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Progress of the FAD Management Options IWG on Priority Tasks and Discussions for 2025

WCPFC22-2025-10
15 November 2025

I. INTRODUCTION

1. The Chair of the FAD Management Options Intersessional Working Group (FADMO-IWG), Mr. Jamel James (FSM) has advised to reconvene discussions of the FADMO-IWG prior to WCPFC22 noting the WCPFC-TCC21-2025-16B_Rev1: FAD Management Options Intersessional Working Group (FADMO-IWG11) Chair's Summary Report.

II. EMAIL COMMUNICATIONS ON THE FADMO-IWG PRIORITY TASKS AND DISCUSSIONS FOR 2025

2. The Chair sent the 1st, and 2nd email communications to the working group on 21 October and 3 November 2025, respectively. For this FADMO-IWG intersessional discussion the Chair clarified that discussions will be limited to three (3) topics: i) Satellite Buoy Data Transmission Requirements; ii) FAD Logbook; and iii) Types of Vessels Allowed to Engage in FAD-related Activities. With an objective for the FADMO-IWG to have a clear recommendation on these topics for Commissions' consideration at WCPFC22.
    a. Satellite Buoy Data Transmission Requirements (Annex I)
    b. FAD Logbook (Annex II); and
    c. Types of Vessels Allowed to Engage in FAD-related Activities (Annex III)

3. In addition, the Chair also shared an expected/updated FADMO-IWG Work Plan 2024 – 2026.

4. The Chair was seeking comments and suggestions on each of the items below as detailed in the paper.

III. SATELLITE BUOY DATA TRANSMISSION REQUIREMENTS (ANNEX I)

Task: Consider requirements for the transmission of satellite buoy data from drifting FADs in 2024 to promote effective and sustainable FAD management in the WCPFC (paragraph 56, WCPFC20 Outcomes Document)

5. Paragraph 21, WCPFC-TCC21-2025-16B_rev1: *"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."*

6. Noting the above paragraph, the Chair requested that the focus FADMO-IWG discussion is to possibly agree on the timeframe for event-based reporting: *Within **24** or **72 Hours** or **per trip** or **1-month.***

7. China informed the IWG that the main identification and operational data fields from its fleet's satellite buoys are already transmitted directly to the PNA through authorization from buoy providers. China recommended that data submission be conducted via this existing arrangement to prevent data inconsistencies and reduce the reporting burden on operators. Given that the PNA's IFIMS system already records this information, China suggested exploring the option of direct transmission of these reports from the PNA to the Secretariat.

8. The Chair noted China's comments regarding the potential reporting burden and the suggestion to consider direct transmission of satellite buoy data from the PNA to the Secretariat to avoid data inconsistencies. The Chair acknowledged China's existing practice of transmitting buoy data to the PNA through authorized providers and appreciated the efforts to ensure timely and accurate reporting. The Chair further noted that there were also suggestions to allow the transmission of such data directly to the Secretariat and/or the Science Service Provider (SSP) to support data verification and consistency. At this stage, the Chair emphasized that the IWG's focus is to agree on the appropriate timeframe for event-based reporting—whether within 24 hours, within 72 hours, per trip, or monthly—and to confirm the key data fields for satellite buoy data transmission. The mechanisms and transmission pathways for data submission, including possible coordination between the PNA, the Secretariat, and the SSP, may be further considered in future work.

9. The EU emphasized the need for clarity on where *event-based reporting* will be made before its removal from the data transmission fields, and highlighted the importance of specifying who will be responsible for providing the required information, including for compliance assessment purposes. The EU noted that other tuna RFMOs generally require monthly reporting with a two-month lag. The EU also observed that certain data elements, such as *Buoy Model and Brand*, could be provided within the same data collection sheet, as the buoy identification number already references the model specific to each manufacturer. In addition, the EU suggested that some information could be transmitted directly by buoy manufacturers or an independent body to improve data accuracy and consistency.

