



Ambon's Trafficking-In-Person Case in Relation to Illegal, Unreported and Undocumented (IUU) Fishing Report

Generated Data Report

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1. Introduction

On 20-24 August 2015, Counter Trafficking and Labor Migration (CTLM) project team together with Project Development Officer (PDO) conducted interviews with 38 trafficking-in-person victims, who have moved to and are currently staying at the Ministry of Social Affairs managed shelter in Jakarta called *Rumah Perlindungan Trauma Center* (RPTC). While there were in total 45 victims staying in the shelter, seven of them were reluctant to participate in the interview.

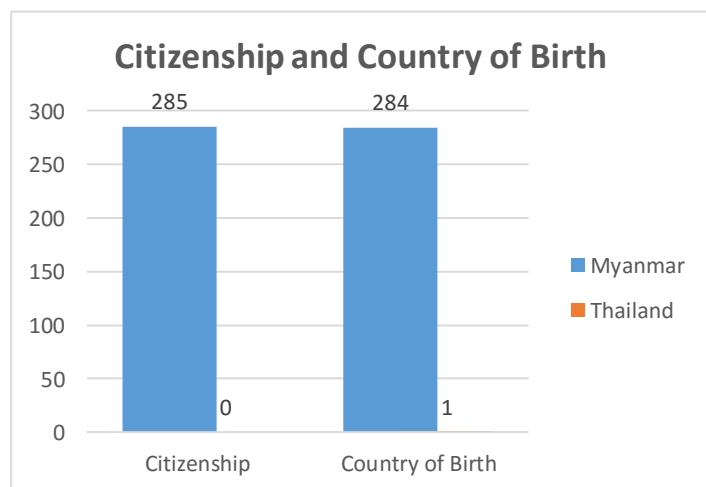
The interviews subsequently conducted in Ambon Fishery Port or *Pelabuhan Perikanan Nusantara* (PPN) on 25-29 August 2015 also went well, as most of the victims willingly participated in the interviews by initiatively forming a queue. The total number of respondents interviewed at PPN Ambon was 247, comprising 161 victims staying at PPN Ambon and 86 others staying at the local shelter called “*mama piara*” and in the boats docking at Halong and Gudang Arang ports. Among them, there were five victims who did not work at fishing vessels docking at Ambon but in Benjina, who were referred by Tual Immigration office.

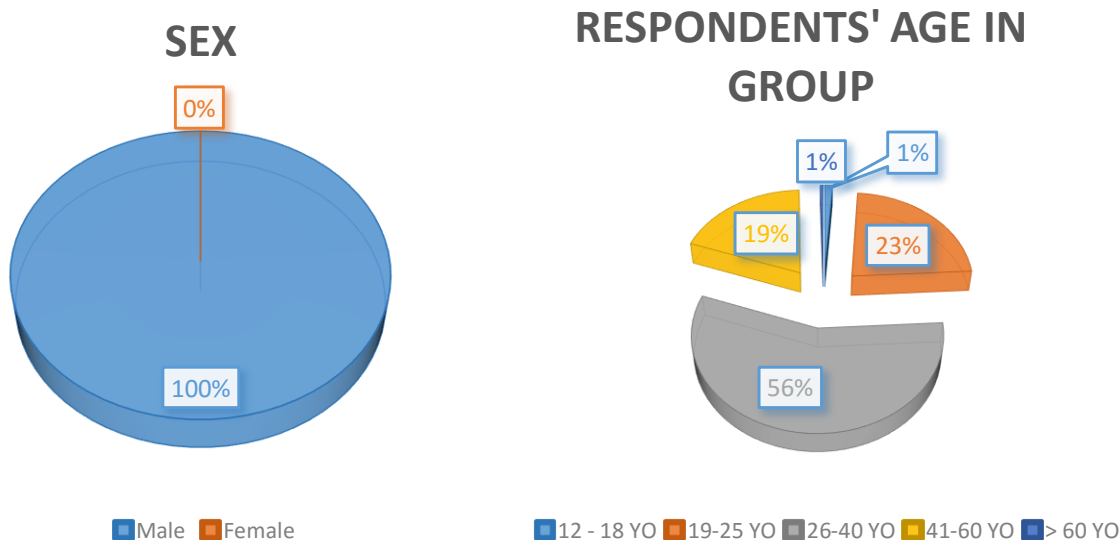
The team managed to interview 285 victims for this survey, all of whom working separately in 64 boats. Among those boats, Arujaya Utama 06, which employed the largest number of the victims (28 people), did not get to catch fish in Indonesian waters ever since its arrival due to the Ministry of Maritime Affairs and Fisheries’ moratorium of foreign fishing vessels. The victims on board were thus unable to answer most of the questions during the interview, especially those concerning fishing activities.

Total of Respondents Based on Interviewer			Total of Respondents Based on Location	
Interviewer	Frequency	Percent	RPTC	247
Gema Bastari	78	27.4	Ambon	48
Astrid Desmonda	87	30.5		
Mabella Rehastri	68	23.9		
Diah Zahara	52	18.2		
Total	285	100	Total	285

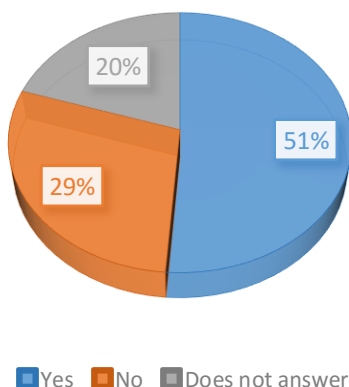
2. Respondent Profile

It was reported that all of the 285 respondents were male and claimed to be Myanmar citizens albeit one victim was born in Thailand. While only 36 percent of them were certain of their date of birth, it can be concluded that most of the victims were categorized as adult and young adult. 56 percent of them were in the range of 26-40 years old, and 19 percent of them were in the range of 19-25 years old. The data did not show a significant number of underage and elderly victims, as only one percent of the respondents were classified in those categories.





IS THE DATE OF BIRTH AN ESTIMATE?



3. Victim Recruitment Pattern

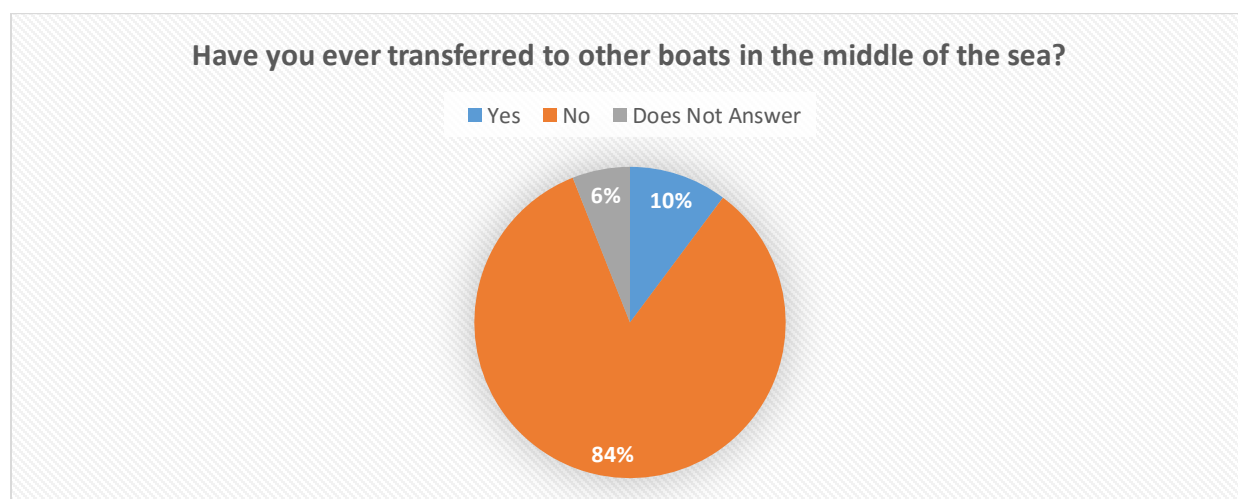
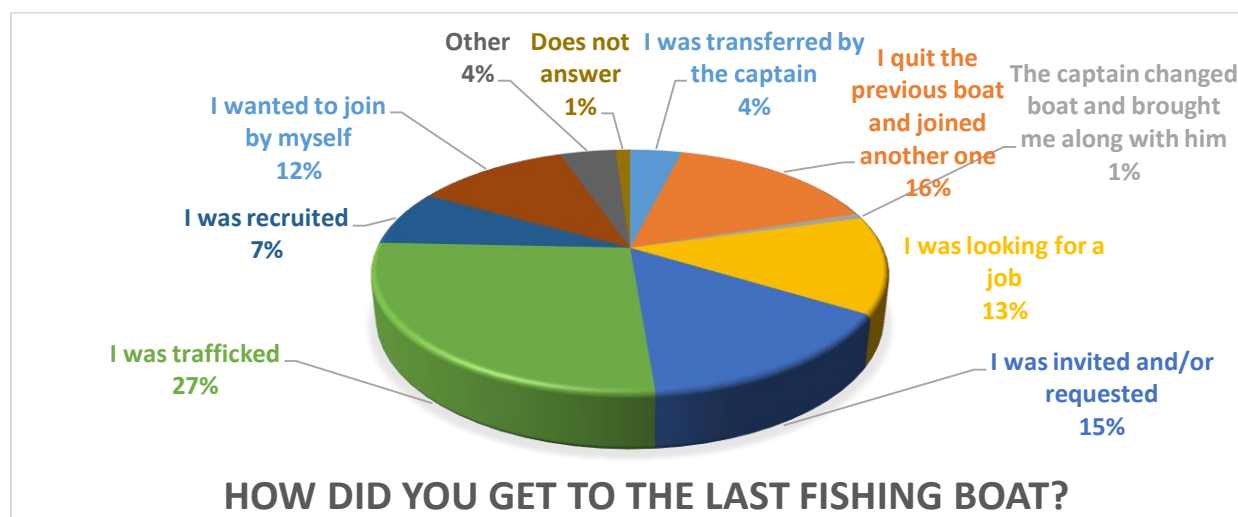
The findings reported that 27 percent of the victims admitted to have been trafficked by an agent or broker to work on Indonesian waters. Most of them said that they were being sold or jointly sold by an agent or broker of either Myanmar or Thailand nationality. Some victims also testified that they were jointly sold by a Myanmar and Thailand couple. The record further showed that 16 percent of the respondents claimed to have joined the last fishing boat by quitting from the previous boat, whereas 15 percent of them stated that they were requested or invited by their friends to work as fishermen.

