

December 8, 2025



Dear Vessel Owner:

This e-mail provides an update on recently amended [ISSF conservation measures \(CMs\)](#) impacting vessels listed on the [ISSF ProActive Vessel Register \(PVR\)](#), including regarding:

- At-Sea Transshipment
- Bycatch Mitigation, especially for Longline Vessels, and
- FAD Management

ISSF has adopted amendments to four of its [conservation measures \(CM\)](#) — [1.2 - Regional Fisheries Management \(RFMO\) Participation](#), [4.4c - Transshipment at Sea – Observer Coverage](#), [3.6 - Transactions with Vessels Implementing Best Practices for Sharks, Sea Turtles and Seabirds](#), and [3.7 - Vessel-Based FAD Management Policies](#) — reinforcing the tuna sector's leadership in science-based sustainability and transparency across global supply chains.

Below is a summary of the measure changes along with an excerpt of the updated text; highlighted text indicates updates. The complete text of each measure is [available on the ISSF site](#).

Please also download related ISSF [vessel policy templates](#), which have been correspondingly updated.

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## ISSF CONSERVATION MEASURES WITH UPDATED REQUIREMENTS



### ISSF CM 1.2 - RFMO Participation and CM 4.4c - Transshipment at Sea: Observer Coverage



The amendments to Conservation Measures 1.2 and 4.4(c) work in tandem to strengthen the responsible management of at-sea transshipment — a critical activity for tuna supply-chain traceability and a focus area for RFMOs.

The update to **CM 1.2** clarifies that **vessels engaged in at-sea transshipment must be flagged to nations that are members of the relevant RFMO**, extending to transshipment vessels a requirement that has always applied to fishing vessels under this measure. This measure applies to PVR-listed vessels.

*Processors, traders, importers, transporters, marketers and others involved in the seafood industry shall refrain from transactions in*

tuna caught by fishing vessels or received by carrier vessels at sea that are not flagged to a member or cooperating non-member of the relevant RFMO (or have applied with the RFMO for such status), or if membership is not possible, flagged to an Invited Expert or another such designation established by the RFMO

The amended **CM 4.4(c) for large-scale longline vessels** further reinforces this requirement by reiterating that **transshipment may occur only with vessels flagged to a country that is a member of the RFMO governing the waters in which the activity occurs. In addition, transshipment vessels must now also appear on the RFMO's publicly available record of authorized vessels for that region,** helping ensure that only vessels operating under RFMO jurisdiction and oversight are used in transshipment operations.

*Processors, traders, importers, marketers and others involved in the seafood industry shall conduct transactions with longline vessels that conduct transshipments at sea, whether high seas, EEZ, territorial seas or archipelagic waters, only if 100% of such transshipments are observed (either by a human observer on board the longline vessel or onboard the carrier vessel), and if both the longline vessel and receiving/carrier vessel are:*

*(i) on the authorized vessel record of the RFMO governing the ocean area in which the tuna was caught, at the time of the fishing trip or transshipment event, so long as the vessels are subject to listing in the RFMO authorized vessel record; and*

*(ii) flagged to a member or cooperating non-member of the relevant RFMO (or have applied with the RFMO for such status), or if membership is not possible, flagged to an Invited Expert or another such designation established by the RFMO*



### **ISSF CM 3.6 - Transactions with Vessels Implementing Best Practices for Sharks, Sea Turtles and Seabirds**

Updates to CM 3.6 clarify requirements for seafood companies to transact only with longline vessels that implement **the following specific best practices** for reducing bycatch of sharks, seabirds, and marine turtles. This measure applies to PVR-listed vessels.

As a reminder: This measure will apply to all longline vessels starting 1 August 2026. Until that date, this measure applies to large-scale longline vessels, defined as a vessel that is equal to or greater than 20m length overall (LOA).

1. **Use of circle hooks and monofilament lines** (where wire trace use is prohibited)
2. **Use of whole finfish bait**
3. **No use of shark lines** at any time
4. In **southern temperate latitudes**, use of at least **two of the following seabird mitigation methods** — weighted branch lines, night-setting, tori lines; **or use hook-shielding devices**

*Some RFMOs have adopted requirements for the use of certain gear modifications, such as the use of whole finfish bait, circle hooks and monofilament lines, and/or handling techniques, and/or prohibited the use of “shark lines,” in some longline tuna fisheries, while others have not. ISSF is committed to supporting a transition to the use of such techniques and the implementation by the crew of safe-handling and release techniques best practices for sharks, seabirds and marine turtles, such as those outlined in the ISSF Skippers' Guidebook to Sustainable Longline Fishing Practices, by longline vessels globally.*

*To further support the implementation of existing RFMO conservation measures for bycatch mitigation in longline tuna fisheries, and to promote the appropriate use of such techniques by longline fleets globally:*

1. Processors, traders, importers, marketers and others involved in the seafood industry shall conduct transactions only with those longline vessels whose owners have a public policy requiring the implementation of the following best practices for sharks, seabirds and marine turtles:

(a) the use of circle hooks and only monofilament lines (e.g., the use of wire trace is prohibited);

(b) the use of whole finfish bait

(c) No use of "shark lines" at any time; and

(d) when fishing in southern temperate latitudes, use: (1) at least two of the following seabird mitigation measures - weighted branch lines, night-setting or tori lines; or (2) use hook-shielding devices.



