

FOR ISSF CONSERVATION MEASURE 3.7

Transactions with Vessels or Companies with Vessel-based FAD Management Policies

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(BOLTON FOOD AND TRI MARINE)

Effective 1 January 2023 the vessels listed in Annex 1 require the use of the following best practices for FAD management, identified in ISSF Technical Report 2019-11, '*Recommended Best Practices for FAD management in Tropical Tuna Purse Seine Fisheries*':

a) Comply with flag state and RFMO reporting requirements for fisheries statistics by set type

We commit to:

- Filling out completely and accurately the logbooks, including FAD logbook information, by set type required by the flag state/tRFMO and submitting them by electronic reporting to the required authority and/or tRFMO.
- Maintaining 100% observer coverage on all fishing trips through the regional observer programs operated by IATTC and WCPFC.
- Collecting data on the number of active FADs and FAD activity (deployments, visits, sets and loss) as required by the tRFMO and submitting them to the required authority and tRFMO.

b) Voluntarily report additional FAD buoy data for use by RFMO science bodies

We commit to:

- Reporting additional FAD buoy daily position data and echosounder acoustic biomass data to AZTI/CIAP with a maximum time lag of 90 days. Data submissions will include the vessel name and IMO number. Deployments will be identified in the data submissions, when possible. Data provided to AZTI/CIAP will be made available to the relevant RFMO for scientific purposes.

c) Support science-based limits on the overall number of FADs used per vessel and/or FAD sets made

We commit to:

- Abiding by the limit of active number of FADs adopted by the tRFMO.
- Deploying only FADs with satellite tracking buoys.
- Not reactivating remotely buoys that were previously de-activated.
- Providing information on the buoy position at least once per day, subject to good communication, while they are in the water.
- Abiding by the closures for the purse seine fleets established by the tRFMO.



d) Use only non-entangling FADs to reduce ghost fishing

We commit to:

- Only deploying or re-deploying fully non-entangling FADs, without any netting in any components, including both the raft and the tail. From 1 April 2025, where practicable, the purse seine vessels and supply vessels should retrieve any encountered pre-existing non-fully non-entangling FADs (whether a set is done or not) which is not in compliance with this measure.

e) Mitigate other environmental impacts due to FAD loss including through the use of biodegradable FADs and FAD recovery policies

We commit to:

- Studying the feasibility of using FADs with only biodegradable material in their construction except the floatation structure of the raft.
- Participating in tests of locally-sourced biodegradable materials in collaboration with AZTI, ISSF or any other scientific institution.
- Endorse risk and feasibility research programs aimed to determine deployment areas that are highly likely to result in stranding, countries where FAD recovery policies could be put in place.
- Participating in FAD recovery programs with AZTI, ISSF or any other scientific institution.
- Studying the feasibility of deploying simpler and smaller FADs.
- Gradually replace FAD components with biodegradable materials to achieve 55% of biodegradable materials in 2023.
- Not dispose of any FAD component at sea, unless it is proven biodegradable: should a FAD be mended and/or any component replaced, the remainder material must be reused or disposed at port.

f) For silky sharks (the main bycatch issue in FAD sets) implement further mitigation efforts

We commit to:

- Applying Best Practices for safe handling and release of sharks and rays brought onboard.
- Participate/support studies to evaluate the contribution of purse seine fisheries to catches of silky sharks, and the impact of implementation of the Good Practices on post-release survival.
- Participating in projects aiming to develop and test new tools to release sharks and mobulids in tuna purse seiners that maximize their survival and are practical to use onboard.

This policy was adopted on 1 January 2023; updated 17 April 2024



Annex 1

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