10. The Chair acknowledged the comments from the EU emphasizing the need for clarity on the mechanisms and responsibilities for satellite buoy data reporting, particularly with regard to event-based reporting. The Chair noted the EU's observations concerning reporting frequency and reference to practices in other tRFMOs, as well as its suggestions to improve traceability through information provided by buoy manufacturers or independent entities. The Chair recognized the value of these inputs and further clarified that, at this stage, the IWG's focus is to reach possible agreement on the key data fields and to determine an appropriate reporting timeframe. The Chair further noted that matters related to data transmission mechanisms and reporting responsibilities may warrant further examination intersessionally or by relevant subsidiary bodies, as appropriate, and would welcome initial suggestions on where event-based reporting could be implemented.

11. ISSF noted that while PNA requires buoy reports to be submitted within 24 hours and operators generally meet this timeframe, extending the deadline to 72 hours could provide flexibility for fleets operating beyond PNA waters. ISSF also suggested clarifying that a dFAD buoy is switched off after retrieval, whether by the same purse seine vessel, another vessel, or artisanal fishers. In addition, ISSF recommended specifying that when communication with a FAD buoy is lost, the report should include potential reasons for signal loss (e.g., sinking, theft, breakage, or malfunction). The Chair noted ISSFs views and noted these suggestions. Reiterated also that the IWG's focus at this stage is to agree on an appropriate timeframe for event-based reporting—whether within 24 hours, within 72 hours, per trip, or monthly—and that the preferred options, including ISSF's proposal, will be further considered in developing the recommendation to WCPFC22.

12. Chinese Taipei (CTP) highlighted the need to streamline reporting arrangements related to Annexes I and II. They recommended establishing a direct communication mechanism between the PNA and the WCPFC Secretariat for Satellite Buoy Data and FAD logbook submissions to avoid duplicative

reporting, noting that these data are already collected by the PNA for most purse-seine vessels operating in both PNA waters and the wider Convention Area. While supporting the focus on defining appropriate timeframes and data fields, CTP emphasized that decisions on data-provision mechanisms will be essential for determining realistic timelines for information sharing.

13. **Based on the discussions, the FADMO-IWG proposes that WCPFC22 may wish to consider the following:**

    a. Endorse the key data fields for Satellite Buoy Data Transmission under Annex I and consider approaches to streamline reporting arrangements to reduce duplication, including exploring potential direct transmission of satellite buoy data from the PNA to the Secretariat and/or the SSP.

    b. Note that no consensus was reached on the appropriate timeframe for event-based reporting (within 24 hours, within 72 hours, per trip, or monthly), and task the FADMO-IWG to continue discussions on this matter in 2026 and provide further recommendations to the Commission.

IV. FAD LOGBOOK (ANNEX II)

Task: Consider relevant information/materials to develop the WCPFC FAD logbook for vessel operators (paragraph 53c, WCPFC20 Outcomes Document)

14. Paragraph 30, WCPFC-TCC21-2025-16B_rev1: "*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.*"

15. Noting the paragraph, **the proposed FAD logbook data fields to be recorded vessel operators will be forwarded for consideration at WCPFC22.** It is acknowledged that future updates on non-entangling and biodegradable FAD designs, as well as material classifications, will be refined in the future as more information becomes available and to clearly separate banned mesh nets from acceptable fine mesh materials to prevent compliance issues. Additional work may be needed in the future to ensure these classifications remain clear and consistent.

16. PNAO commented that regarding the inclusion of polystyrene in the material codes for Tables A7 and A9 of the proposed FAD logbook data fields. The PNAO observed that polystyrene is a type of plastic and suggested that Code 4 be revised to read: "Plastic, including PVC, polyethylene, polystyrene, and other plastic materials," to provide greater clarity and consistency in the classification of materials.