### ISSF CM 3.7 - Vessel-Based FAD Management Policies

This amendment clarifies the measure's applicability to **anchored** FADs as well as drifting FADs, providing clearer direction for vessel policies, auditing, and compliance so that best practices are implemented across all FAD types. This measure applies to PVR-listed vessels..

2. In developing a FAD Management Policy (either for drifting or anchored FADs), purse seine vessels and purse seine vessel owning companies should refer to ISSF Technical Paper 2019-11 (or any subsequent revision) in designing the activities for each element.
3. With respect to the element on mitigating other environmental impacts due to FAD loss (item e above), for both drifting and anchored FADs, by 1 January 2023, public FAD Management Policies developed under this measure shall include a statement that purse seine vessels and supply vessels covered by the policy are participating in trials of biodegradable FAD designs and/or FAD recovery programs that include the participation of the relevant RFMO science bodies and/or coastal States, national scientists, and/or ISSF scientists to monitor experimental design. For anchored FADs, FAD recovery programs should involve cooperative efforts to recover lost and broken aFADs.
5. With respect to the element on reporting additional drifting FAD buoy daily position data for use by RFMO science bodies (item b above), by 1 January 2023, public FAD Management Policies developed under this measure shall include a statement that purse seine vessels and supply vessels covered by the policy are reporting drifting FAD position data to the relevant RFMO science bodies and/or national scientific institutions and/or its flag State, with a maximum time lag of 90 days. Data submissions must include the vessel name and IMO number (if available). Deployments should be identified in the data submissions when possible. With respect to anchored FADs, public FAD Management Policies developed under this measure shall include a statement that purse seine vessels and supply vessels covered by the policy are reporting one anchored FAD deployment/position data to the relevant RFMO science bodies and/or national scientific institutions and/or its flag State, with a maximum time lag of 90 days (not more than one position is required, except if and when an AFAD is removed/lost.) In the event that purse seine vessels and supply vessels covered by the policy report these data to national scientific institutions and/or its flag State, they shall document that they requested that these data be made available to the relevant RFMO for scientific purposes.
6. With respect to the element on reporting additional FAD buoy echosounder acoustic biomass data for use by RFMO science bodies (item b above), by 1 April 2024, public FAD Management Policies developed under this measure shall include a statement that purse seine vessels and supply vessels covered by the policy are reporting drifting FAD echosounder biomass data to the relevant RFMO

*science bodies and/or national scientific institutions and/or its flag State, with a maximum time lag of 90 days. Data submissions must include the vessel name and IMO number (if available). In the event that purse seine vessels and supply vessels covered by the policy report these data to national scientific institutions and/or its flag State, they shall document that they requested that these data be made available to the relevant RFMO for scientific purposes.*

## AVAILABLE ISSF RESOURCES



This ISSF document can assist in complying with **CM 3.7**:

<https://www.issf-foundation.org/issf-downloads/download-info/electronic-monitoring-vendors-and-data-submission-information/>

**Sample policy templates are available on the ISSF site.** These templates are updated to reflect the above-noted changes to conservation measures:

<https://www.issf-foundation.org/about-issf/what-we-publish/issf-documents/vessel-policy-templates-for-issf-conservation-measures/>



### Online Skippers Workshop information

- Longline Skippers Guide: <http://www.issfguidebooks.org/longline-cover>
- Longline Skipper Guide Other Languages: <https://www.issfguidebooks.org/downloadable-guides?tag=Longline%20Skipper>
- Purse Seine Skipper Guide: <http://www.issfguidebooks.org/purseseine-cover>
- Purse Seine Skipper Guide Other Languages: <https://www.issfguidebooks.org/downloadable-guides?tag=Purse%20Seine%20Skipper>
- Purse Seine Skipper Workshop (video): [https://www.youtube.com/watch?v=EYtVsdd\\_MH0&list=PLvFm4k9xS1jqTvAu8A\\_wkisWV5gF-EVHG](https://www.youtube.com/watch?v=EYtVsdd_MH0&list=PLvFm4k9xS1jqTvAu8A_wkisWV5gF-EVHG)

In-force ISSF CMs are audited and reported on the [ISSF ProActive Vessel Register \(PVR\)](#).

Please contact Oleg Martens [oleg.martens@mragamericas.com](mailto:oleg.martens@mragamericas.com) with questions on compliance.

Thank you.