Moreover, there were around 13 percent of the respondents who had been intentionally looking for job before working in Indonesia, and 12 percent of them confirmed their own willingness to do so. In addition, the data portrayed an insignificant number of victims claiming to have been recruited directly, transferred

or brought along by the captain when the captain changed his boat, as these three categories were below 10 percent respectively.

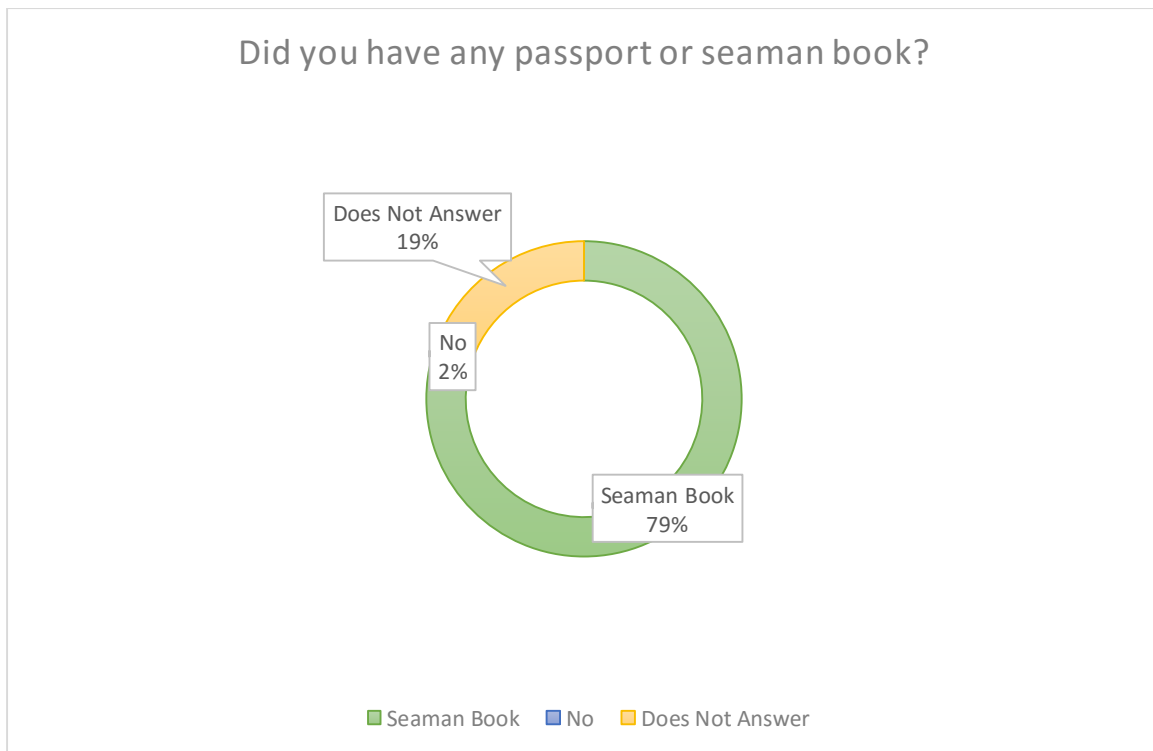
When the respondents were further asked whether they had ever been transferred to another boat or their last boats in the middle of the sea, the result recorded that 84 percent said no, 10 percent said yes, and the remaining 6 percent of them did not answer the question. While the data indicated that most of them used the same boats that they worked on to travel from Thailand to Indonesian waters, some of the victims who said yes believed that they had been transferred from a cargo or export ship named Silver Sea 2 before getting on board to the last boat.

In sum, the recruitment's pattern data did not show any major difference among the categories, as none of them stood as a dominant answer. The interesting part of the current data is, even though only 27 percent of the respondents were consciously aware of being trafficking-in-person victims, it does not mean that the other reasons were excluded from the trafficking scheme. The additional data about the victims' movement amid the sea can give us a glimpse of the fishing export companies' involvement in the chain of human trafficking. Hence, the highlight of our subsequent analysis could be stressing on the victim's awareness level regarding the recruitment pattern, and the bigger involvement of other parties, notably before and during the time of trafficking-in-person incidents in relation to IUU Fishing.



4. Seaman Book

Although 79 percent of the victims reported that they had seaman books, most of them said that they never held them in their possession. The captains usually only showed the seaman books to them once during the trip or when they reached Ambon port. Notwithstanding, 75 victims were aware that their books were issued in Thailand (Bangkok, Mahachai, and Panna), and two peoples said that their books were made in Indonesia (Ambon). The data also informed that the victims obtained Thai pseudonyms as their new identities.

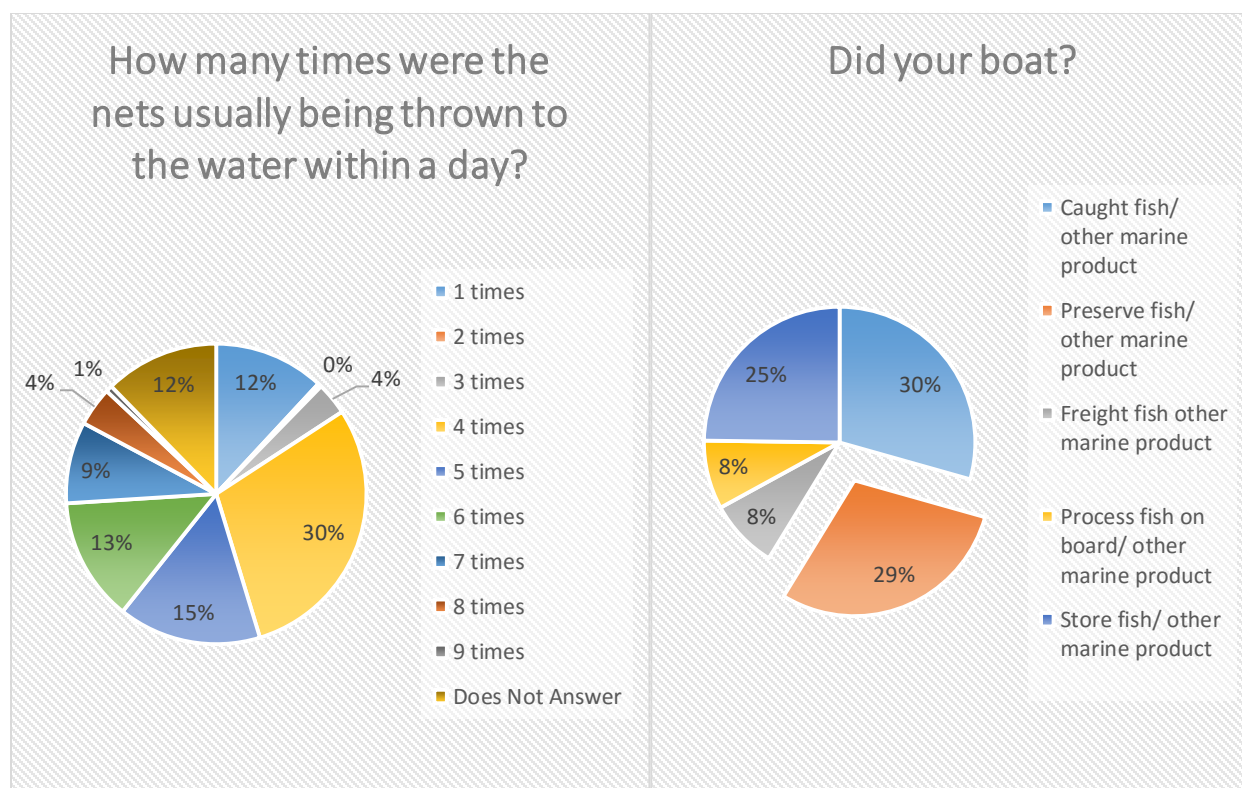


5. On-board Activity

According to the data, 88 percent of the victims who worked on Thailand's owned fishing boats or trawlers (*kapal eks-asing*¹) admitted that it was their first experience working as fishermen in Ambon, while 10 percent of them said that they previously worked as fishermen in Taiwan, Thailand, or Papua New Guinea.

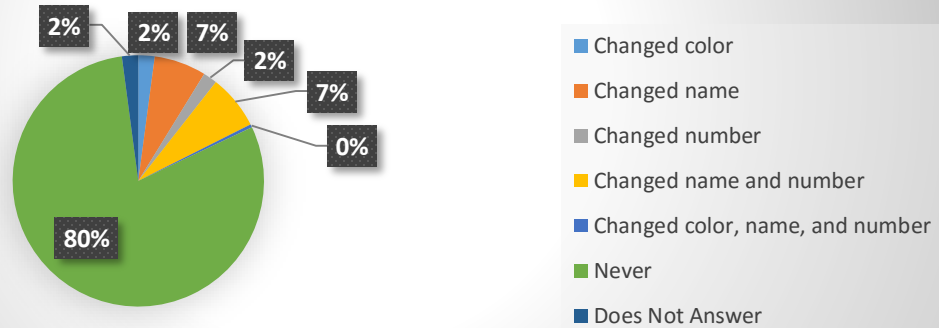
Regularly, most of the victims said that the fishnet was thrown to the sea around 4-6 times per day, as the combination of those who answered 4, 5 and 6 times is 57 percent. Based on the victims' statements, the fishing trawlers operating in Indonesia mainly conducted three fishing activities: (1) catching fish or other marine products, (2) storing them in plastic bags, and (3) preserving them in cold storages. Each trawler may have around 4-5 cold storages, depending on the size of the ship.

¹ *Kapal eks-asing* or ex-foreign ship is a fishing trawler that was constructed abroad and operate in Indonesian waters.

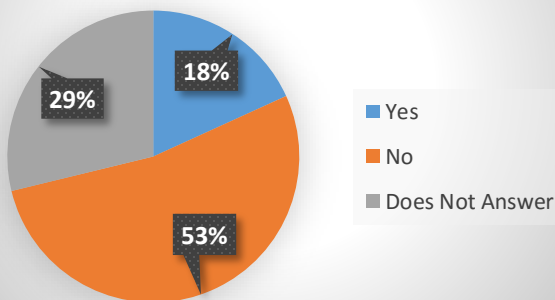


Most of the victims did not give any significant information on the boat's irregular activities during the trip, such as change of name, number or color because 80 percent of them never noticed any of such activities. However, 48 percent of the respondents noticed change of the boat's flag, and 18.2 percent confirmed that such happened often in their boats. 61 percent of the victims nonetheless believed that the last flag hoisted in their boat was Indonesian flag.