17. China highlighted several technical and practical considerations in the proposed FAD logbook data fields. China expressed concern about the potential reporting burden on operators and suggested exploring the option for direct transmission of satellite buoy data from the PNA to the Secretariat to minimize inconsistencies. China also sought clarification on the *FAD ID or Marking* field, noting that if this refers to the buoy ID, it may be redundant and lack traceability when buoys are replaced, and emphasized the need to distinguish the identity of the FAD itself from the buoy. In addition, China noted that further discussion may be required on the necessity of maintaining separate fields for *Open*

Net – Synthetic fiber and *Open Net – Natural fiber* under the description of the main appendages of the hanging structure.

18. The Chair recognized China's comments regarding potential reporting burdens and issues related to FAD identification and traceability. The FADMO-IWG Chair would like to note that, at this stage, its focus is to endorse the proposed FAD logbook data fields as a sound basis for implementation and for consideration by the Commission at WCPFC22. The IWG further noted that the mechanisms for data submission, including the proposal to allow direct transmission of reports from the PNA to the Secretariat, as well as matters related to FAD identification and traceability, could be further discussed in future IWG and/or subsidiary bodies work.

19. The European Union (EU) welcomed the progress made in developing the FAD logbook data fields and provided several detailed suggestions (refer below) to enhance clarity, functionality, and alignment with practices in other tuna RFMOs. The EU noted the need for further discussion on responsibility for collecting and submitting data, particularly for compliance monitoring purposes.
    a. On the **structure and content of the logbook**, the EU suggested several refinements to improve usability and data consistency:
        i. Integration **and simplification of codes**: Proposed integrating *FAD origin* codes (Table A3) into *FAD activity* codes (Table A1) to simplify reporting, and adding new activity codes such as *Deactivation* (with causes) and *Visit*.
        ii. **Design and materials classification**: Recommended clarifying the definition of *raft design* (particularly when underwater structures or double rafts are used), and expanding material options to include *metal grids* and *wood sheets*.
        iii. Buoyancy **and structure materials**: Suggested allowing multiple selections for buoyancy device materials and adding a new "mixed" category for *natural and synthetic materials*.
        iv. Hanging **structure materials**: Proposed including a new category for *synthetic fiber panels* under main appendages.
        v. Simplification **of codes**: Suggested removing redundant codes (e.g., Code 4) where the information can be derived from existing activity fields.
    b. The EU also made several **content-specific recommendations**:
        i. For *FAD Lifted (Y/N)* — include whether the dFAD has been modified or reinforced.
        ii. Under *General Comments* — record if any logs or materials (e.g., ropes, pallets, nets) are attached to the FAD, and whether these are natural or artificial.
        iii. For *Species of Special Interest* — record the condition of any entangled animals (alive, dead, released alive).

20. The Chair acknowledged the comments and suggestions from the EU, including the need to clarify who should be responsible for collecting and verifying FAD logbook information, particularly in relation to compliance monitoring. The Chair noted that the IWG's current focus is to reach possible agreement on the proposed FAD logbook data fields to ensure consistency and practicality for vessel operators. The Chair further noted that broader considerations, such as mechanisms for data submission,

validation, and alignment with observer data, may be further discussed in subsequent deliberations within IWG or relevant subsidiary bodies as directed by the Commission.

21. The ISSF provided several technical suggestions to improve the clarity and usefulness of the proposed FAD logbook fields. It recommended distinguishing between deployments made immediately after a set and those involving FADs retrieved from other locations, to better understand aggregation and colonization processes. ISSF also suggested differentiating FADs located through information shared by other fishers—whether from the same company or another—from those located by operators on land. Additional proposals included adding a field to indicate whether a raft is surface-floating or submerged, separating the condition assessment of the raft and hanging structure into distinct tables, and simplifying the classification of condition categories to "Good," "Needs repair," "Non-usable," "Absent," and "Non-visible" to improve consistency and interpretation.

