

## ALDABRA EXPEDITION REPORT - OCTOBER 2025

### I. Information about Plastic Odyssey

Plastic Odyssey is a non-profit organization founded in 2017 with the mission to fight against plastic pollution.

For three years, the Plastic Odyssey ship sailed around the world, making 40 stopovers to document, test, and share practical solutions for recycling plastic waste and promoting sustainable alternatives.

In 2024, a new chapter began. Following the Henderson Island cleanup, Plastic Odyssey and UNESCO officially partnered to strengthen their collaboration in protecting marine environments and combating plastic pollution.

The aim of this partnership is to lead expeditions to World Heritage marine sites affected by ocean waste in order to:

- **Conduct scientific research** to better understand the impact of marine pollution,
- **Protect fragile ecosystems** through large-scale cleanup operations,
- **Raise awareness** among children and high-level decision-makers about the urgency of preserving our oceans.



*Plastic Odyssey vessel off Aldabra Atoll*

## II. Purpose of the mission

This recognition mission (October 11 to 19, 2025) set out to:

- **Map and quantify** marine plastic debris distribution via drone and ground surveys;
- **Evaluate and test** equipment and methods, including prototype tools;
- **Assess logistics feasibility** (energy, water, food supply, medical support, and camp ops);
- **Collect plastic samples for recycling** feasibility across the Indian Ocean network;
- **Produce media content** to support awareness and prepare the major cleanup expedition's communication ,after validation of the future operation by SIF management and its board.



*Plastic Odyssey vessel preparing for the first waste extraction*

### Context:

Aldabra Atoll is a UNESCO World Heritage Site and one of the most ecologically valuable regions in the Indian Ocean. Despite long-term protection, Aldabra faces severe marine plastic pollution, documented by research led by the Seychelles Islands Foundation (SIF) in collaboration with the University of Oxford.

Given the scale of pollution and its impact on biodiversity, Aldabra is a priority site for large-scale cleanup. Research led by SIF has quantified the accumulated waste and identified its principal sources. This mission will build on SIF's previous cleanups and enable Plastic Odyssey and SIF to design a scientifically robust, logistically feasible, and environmentally responsible intervention for a future major cleanup.

 PLASTIC  
ODYSSEY



*Turtle hatchlings navigating plastic debris on DDM Beach*



*Sea turtle making its way through plastic debris after nesting*



*A giant tortoise among plastic waste*

### III. Results of the Plastic Odyssey recognition mission

#### 1. Drone mapping & waste counting

<i>Platform:</i>	<i>DJI Mavic Air 2S</i>
<i>Coverage:</i>	<i>~120 km of flight spanning 40 km of coastline (≈ 100 m swath)</i>
<i>Ground truthing:</i>	<i>~75 km walked to fully cover the same segment (Pointe Hodoul — NE — to Anse aux Vacoas — SW)</i>
<i>Power:</i>	<i>40 batteries, ≈ 20 min endurance each</i>



*GPS track of the expedition*



*View of the drone survey*

Using drone imagery, identification work has begun to count visible shoreline wastes on Grande Terre in collaboration with Scidrone.

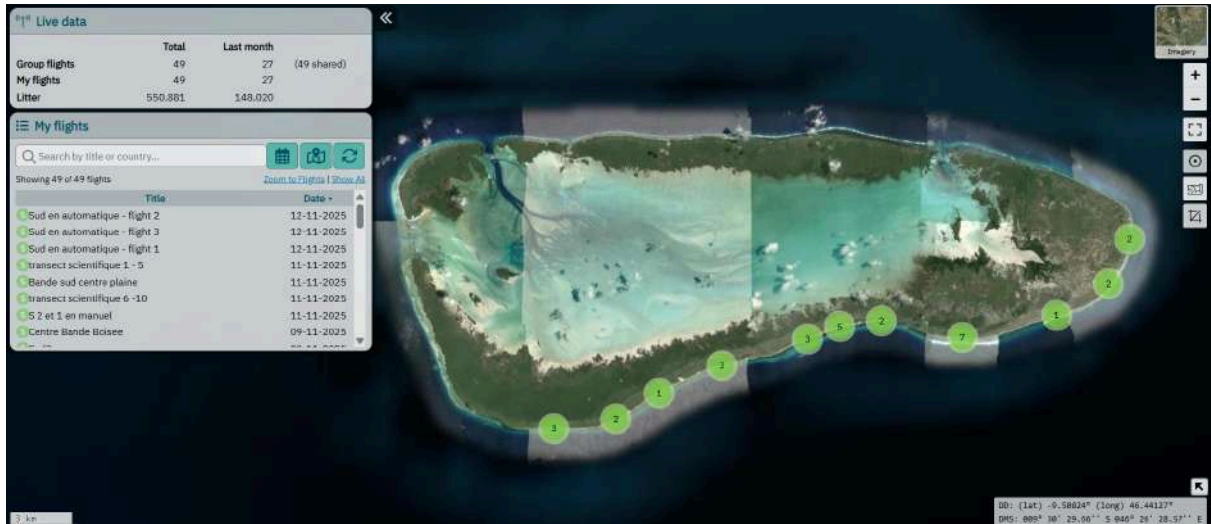
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### **SciDrones x Plastic Odyssey**

SciDrones is a technology company specializing in drone-based artificial intelligence to detect, map, and quantify waste in coastal and marine environments. Through its partnership with Plastic Odyssey, SciDrones contributes its advanced image-analysis capabilities to support scientific expeditions around the world. In return, Plastic Odyssey provides on-field datasets and facilitates testing opportunities in remote ecosystems, helping refine and validate SciDrones' models.