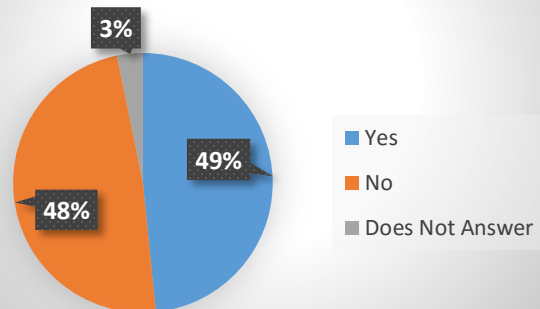
During your work at the boat, have you ever witnessed or being ordered to change the name, number and color of the boat?



Did the boat often change its flag?



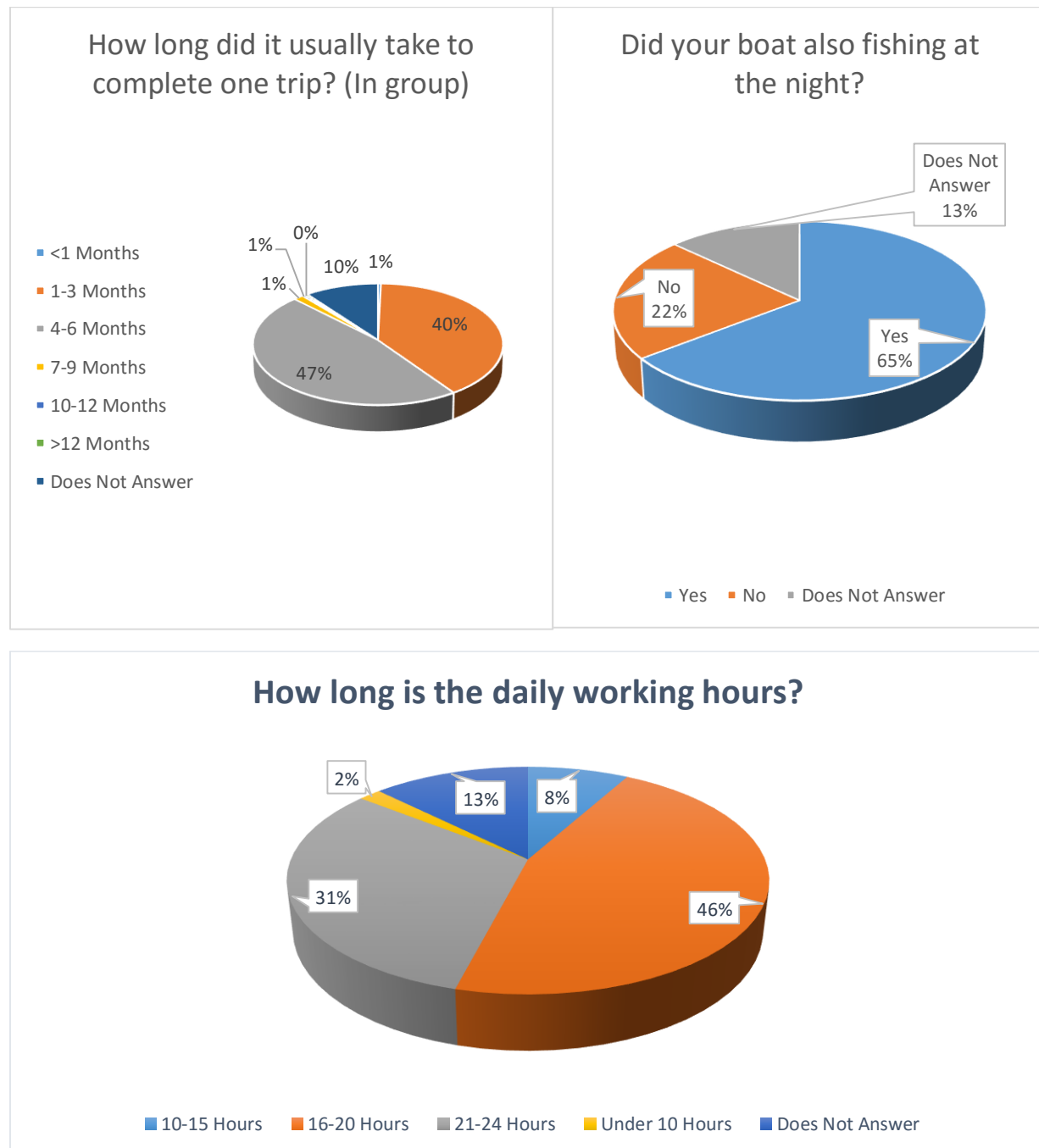
Did you notice a change of the boat's flag?



What was the last flag's color you saw on the boat?

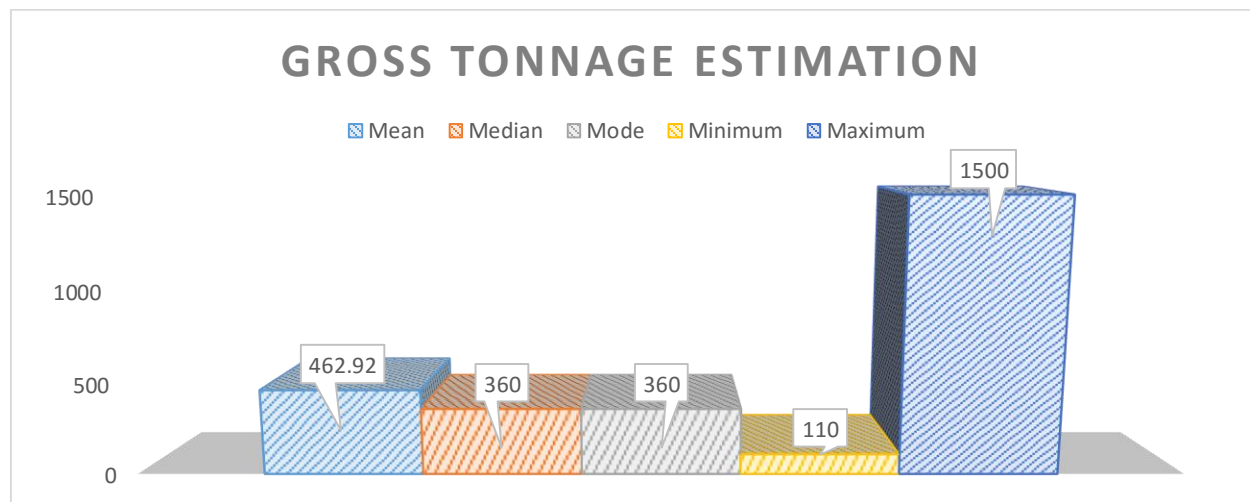
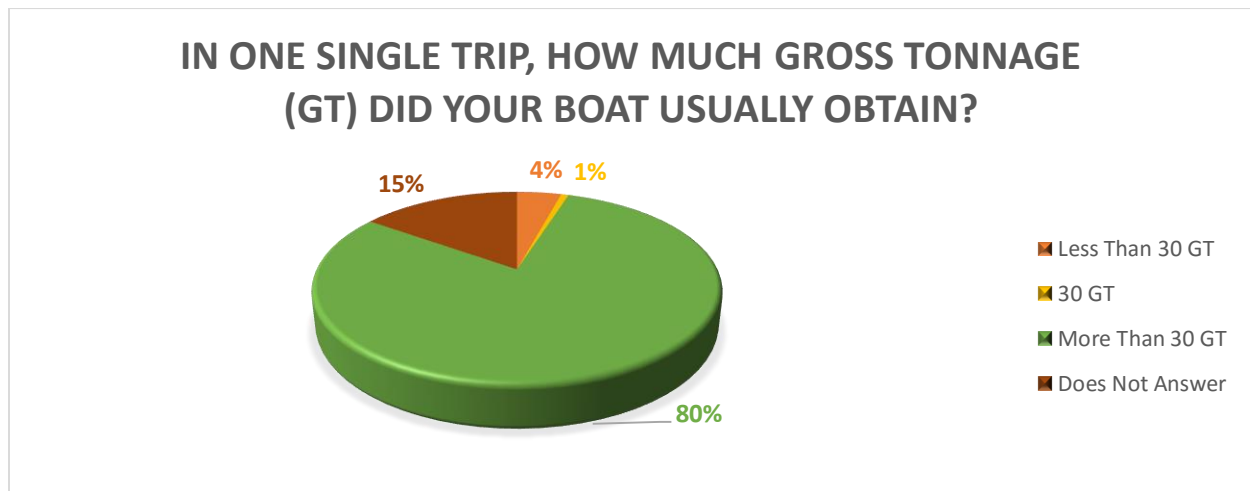


According to 47 percent of the victims, their last boats usually took 4-6 months for a single trip, while 40 percent others said it took mostly 1-3 months. Only around one percent of the victims claimed to spend more than 12 months in a single trip. The daily working hours in the boat were also found excessive, whereby 46 percent of them needed to work for 16-20 hours, and 32 percent others had to work for 21-24 hours. Night fishing is also commonly found, as around 64 percent of the victims claimed their boats to have been catching fish at night. Considering such daily habit where the victims could not get proper rest during the trip, it would thus not be exaggerated to say that the victims were forcefully put in an inhumane condition.



6. Gross Tonnage, Docking, Unloading and Transfer of Goods

Almost all victims interviewed did not know the Gross Tonnage (GT)² or Deadweight Tonnage (DWT)³ limit of their fishing boats. Around 80 percent of the victims nevertheless confirmed that the boats usually obtained more than 30 GT per single trip. 138 people came with the estimation by counting the amount of daily plastic packs containing fisheries product every boat obtained. By applying this method, the data revealed that the mode or most often value is 360 GT per single trip, whereas the mean or average is about 462.92 GT per single trip.