22. The Chair noted the detailed suggestions provided by ISSF on the proposed FAD logbook data fields. The Chair acknowledged ISSF's constructive inputs and recognized the value of these suggestions in further strengthening the data fields. Given the limited time available for consultation among FADMO-IWG members, the Chair noted that it may not be possible to consider all proposed revisions at this stage. The Chair further noted that these suggestions will be taken into account in future revisions of the FAD logbook data fields, as part of the IWG's ongoing work to refine and update the framework based on implementation experience and emerging information though some of those suggestions were already reflected in the respective tables.

23. **Taking into account the discussions, the FADMO-IWG suggests that WCPFC22 may wish to consider the following:**
    a. **Endorse the proposed FAD logbook data fields under Annex II to be reported by vessel operators as a sound basis for implementation, noting the need for ongoing refinement of FAD design and material classifications as additional information becomes available.**

    b. **Consider approaches to streamline reporting arrangements, including data submission mechanisms, validation, and alignment with other reporting systems.**

V. TYPES OF VESSELS ALLOWED TO ENGAGE IN FAD-RELATED ACTIVITIES (ANNEX III)

The Commission tasks FAD Management Options IWG and TCC21 to consider clarifying the ambiguity around the existing participatory rights text as to which types of vessels should be allowed to engage in FAD-related activities and provide recommendations to WCPFC22.

24. The Philippines in reference to WCPFC-TCC21-2025-16B_rev1 and the discussions summarized in paragraphs 42 and 43 concerning the application of FAD-related rules to all CCMs, including CNMs, and the recommendations regarding 100% observer coverage and the types of vessels permitted to engage in FAD-related activities. The Philippines supported the principle of consistent application of these rules and reiterated that supplying FAD materials in port does not constitute servicing. The Philippines also requested that consideration be given to the possible implications of these proposals for traditional purse seine operations conducted in groups, noting that observer coverage arrangements may vary in such operations and that support vessels play a vital role in facilitating these activities.

25. The Chair recalled the Commission's tasking to the IWG and noted the constructive interventions made under this agenda item. The Chair acknowledged the comments from the Philippines expressing concern regarding the application of FAD-related rules to all CCMs, including CNMs, and highlighting the need to consider possible implications for traditional purse seine group operations, where observer coverage arrangements may vary and support vessels play an essential role in the fleet's operations. The Chair noted these concerns but indicated that the extent of their implications for the Philippine fleet was not fully clear. The Chair reiterated the importance of maintaining focus on the Commission's tasking to the IWG, which are intended for consideration by the Commission at WCPFC22. In this regard, the Chair clarified that, consistent with the Commission's tasking, the current discussion is limited to clarifying issues related to CNM participatory rights, and noted that comments from CCMs, including the Philippines, may help inform subsidiary body discussions should the Commission consider related issues in the future.

26. The EU sought clarification on the scope of the draft recommendations regarding vessel types permitted to engage in FAD-related activities. The EU questioned why the proposed provisions in sub-paragraphs (a) and (b) of Annex III would apply only to CNMs and not to all CCMs, noting that such differentiation could inadvertently create inconsistencies or new loopholes. The EU further recalled that discussions at TCC included consideration of extending these recommendations to all CCMs to ensure equal treatment and effective monitoring.

27. The Chair acknowledged the comments from the EU and recognized the importance of ensuring consistency and avoiding the creation of new loopholes. The Chair recalled that the Commission had tasked the FAD Management Options IWG to clarify the ambiguity in the existing participatory rights text — particularly regarding which types of vessels may engage in FAD-related activities — and to provide recommendations to WCPFC22. The Chair also noted that while the EU had raised at TCC the possibility of expanding this consideration to all CCMs, there is a concern raised, that such an expansion might have implications for its fleet and would go beyond the specific tasking provided by the Commission. Accordingly, the Chair reiterated that the FADMO-IWG discussions will remain focused on the Commission's tasking, with any broader considerations to be taken up by TCC or the Commission as appropriate.

