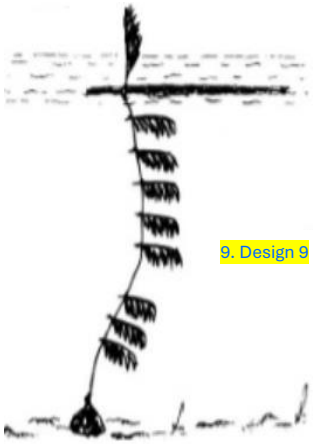


ID Simple FAD Design using natural materials

ANNEX 3: *HANGING STRUCTURE DESIGN*



8.Design 8



9. Design 9