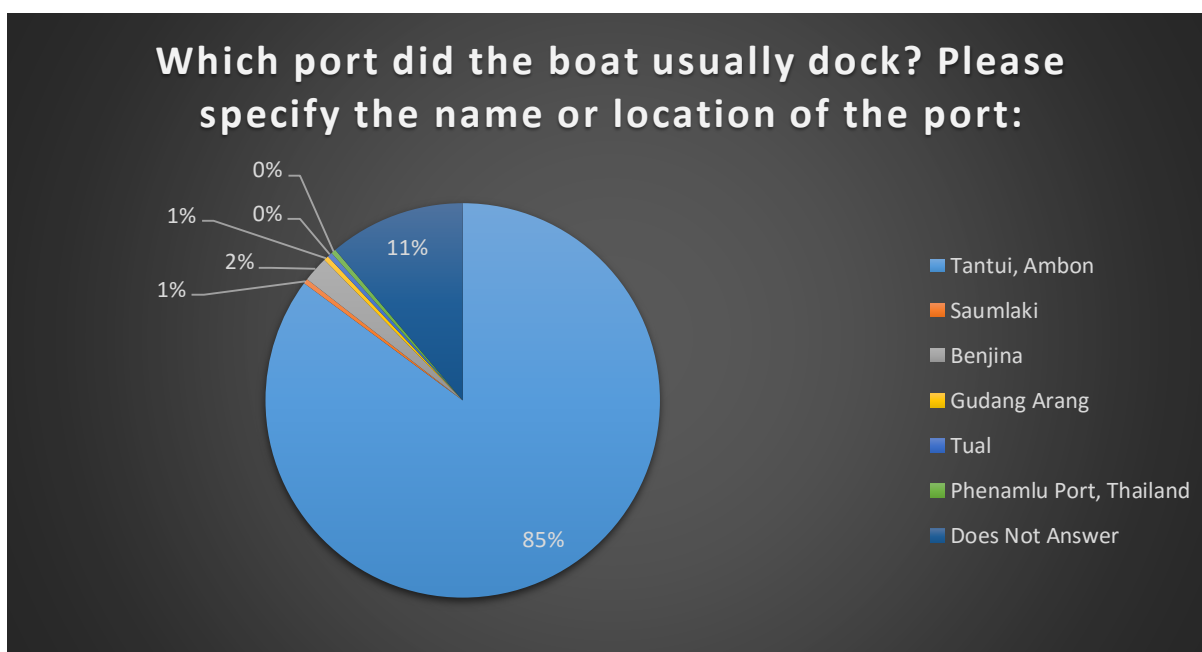
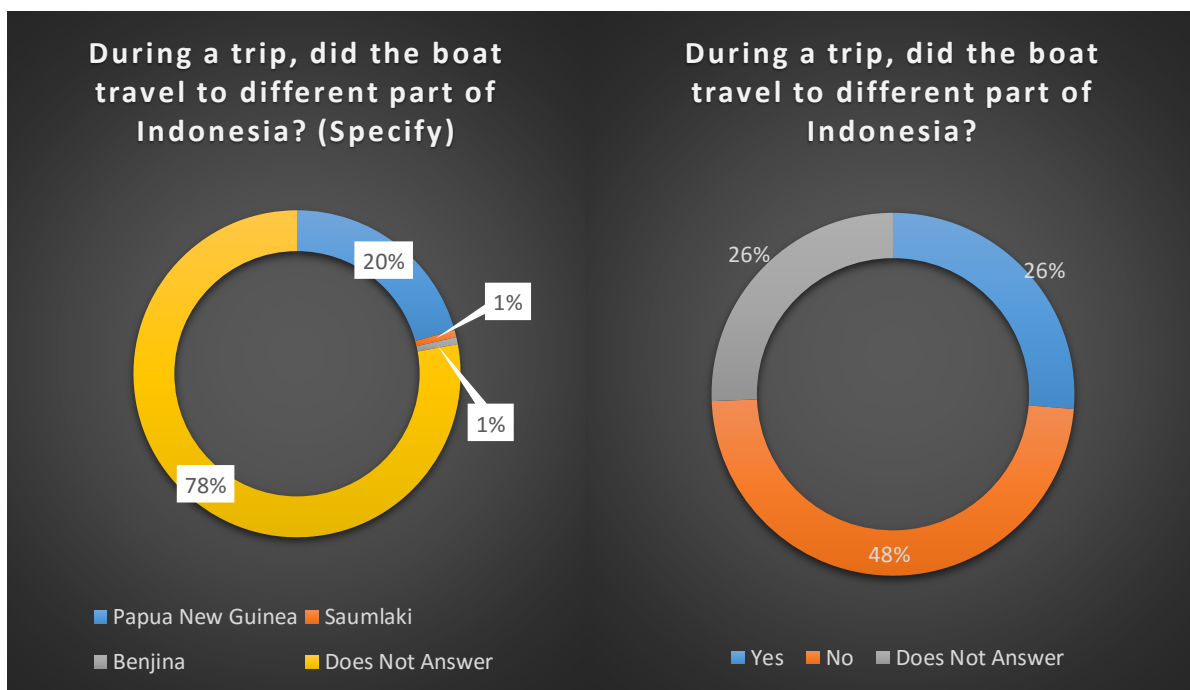


With regard to boat travel, 48 percent of the victims claimed their boats to have never travelled far away from Ambon waters. Out of the 26 percent of those who answered on the contrary acknowledged Papua New Guinean waters as the most visited location other than Ambon with 89 percent of answer, testifying that fish catch were regularly unloaded and transferred to export ship there. The rest of them admitted that their boats have ever reached Timor Leste, Saumlaki or Benjina.

² Gross Tonnage (GT) is a unitless index related to a ship's overall internal volume (The International Convention on Tonnage Measurement of Ships, 1969).

³ Deadweight tonnage is a measure of how much mass a ship is carrying or can safely carry (Turpin, McEwen, 1980).

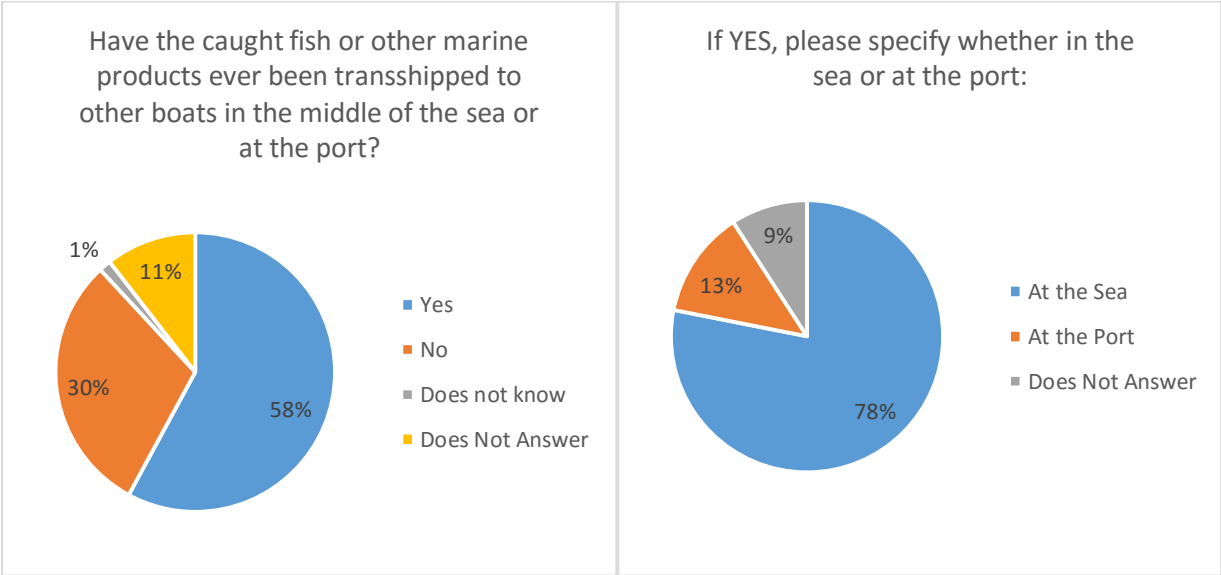
In average, 85 percent of the victims reported that the boats usually docked at Tantui, Ambon. While several victims pointed out other ports such as Benjina, Saumlaki, Tual and Gudang Arang, the data showed insignificant numbers with the highest one only stood for 2 percent. In the data, there was one irregular finding from the seven victims working on Arujaya Utama 06, whereby one said that the boat docked at Phenamlu Port, Thailand, while the rest consistently mentioned Tantui, Ambon, as the ship's only docking port.