28. **The FADMO-IWG proposes that WCPFC22 may wish to consider the recommendations detailed in Annex III, which aim to clarify ambiguities in the existing participatory rights text regarding which types of vessels are permitted to engage in FAD-related activities.**

VI. FADMO-IWG WORKPLAN 2024 – 2026

29. ISSF raised concern of the progress of this important IWG is slow, compared to what PNA and the other RFMOs have already established in terms of FAD management.

VII. CLOSE OF EMAIL COMMUNICATIONS

30. The email communications for the 12th session of the FADMO-IWG were closed on 15 November 2025.

Annex I

Satellite Buoy Data Transmission Requirements

- Consider requirements for the transmission of satellite buoy data from drifting FADs in 2024 to promote effective and sustainable FAD management in the WCPFC *(paragraph 56, WCPFC20 Outcomes Document)*

1. Paragraph 21, WCPFC-TCC21-2025-16B_rev1: *"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. Noting the above paragraph, **let's focus our discussion if we can agree on the timeframe for event-based reportin**g: *Within **24** or **72 Hours** or **per trip** or **1-month.***

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 *(Within 24 or 72 Hours or per trip or 1-month[1])*

Operators must report when:

- A dFAD Buoy is activated
- A dFAD Buoy is switched off following retrieval from the water or from other vessels
- 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

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

- A dFAD Buoy has been *bought*[2], transferred, or reassigned to another company

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

Annex II

FAD Logbook

- Consider relevant information/materials to develop the WCPFC FAD logbook for vessel operators *(paragraph 53c, WCPFC20 Outcomes Document)*

1. Paragraph 30, WCPFC-TCC21-2025-16B_rev1: "*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. Noting the paragraph, **the proposed FAD logbook data fields to be recorded vessel operators will be forwarded for consideration at WCPFC22.** It is acknowledged that future updates on non-entangling and biodegradable FAD designs, as well as material classifications, will be refined in the future as more information becomes available and to clearly separate banned mesh nets from acceptable fine mesh materials to prevent compliance issues. Additional work may be needed in the future to ensure these classifications remain clear and consistent.

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 –	**Indicate the code corresponding to the raft main material (top/1st) (see Table A7).**	**X**	**X**
Raft Main (1st) Materials %[3]	**Enter Raft Main Materials (top/1st) percentage (%)**		**X**
Raft Main (2nd) Materials –	**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 –	**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 centimetres.**	**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			

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

Hanging Structure	**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 Table**		**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**
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]
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	Deactivation
14	Visit
15	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 Buoy type (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] Please specify in the comments: "Deployment after a set of the retrieved FAD" or "Deployment of a FAD retrieved from another location"

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[5]
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 (human-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	Drifting FAD (person-made) changed (FAD as Left Only)
10	Other FAD type (please specify in COMMENTS)

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

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

[5] Indicate if the FAD was located using (1) the buoy tracking system, (2) radar, or (3) sonar

Table A7. Codes for Raft Main Materials

Code	Description for RAFT Main Materials
1	Bamboo or Wood
2	Timber/ planks/ pallets/ spools
3	Metal
4	Plastic including PVC, polyethylene, polystyrene and other plastic materials
5	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/organic 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[6] Buoys
2	Plastic[7] 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	Mix (natural and synthetic material)
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	Good condition
2	Needs repair *(some fixing or maintenance is need for the raft but could still be used for fishing)*
3	Non-usable
4	Absent *(if it has broken apart)*
5	Non-visible *(f it is submerged or located too far from the operator/observer)*

[6] Plastic including PVC, polyethylene, polystyrene and other plastic materials
[7] Plastic including PVC, polyethylene, polystyrene and other plastic materials

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***/organic*** fiber
2-a	Sheet or Panels*/Canvas*- Synthetic 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.

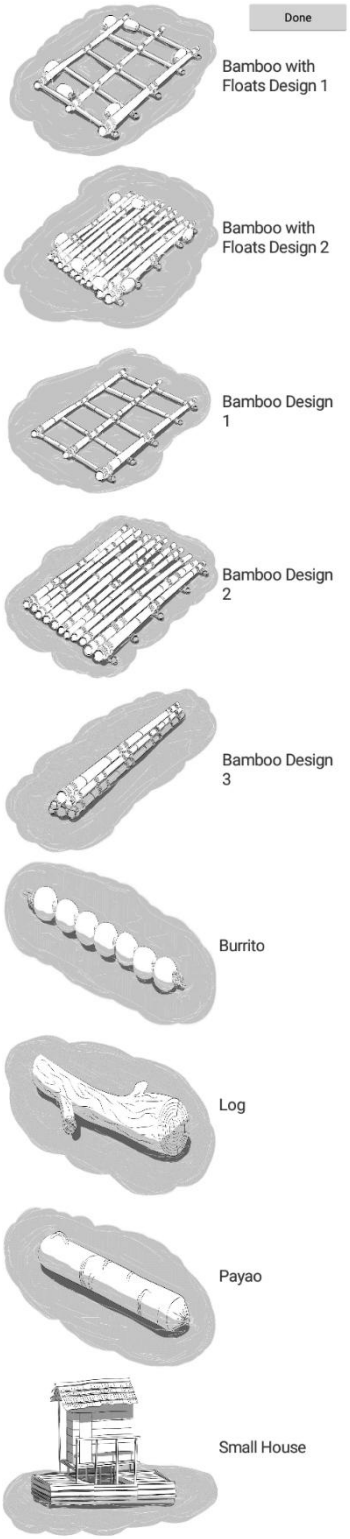
Code	Description for Attractors
1-a	Canvas and/or canvas bags and/or cloth – Synthetic fiber
1-b	Canvas and/or canvas bags and/or cloth – Natural fiber
2-a	Netting – Synthetic fiber
2-b	Netting – Natural fiber
3	Palm fronds
4	No attractors
5	Other (please specify in COMMENTS)

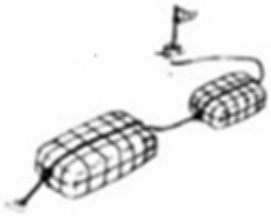
Table A14. Codes for Hanging weights used.

Code	Description for Hanging weights used
1	Rock
2	Sand
3	Synthetic
4	Concrete

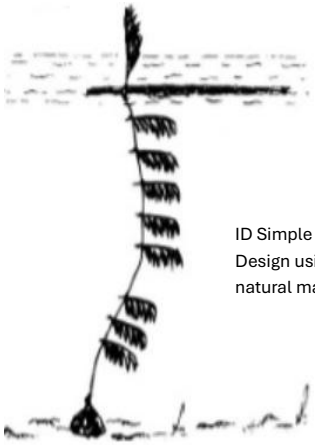
5	Chain
6	Clay
7	Other (please specify in COMMENTS)