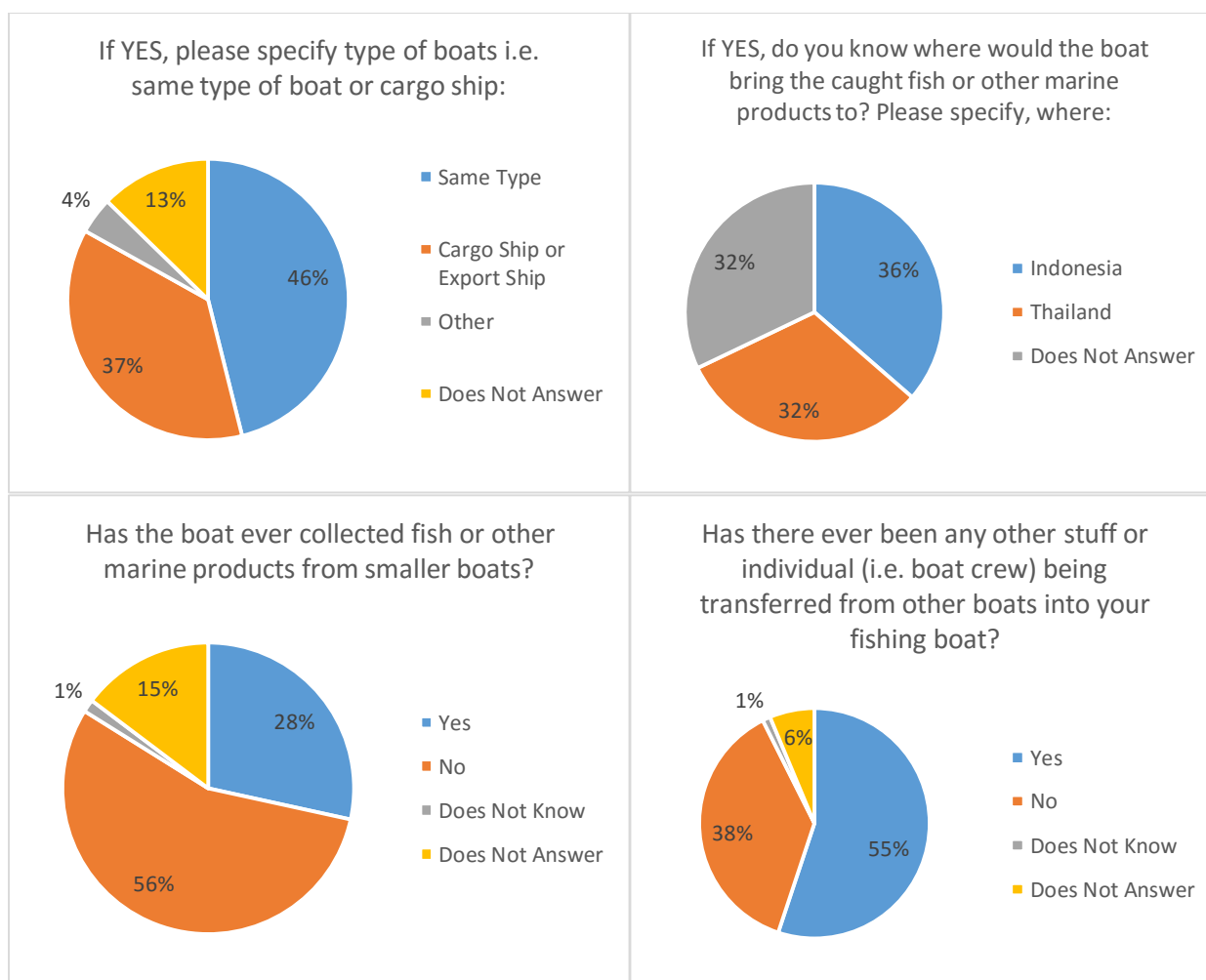


Furthermore, out of 57 percent of victims who witnessed transshipment of fish or other marine products, 75 percent of all victims confessed that transshipping process happened on the sea, while 13 percent of them said transshipping was conducted at the port. Transshipment was completed in order to maximize the catch capacity in a single trip. 52.8 percent of those who witnessed such transshipment testified that the process was undertaken between boats of the same company, whereas 42.4 percent claimed that it occurred between their boats and cargo or export ships, among others, the Silver Sea Line. The remaining less than 5 percent of them mentioned transshipment to other kinds of boats such as smaller boats. This insignificant number is supported by the fact that 56 percent of all victims claimed to have never collected fish catch from smaller boats, evincing the fish catching business actors' purpose of maximizing the amount of fish to be collected by transporting fish and marine products to larger vessels during every single trip.

All victims who confirmed the occurrence of transshipment in the middle of the sea mentioned either Indonesia (36 percent) or Thailand (32 percent) as to where the transshipped fish and other marine products were brought. Indonesia is the answer of the majority of around 46 percent of those who witnessed transshipment between the same types of boats, whereas Thailand is the answer of the majority of 31 percent of the other victims who witnessed transshipment from boats to cargo or export ships. These findings strongly indicate that some export ships played a significant role in the smuggling of fish from Indonesia to Thailand.

Not only fish and marine products, 55 percent of the respondents admitted to have witnessed transfer of goods such as electronics, foods, snacks, cigarettes, beverages and even fishing equipment. Few of them expressed doubts with regard to the legality of those transferred products.



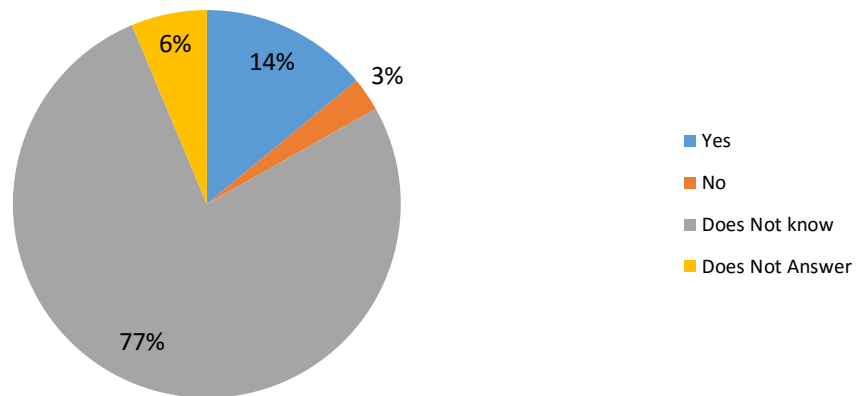


7. Boat Weight Reduction and Boat Licenses

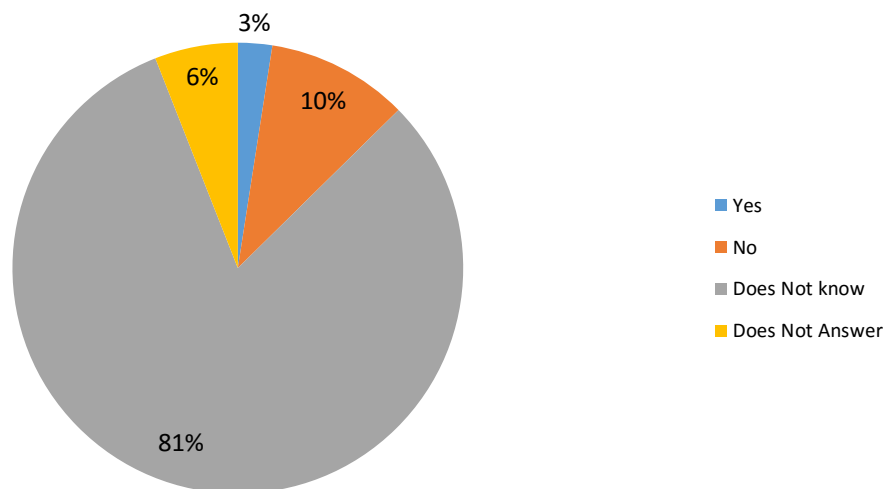
Since there is a certain limit to the maximum number of fish a boat can carry, it is quite common for boats to reduce their weight. Although 56 percent of the respondents denied that their boats got involved in such practice, 33 percent others claimed to have either witnessed or been ordered to reduce the weight of the boat by throwing away older fish stocks, iron chains, unused trawls and/or engines into the sea.

Moreover, the majority of 77 percent of the victims were not aware of any kind of fishing boat licenses. Only 14 percent of the respondents claimed to have heard of such licenses from their friends yet never seen them. With regard to the sharing of such licenses, one victim testified that he has ever witnessed his captain frequently throwing a plastic bag to the sea. While he was not sure what was inside it, he heard from his fellow fishermen that the captain was throwing the boat licenses for other boats to use. Aside from this one victim, however, as much as 81 percent of other victims were reluctant to answer whether they have noticed any sharing of licenses between boats. The findings also led to only 3 percent of them to have affirmed such activity, whereas 10 percent believed otherwise.

Has there ever been any license obtained to enter Indonesian water?



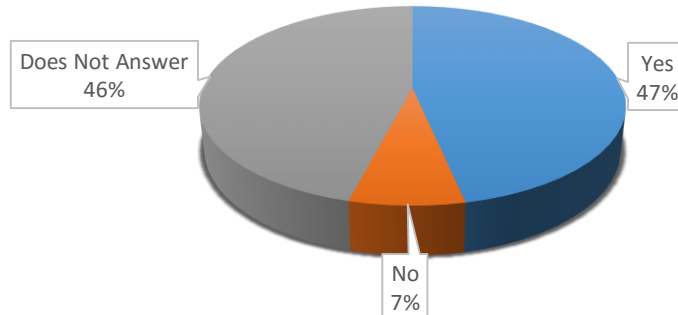
Has the boat shared any license with other boats?



8. Vessel Monitoring System (VMS) and Fuel Top-Up

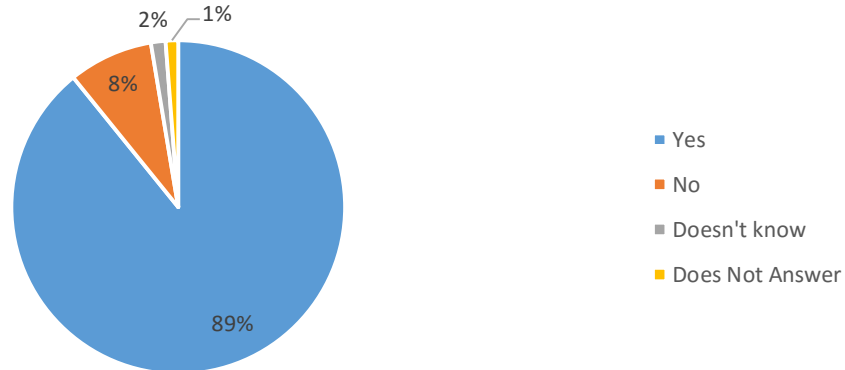
While 46 percent of the respondents were not aware of whether their boats were equipped with Vessel Monitoring System (VMS) due to the access limitation, 47 percent of them claimed that their boats had VMS when travelling the sea, whereas the remaining 7 percent claimed otherwise. Several of them who answered in the affirmative further noted that since VMS was designed to track any ship nearby, using the device was necessary to avoid police patrol. Not only to avoid the police, some victims stated that the device can also be used to locate the fish underneath to make it easier for them to catch more fish.

Was there any Vessels Monitoring System (VMS) in the boat?



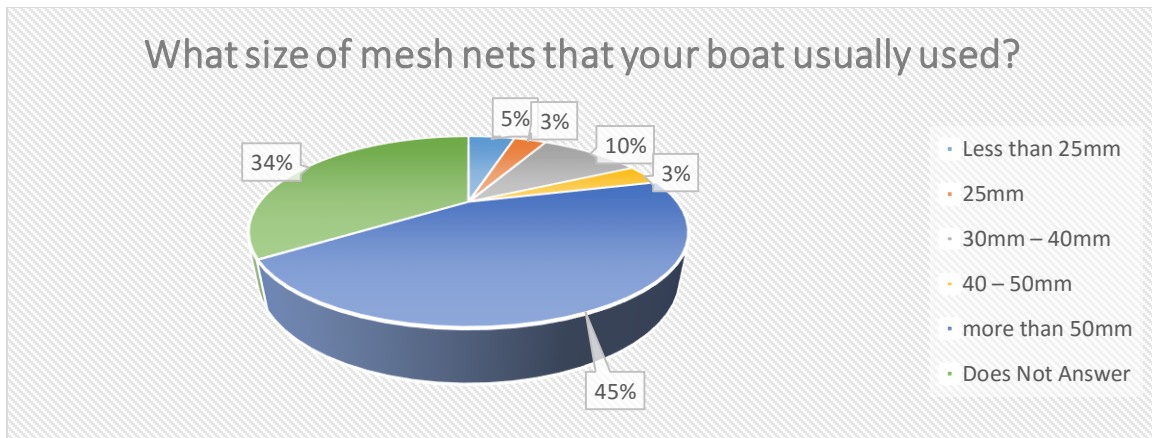
During the trip, 88 percent of the respondents claimed to have witnessed fuel top-up activity amid the sea. As referring to the trip time result, it is logically accepted for the boats to top-up the fuel in the sea since the majority of the respondents claimed to sail for 4-6 months in a single trip. However, the data might indicate violation of law because based on Law No. 45/2009 on Fisheries, the harbor master should be overseeing the fuel refill activity. Thus, there is a low possibility for the harbor master to exercise its authority in this regard.

Has your boat ever topped up fuel in the middle of the sea?



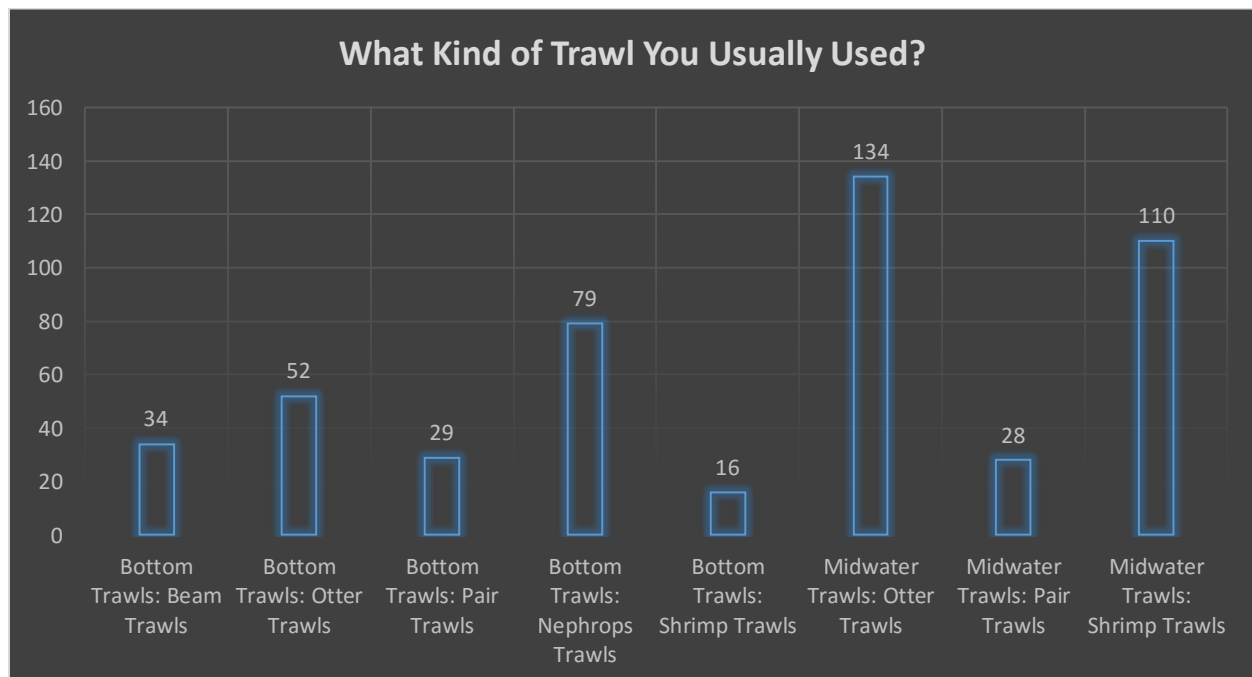
9. Fishing Equipment and Activity

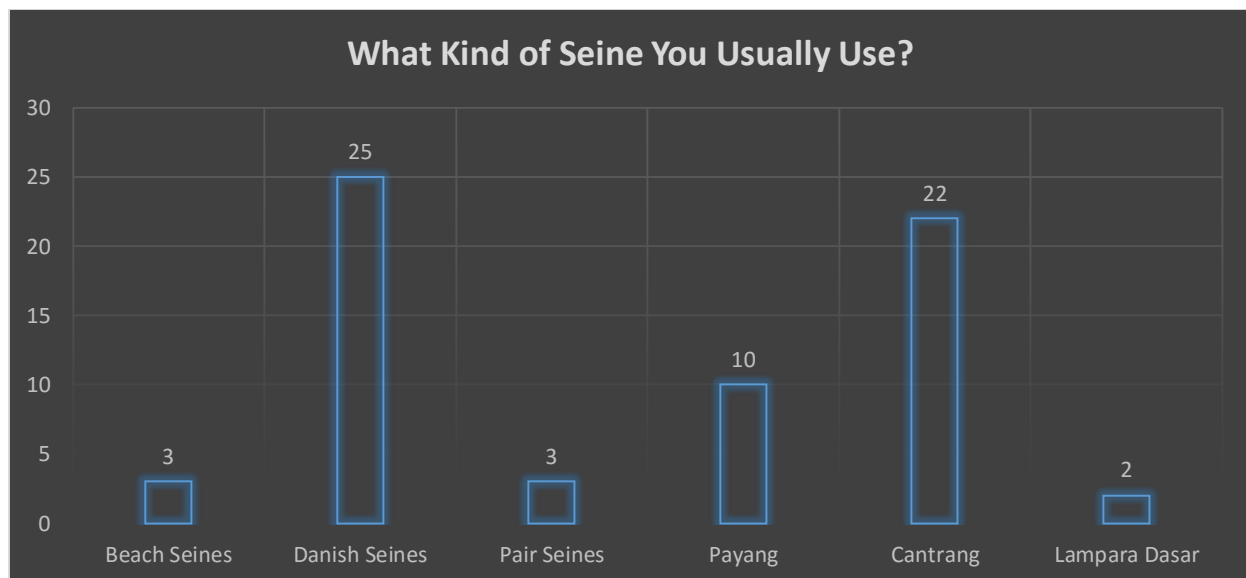
The result also found that all boats used nets of different sizes to ensure that they would be able to catch fish of all size. The majority of victims stated that their boats used nets with mesh size with more than 50mm (45 percent). The remaining victims claimed to have used nets of smaller sizes, namely the 40-50 mm ones (3 percent), the 30-40 mm ones (10 percent), the 25mm ones (3 percent), and the less than 25mm ones (5 percent).



The type of fishing equipment is also crucial for every boat to effectively catch a certain targeted amount of fish, varying between Trawls and Seines. According to the 210 victims, most of the boats used more than one type of fishing tools. Midwater Trawls seems to be the most commonly used, as from the 428 multiple responses answer, Midwater Otter Trawls received 134 answers and Midwater Shrimp Trawls obtained 110 answers. Nephrops Trawl was the most frequently used Bottom Trawl, as 79 people appeared to have used it.

Compared to those who used Trawls, much fewer people were familiar with Seines. Out of the six types of Seines, Danish Seines appeared to be the most popular one with 25 answers admitting to have the experienced of using it on board.





In order to find out whether there was any possible sustainable fishing violation, the victims were asked to select the kinds of sea fish which were frequently captured by the boats. From the 80 kinds of sea fish, the multiple response data showed that no single kind of fish dominated the result, as all number consistently ranged from of 1 – 2 percent (See Annex 8 for Sea Fish list table). In the most caught fish data, only red snapper came with more than 10 percent answers. The rest of the most caught fish data showed a similar trend even though the team only managed to collect an answer from 61 respondents. Such result seems understandable, as the trawls and the seines which frequently used by the boats, have a characteristic to collect not only any kind of fish underneath, but also any other marine biodiversity like corals.

While it can be concluded that the most of the fishing process is considered to be unsustainable to preserve the resources, a very few number of fishermen reported that their boats used gillnet with the approximate length of 12 miles. One fisherman reported that the type of the gillnet that mainly used by the boats was driftnets type. According to Food and Agriculture Organization, “Driftnets consist of a string of gillnets kept more or less vertical by floats on the upper line (headrope) and weights on the lower line (groundrope) (sometimes the groundrope is without weights), drifting with the current, in general near the surface or in mid-water” (Fao.org, 2015). The mesh size of the gillnet was very effective at selecting or regulating the size of the fish caught. For the boats using gillnet, the net would be thrown only once a day, and it would only catch certain types of fish, e.g. tuna, sardine, mackerel, salmon and cod. Yet, in some cases, incidental catch of turtles, sharks and even seabirds appeared to be the main problem of the gillnet fishing (*Ibid*, 2015).

10. Conclusion

The data provided through the interview of 285 victims in RPTC and Ambon resulted in various findings on the victim recruitment pattern, the absence of seaman books in the victims' hands, the frequent change of the boat's identity, the generally inhumane working hours, the excessive load of fish caught, the unavailability of boat licenses, and the variety of mesh net sizes and fishing tools being used. Taking all this information collectively, it can be reasonably purported that the victims have been involved in IUU Fishing in contravention of Indonesian laws and regulations. Such legal violations would be substantiated further in our subsequent analysis.

oOo

References

Fao.org, (2015). *FAO Fisheries & Aquaculture - Fishing gear type*. [online] Available at: <http://www.fao.org/fishery/geartype/220/en> [Accessed 7 Oct. 2015].

Annex 1: Introduction and Respondent Profile Data Table

Last Fishing Boat Name and Number					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Maju Jaya Bersama 01	9	3.2	3.2	3.2
	Mahatan Arujaya 01	9	3.2	3.2	6.3
	Mahatan Arujaya 03	1	.4	.4	6.7
	Mahatan Arujaya 05	4	1.4	1.4	8.1
	Mahatan Arujaya 104	1	.4	.4	8.5
	Mahatan Arujaya 11	3	1.1	1.1	9.5
	Mahatan Arujaya 12	13	4.6	4.6	14.1
	Mahatan Arujaya 14	1	.4	.4	14.4
	Mahatan Arujaya 15	14	4.9	4.9	19.4
	Antasena 311	1	.4	.4	19.7
	Antasena 339	1	.4	.4	20.1
	Antasena 603	1	.4	.4	20.4
	Antasena 815	1	.4	.4	20.8
	Antasena 838	1	.4	.4	21.1
	Antasena 853	1	.4	.4	21.5
	Samudera Jaya 04	10	3.5	3.5	25.0
	Samudera Jaya 07	2	.7	.7	25.7
	Samudera Jaya 08	18	6.3	6.3	32.0
	Samudera Jaya 09	2	.7	.7	32.7
	Samudera Jaya 10	1	.4	.4	33.1
	Samudera Jaya 14	2	.7	.7	33.8
	Mabiru 104	2	.7	.7	34.5
	Mabiru 15	10	3.5	3.5	38.0
	Mabiru 17	2	.7	.7	38.7
	Mabiru 05	4	1.4	1.4	40.1
	Mabiru 819	10	3.5	3.5	43.7
	Mabiru 89	2	.7	.7	44.4
	Mabiru 918	16	5.6	5.6	50.0
	Mabiru 98	3	1.1	1.1	51.1
	Mabiru 99	9	3.2	3.2	54.2
	Chut 15	1	.4	.4	54.6
	Mahatar Jaya 22	1	.4	.4	54.9
	Tamina 01	1	.4	.4	55.3
	Tamina 02	2	.7	.7	56.0