ANNEX 2: RAFT DESIGN



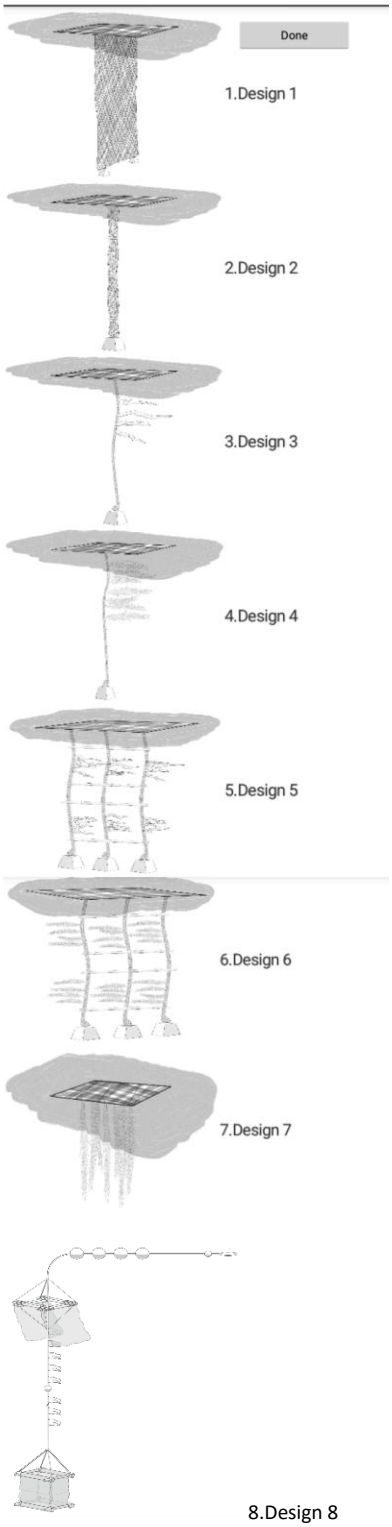


ID Raft Design with Polystyrene

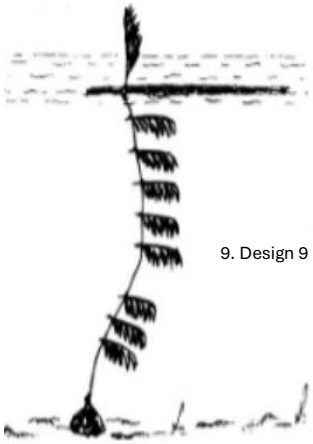


ID Simple FAD Design using natural materials

ANNEX 3: *HANGING STRUCTURE DESIGN*



8.Design 8



9. Design 9

Annex III

Types of Vessels Allowed to Engage in FAD-related Activities

- *The Commission tasks FAD Management Options IWG and TCC21 to consider clarifying the ambiguity around the existing participatory rights text as to which types of vessels should be allowed to engage in FAD-related activities and provide recommendations to WCPFC22*.

1. Paragraph 32, WCPFC-TCC21-2025-16B_rev1: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.

The Commission may wish to consider the following recommendations at WCPFC22:

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:
   - use of electronic reporting systems to document FAD retrieval,
   - submission of logs detailing FAD retrieval activities, including vessel identification, date, and FAD fate or disposal, and the location of activities, and
   - 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.

2. Paragraph 41, WCPFC-TCC21-2025-16B_rev1: 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, WCPFC-TCC21-2025-16_suppl01).

CMM 2023-01, paragraph 21:
Instrumented Buoys
21. A flag CCM shall ensure that each of its purse seine vessels shall have deployed at sea, at any one time, no more *than 350 drifting Fish Aggregating Devices (FADs) with activated instrumented buoys. An instrumented buoy is defined as a buoy with a clearly marked reference number allowing its identification and equipped with a satellite tracking system to monitor its position. The buoy shall be activated exclusively on board the vessel. A flag CCM shall ensure that its vessels operating in the waters of a coastal State comply with the laws of that coastal State relating to FAD management, including FAD tracking*.

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."***

Note/Comment:
The interpretation of paragraph 21 hinges on the clause stating that a FAD buoy ***"shall be activated exclusively on board the vessel."*** As written, this indicates that activation should occur only while the buoy is physically on board the fishing vessel, not on land or remotely at sea. In practice, however, buoy activation may occur in various ways, including by the buoy provider on land, remotely at sea, or on board the vessel. This difference between the provision's wording and common practice may create uncertainty. To promote consistent implementation and alignment with current practices, the Commission may wish to consider seeking clarification or possible amendment of paragraph 21.

3. Paragraph 42, WCPFC-TCC21-2025-16B_rev1: 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.

4. Paragraph 43, WCPFC-TCC21-2025-16B_rev1: 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.

5. Paragraph 44, WCPFC-TCC21-2025-16B_rev1: 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.

6. Noting the above discussions and Commission's tasking, **can we focus our discussion on these draft recommendations in paragraph 1 above for consideration by the Commission at WCPFC22 and limiting these to CNM participatory rights.**