	Tamina 04	6	2.1	2.1	58.1
	Tamina 05	1	.4	.4	58.5
	Tamina 07	11	3.9	3.9	62.3
	Tamina 12	5	1.8	1.8	64.1
	Tamina 17	1	.4	.4	64.4
	Tamina 18	19	6.7	6.7	71.1
	Tamina 19	1	.4	.4	71.5
	Tanasem 03	1	.4	.4	71.8
	Poe Kyaw 09	4	1.4	1.4	73.2
	Arujaya Utama 01	1	.4	.4	73.6
	Arujaya Utama 06	28	9.8	9.9	83.5
	Makatira 01	3	1.1	1.1	84.5
	Lawhan 01	4	1.4	1.4	85.9
	Jaya Sejahtera 04	2	.7	.7	86.6
	Jaya Sejahtera 104	17	6.0	6.0	92.6
	Arsong 05	1	.4	.4	93.0
	Jaguar 88	2	.7	.7	93.7
	Maha 55	1	.4	.4	94.0
	Jagoan 88	1	.4	.4	94.4
	Aste 04	4	1.4	1.4	95.8
	Esten 07	2	.7	.7	96.5
	Esten 09	1	.4	.4	96.8
	Esten 14	1	.4	.4	97.2
	Wijaya 17	1	.4	.4	97.5
	Alumina Pusaka 718	2	.7	.7	98.2
	Tela 01	1	.4	.4	98.6
	We 02	1	.4	.4	98.9
	Son Nan Cho 01	1	.4	.4	99.3
	Cinta 01	1	.4	.4	99.6
	Ampicho 818	1	.4	.4	100.0
	Total	284	99.6	100.0	
Missing	Does Not Answer	1	.4		
Total		285	100.0		

Citizenship

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid Myanmar	285	100.0	100.0	100.0

Country of Birth

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid Myanmar	284	99.6	99.6	99.6
Valid Thailand	1	.4	.4	100.0
Total	285	100.0	100.0	

Sex

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid Male	285	100.0	100.0	100.0

Age in group

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid 12-18	3	1.1	1.1	1.1
Valid 19-25	65	22.8	23.0	24.1
Valid 26-40	159	55.8	56.4	80.5
Valid 41-60	54	18.9	19.1	99.6
Valid > 60	1	.4	.4	100.0
Total	282	98.9	100.0	
Missing Does Not Answer	3	1.1		
Total	285	100.0		

Is the date of birth an estimate?

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid Yes	146	51.2	64.0	64.0
Valid No	82	28.8	36.0	100.0
Total	228	80.0	100.0	
Missing Does Not Answer	57	20.0		
Total	285	100.0		

Annex 2: Victim Recruitment Pattern Data Table

How did you get the last fishing boat?					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	I was transferred by the captain	11	3.9	3.9	3.9
	I quit the previous boat and joined another one	46	16.1	16.3	20.2
	the captain changed boat and brought me along with him	2	.7	.7	20.9
	I was looking for a job	37	13.0	13.1	34.0
	I was invited and/or requested	43	15.1	15.2	49.3
	I was trafficked	77	27.0	27.3	76.6
	I was recruited	21	7.4	7.4	84.0
	Other	12	4.2	4.3	88.3
	I Wanted to join by myself	33	11.6	11.7	100.0
	Total	282	98.9	100.0	
Missing	Does Not Answer	3	1.1		
Total		285	100.0		

Have you ever transferred to other boats in the middle of the sea?					
		Frequen cy	Percent	Valid Percent	Cumulative Percent
Valid	Yes	29	10.2	10.8	10.8
	No	239	83.9	89.2	100.0
	Total	268	94.0	100.0	
Missing	Does Not Answer	17	6.0		
Total		285	100.0		

Annex 3: Seaman Book Data Table

Did you have any passport or seaman book					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Seamen Book	226	79.3	98.3	98.3
	no	4	1.4	1.7	100.0
	Total	230	80.7	100.0	
Missing	Does Not Answer	55	19.3		
Total		285	100.0		

Annex 4: On-Board Activity Data Table

How many times were the nets usually being thrown to the water within a day?					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1 Time	34	11.9	13.6	13.6
	4 Times	84	29.5	33.6	47.2
	5 Times	44	15.4	17.6	64.8
	7 Times	25	8.8	10.0	74.8
	6 Times	38	13.3	15.2	90.0
	3 Times	10	3.5	4.0	94.0
	9 Times	2	.7	.8	94.8
	8 Times	12	4.2	4.8	99.6
	2 Times	1	.4	.4	100.0
	Total	250	87.7	100.0	
Missing	Does Not Answer	35	12.3		
Total		285	100.0		

Did your Boat?				
		Responses		Percent of Cases
		N	Percent	
Did your boat?	Caught fish/ other marine product	281	29.4%	100.0%
	Preserve fish/ other marine product	281	29.4%	100.0%
	Freight fish other marine product	79	8.3%	28.1%

	Process fish on board/ other marine product	78	8.2%	27.8%
	Store fish/ other marine product	237	24.8%	84.3%
Total		956	100.0%	340.2%

Before you got to Ambon, have you ever been to any other parts of Indonesia, working as fisherman?					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	27	9.5	9.7	9.7
	No	251	88.1	90.3	100.0
	Total	278	97.5	100.0	
Missing	Does Not Answer	7	2.5		
Total		285	100.0		

During your work at the boat, have you ever witnessed or being ordered to change the name, number and color of the boat?					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Changed color	6	2.1	2.2	2.2
	changed name	19	6.7	6.8	9.0
	changed number	5	1.8	1.8	10.8
	changed name and number	20	7.0	7.2	17.9
	changed color, name, and number	1	.4	.4	18.3
	Never	228	80.0	81.7	100.0
	Total	279	97.9	100.0	
Missing	Does Not Answer	6	2.1		
Total		285	100.0		

Did you notice a change of the boat's flag?					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	138	48.4	50.0	50.0
	No	138	48.4	50.0	100.0
	Total	276	96.8	100.0	
Missing	Does Not Answer	9	3.2		
Total		285	100.0		

Did the boat often change its flag					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	52	18.2	25.6	25.6
	No	151	53.0	74.4	100.0
	Total	203	71.2	100.0	
Missing	Does Not Answer	82	28.8		
Total		285	100.0		

What was the last flag's color you saw on the boat?					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Indonesian Flag	177	62.1	82.3	82.3
	Papuan New Guinean Flag	18	6.3	8.4	90.7
	Thailand Flag	20	7.0	9.3	100.0
	Total	215	75.4	100.0	
Missing	Does Not Answer	70	24.6		
Total		285	100.0		

How long did it usually take to complete one trip? (In group)					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	<1 Months	1	.4	.4	.4
	1-3 Months	114	40.0	44.5	44.9
	4-6 Months	135	47.4	52.7	97.7
	7-9 Months	4	1.4	1.6	99.2
	10-12 Months	1	.4	.4	99.6
	>12 Months	1	.4	.4	100.0
	Total	256	89.8	100.0	
Missing	Does Not Answer	29	10.2		
Total		285	100.0		

Did your boat also fishing in the night?					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	184	64.6	74.2	74.2
	No	64	22.5	25.8	100.0
	Total	248	87.0	100.0	
Missing	Does Not Answer	37	13.0		
Total		285	100.0		

Annex 5: Gross Tonnage, Docking, Unloading and Transfer of Goods Data Table

In one single trip, how much gross tonnage (GT) did your boat usually obtain?					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	less than 30 GT	12	4.2	5.0	5.0
	30 GT	2	.7	.8	5.8
	more than 30 GT	226	79.3	93.4	99.2
	Other	2	.7	.8	100.0
	Total	242	84.9	100.0	
Missing	Does Not Answer	43	15.1		
Total		285	100.0		

Statistics		
More Than 30 GT Estimation		
N	Valid	138
Mean		462.92
Median		360.00
Mode		360
Std. Deviation		262.084
Variance		68687.815
Range		1390
Minimum		110
Maximum		1500
Sum		63883

During a trip, did the boat travel to different part of Indonesia?					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	75	26.3	35.4	35.4
	No	137	48.1	64.6	100.0
	Total	212	74.4	100.0	
Missing	Does Not Answer	73	25.6		
Total		285	100.0		

Please specify to which part:					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Papua	59	20.7	93.7	93.7
	Saumlaki	2	.7	3.2	96.8
	Benjina	2	.7	3.2	100.0
	Total	63	22.1	100.0	
Missing	Does Not Answer	222	77.9		
Total		285	100.0		

Which port did the boat usually dock? Please specify the name or location of the port:					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Tantui, Ambon	243	85.3	96.0	96.0
	Saumlaki	1	.4	.4	96.4
	Benjina	6	2.1	2.4	98.8
	Gudang Arang	1	.4	.4	99.2
	Tual	1	.4	.4	99.6
	Phenamlu Port, Thailand	1	.4	.4	100.0
	Total	253	88.8	100.0	
Missing	Does Not Answer	32	11.2		
Total		285	100.0		

Have the caught fish or other marine products ever been transshipped to other boats in the middle of the sea or at the port?					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	165	57.9	64.7	64.7
	No	86	30.2	33.7	98.4
	Does not know	4	1.4	1.6	100.0
	Total	255	89.5	100.0	
Missing	Does Not Answer	30	10.5		
Total		285	100.0		

If YES, please specify whether in the sea or at the port:					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	At the Sea	129	45.3	78.2	78.2
	At the Port	21	7.4	12.7	90.9
	Does Not Answer	15	5.3	9.1	100.0
	Total	165	57.9	100.0	
Missing	System	120	42.1		
Total		285	100.0		

If YES, please specify type of boats i.e. same type of boat or cargo ship:					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Same Type	76	26.7	46.1	46.1
	Cargo Ship or Export Ship	61	21.4	37.0	83.0
	Other	7	2.5	4.2	87.3
	Does Not Answer	21	7.4	12.7	100.0
	Total	165	57.9	100.0	
Missing	System	120	42.1		
Total		285	100.0		

If YES, do you know where would the boat bring the caught fish or other marine products to? Please specify, where:					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Indonesia	60	21.1	36.4	36.4
	Thailand	52	18.2	31.5	67.9
	Does Not Answer	53	18.6	32.1	100.0
	Total	165	57.9	100.0	
Missing	System	120	42.1		
Total		285	100.0		

Has the boat ever collected fish or other marine products from smaller boats?					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	81	28.4	33.3	33.3
	No	158	55.4	65.0	98.4
	Doesn't know	4	1.4	1.6	100.0
	Total	243	85.3	100.0	
Missing	Does Not Answer	42	14.7		
Total		285	100.0		

Has there ever been any other stuff or individual (i.e. boat crew) being transferred from other boats into your fishing boat?					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	157	55.1	58.8	58.8
	No	107	37.5	40.1	98.9
	Doesn't know	3	1.1	1.1	100.0
	Total	267	93.7	100.0	
Missing	Does Not Answer	18	6.3		
Total		285	100.0		

Annex 6: Boat Weight Reduction and Boat Licenses Data Table

Has there ever been any license obtained to enter Indonesian water?					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	40	14.0	15.0	15.0
	No	8	2.8	3.0	18.0
	Doesn't know	219	76.8	82.0	100.0
	Total	267	93.7	100.0	
Missing	Does Not Answer	18	6.3		
Total		285	100.0		

Has the boat shared any license with other boats?					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	7	2.5	2.6	2.6
	No	29	10.2	10.8	13.4
	Doesn't know	232	81.4	86.6	100.0
	Total	268	94.0	100.0	
Missing	Does Not Answer	17	6.0		
Total		285	100.0		

Annex 7: Vessel Monitoring System (VMS) and Fuel Top-Up Data Table

Was there any Vessels Monitoring System (VMS) in the boat?					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	133	46.7	86.4	86.4
	No	21	7.4	13.6	100.0
	Total	154	54.0	100.0	
Missing	Does Not Answer	131	46.0		
Total		285	100.0		

Has your boat ever topped up fuel in the middle of the sea?					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	251	88.1	90.3	90.3
	No	23	8.1	8.3	98.6
	Doesn't know	4	1.4	1.4	100.0
	Total	278	97.5	100.0	
Missing	System	7	2.5		
Total		285	100.0		

Annex 8: Fishing Equipment and Activity Data Table

What size of mesh nets that your boat usually used?					
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Less than 25mm	13	4.6	7.0	7.0
	25mm	9	3.2	4.8	11.8
	30mm – 40mm	28	9.8	15.0	26.7
	40 – 50mm	10	3.5	5.3	32.1
	more than 50mm	127	44.6	67.9	100.0
	Total	187	65.6	100.0	
Missing	Does Not Answer	9	3.2		
	Does Not Answer	89	31.2		
	Total	98	34.4		
Total		285	100.0		

What Kind of Trawl You Usually Used?				
		Responses		Percent of Cases
		N	Percent	
Trawls ^a	Bottom Trawls: Beam Trawls	34	7.1%	16.2%
	Bottom Trawls: Otter Trawls	52	10.8%	24.8%
	Bottom Trawls: Pair Trawls	29	6.0%	13.8%
	Bottom Trawls: Nephrops Trawls	79	16.4%	37.6%
	Bottom Trawls: Shrimp Trawls	16	3.3%	7.6%
	Midwater Trawls: Otter Trawls	134	27.8%	63.8%
	Midwater Trawls: Pair Trawls	28	5.8%	13.3%
	Midwater Trawls: Shrimp Trawls	110	22.8%	52.4%
Total		482	100.0%	229.5%
a. Group				

What Kind of Seines you Usually Used?				
		Responses		Percent of Cases
		N	Percent	
What kind of Seines? ^a	Beach Seines	3	4.6%	5.4%
	Danish Seines	25	38.5%	44.6%
	Pair Seines	3	4.6%	5.4%
	Payang	10	15.4%	17.9%
	Cantrang	22	33.8%	39.3%
	Lampara Dasar	2	3.1%	3.6%
Total		65	100.0%	116.1%
a. Group				

Sea Fish Multiple Response Frequencies				
		Responses		Percent of Cases
		N	Percent	
Sea Fish List ^a	1. Cod	187	1.6%	73.6%
	2. Flounder	146	1.3%	57.5%
	3. John Dory	96	0.8%	37.8%
	4. Dub	151	1.3%	59.4%
	5. Bluefin Tuna	205	1.8%	80.7%
	6. Pomfret	131	1.1%	51.6%
	7. Gernadier	76	0.7%	29.9%
	8. Yellwe Gurnard	77	0.7%	30.3%
	9. Capelin	103	0.9%	40.6%
	10. Herring	117	1.0%	46.1%
	11. Greater Sandeel	108	0.9%	42.5%
	12. Long Rough-Dub	135	1.2%	53.1%
	13. Greenland Halibut	158	1.4%	62.2%
	14. Whiting	142	1.2%	55.9%
	15. Lesser Forkbeard	114	1.0%	44.9%
	16. Coalfish	151	1.3%	59.4%
	17. Turbot	163	1.4%	64.2%
	18. Lumpfish	111	1.0%	43.7%
	19. Crub Mackerel	118	1.0%	46.5%
	20. Ocean Sunfish	66	0.6%	26.0%
	21. Dover Sole	136	1.2%	53.5%
	22. Pollack	134	1.2%	52.8%
	23. Eel	110	1.0%	43.3%
	24/ Grey Gaenard	96	0.8%	37.8%
	25. Conger Eel	133	1.2%	52.4%
	26. Red Mullet	111	1.0%	43.7%
	27. Redfish	196	1.7%	77.2%
	28. Sword Fish	122	1.1%	48.0%
	29. Blue Whiting	121	1.1%	47.6%
	30. Torsk	130	1.1%	51.2%
	31. Pout	111	1.0%	43.7%
	32. Sardine	107	0.9%	42.1%
	33. Kingfish	110	1.0%	43.3%
	34. Catfish	88	0.8%	34.6%
	35. Lemon Sole	123	1.1%	48.4%

	36. Witch	134	1.2%	52.8%
	37. Oarfish	52	0.5%	20.5%
	38. Stargeos	133	1.2%	52.4%
	39. Spurdog	149	1.3%	58.7%
	40. Mackerel	136	1.2%	53.5%
	41. Thick lipped grey mullet	123	1.1%	48.4%
	42. Anchovy	103	0.9%	40.6%
	43. Norway Pout	100	0.9%	39.4%
	44. Porbeagle	189	1.7%	74.4%
	45. Anglerfish	63	0.6%	24.8%
	46. Greater Moever	109	1.0%	42.9%
	47. Eelpout	93	0.8%	36.6%
	48. Bass	123	1.1%	48.4%
	49. Sprat	111	1.0%	43.7%
	50. Garfish	122	1.1%	48.0%
	51. Haddock	134	1.2%	52.8%
	52. Horse Mackerel	141	1.2%	55.5%
	53. Ling	145	1.3%	57.1%
	54. Atlantick Halibut	173	1.5%	68.1%
	55. Itake	122	1.1%	48.0%
	56. Thornback ray	162	1.4%	63.8%
	57. Plaice	162	1.4%	63.8%
	58. Basking Shark	217	1.9%	85.4%
	59. Berill	113	1.0%	44.5%
	60. Common Skate	149	1.3%	58.7%
	61. Greasy Grouper	207	1.8%	81.5%
	62. Snubnose Pompano	196	1.7%	77.2%
	63. Whip Lobster	168	1.5%	66.1%
	64. Rainbow Runner	177	1.5%	69.7%
	65. Spinefoot	171	1.5%	67.3%
	66. Sea Catfish	223	1.9%	87.8%
	67. Chub Mackerel	182	1.6%	71.7%
	68. Tiger Prawn	204	1.8%	80.3%
	69. Gold Finned Seabream	205	1.8%	80.7%
	70. Sharpnose Stingray	195	1.7%	76.8%
	71. Bigeye Trevally	233	2.0%	91.7%
	72. Red Snapper	218	1.9%	85.8%
	73. Indian White Shrimp	201	1.8%	79.1%
	74. Squid	208	1.8%	81.9%

	75. Spiny Lobster	185	1.6%	72.8%
	76. Cuttle Fish	200	1.7%	78.7%
	77. Cobia	222	1.9%	87.4%
	78. Octopus	205	1.8%	80.7%
	79. Sturgeon	133	1.2%	52.4%
	80. Scallop	63	0.6%	24.8%
Total		11437	100.0%	4502.8%
a. Group				

Most Caught Fish Multiple Response Frequencies				
		Responses		Percent of Cases
		N	Percent	
Sea Fish Most Caught Multiple Response ^a	1. Cod	2	0.7%	3.3%
	2. Flounder	2	0.7%	3.3%
	3. John Dory	1	0.3%	1.6%
	4. Dub	4	1.3%	6.6%
	5. Bluefin Tuna	8	2.6%	13.1%
	6. Pomfret	2	0.7%	3.3%
	13. Greenland Halibut	1	0.3%	1.6%
	16. Coalfish	1	0.3%	1.6%
	17. Turbot	5	1.7%	8.2%
	22. Pollack	2	0.7%	3.3%
	27. Redfish	10	3.3%	16.4%
	28. Sword Fish	3	1.0%	4.9%
	33. Kingfish	1	0.3%	1.6%
	35. Lemon Sole	1	0.3%	1.6%
	40. Mackerel	1	0.3%	1.6%
	44. Porbeagle	8	2.6%	13.1%
	51. Haddock	1	0.3%	1.6%
	52. Horse Mackerel	2	0.7%	3.3%
	53. Ling	4	1.3%	6.6%
	54. Atlantick Halibut	2	0.7%	3.3%
	56. Thornback ray	2	0.7%	3.3%
	57. Plaice	1	0.3%	1.6%
	58. Basking Shark	12	4.0%	19.7%
	60. Common Skate	1	0.3%	1.6%
	61. Greasy Grouper	9	3.0%	14.8%
	62. Snubnose Pompano	5	1.7%	8.2%

	63. Whip Lobster	2	0.7%	3.3%
	64. Rainbow Runner	5	1.7%	8.2%
	65. Spinefoot	6	2.0%	9.8%
	66. Sea Catfish	14	4.6%	23.0%
	67. Chub Mackerel	19	6.3%	31.1%
	68. Tiger Prawn	8	2.6%	13.1%
	69. Gold Finned Seabream	13	4.3%	21.3%
	70. Sharpnose Stingray	5	1.7%	8.2%
	71. Bigeye Trevally	30	9.9%	49.2%
	72. Red Snapper	35	11.6%	57.4%
	73. Indian White Shrimp	11	3.6%	18.0%
	74. Squid	18	6.0%	29.5%
	75. Spiny Lobster	3	1.0%	4.9%
	76. Cuttle Fish	16	5.3%	26.2%
	77. Cobia	7	2.3%	11.5%
	78. Octopus	13	4.3%	21.3%
	79. Sturgeon	4	1.3%	6.6%
	80. Scallop	2	0.7%	3.3%
Total		302	100.0%	495.1%
a. Group				