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Next step: estimate volume and weight per category and location using conversion factors.



*Drone photogrammetry: first trial of the SciDrone tool*



*Plastic items identified (red dots) from drone imagery*

## **2. Waste measurement & identification**

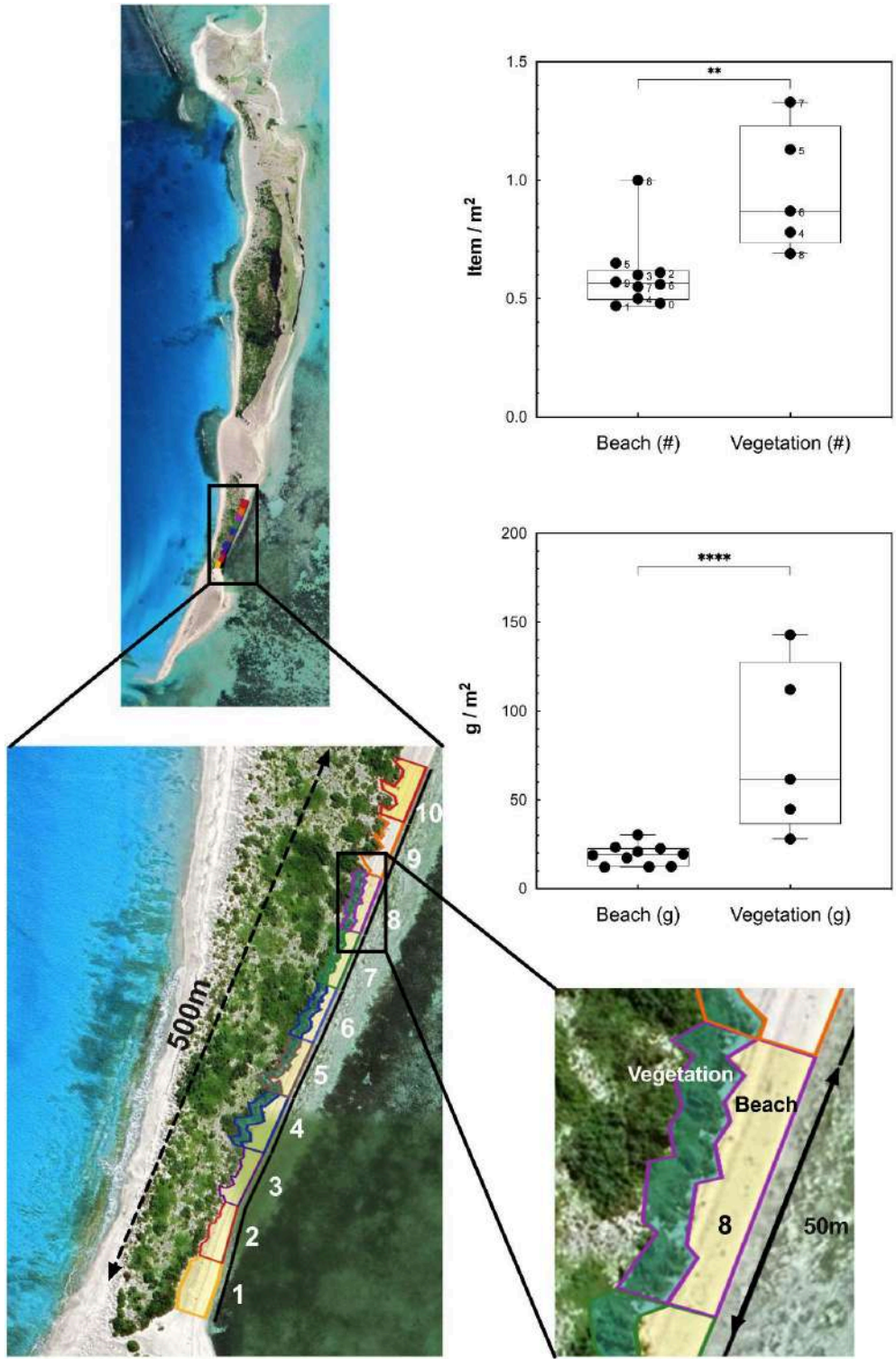
We have measured and weighed 385+ items across 7 categories: buoys, ropes, jerrycans, HDPE bottles, PET bottles, flip-flops, bottle caps. We will use these data to build conversion factors that translate a photo-based item count into estimated volume and mass for planning extraction and transport.

To build this image-to-weight conversion factor—and to avoid underestimating waste due to items being buried under sand, hidden beneath other debris, or covered by vegetation—we conducted a dedicated calibration mission.

During the cleanup of Saint-Brandon carried out by the Plastic Odyssey team from November 7 to November 12, 2025, we performed:

- A drone survey of the beach area and adjacent vegetation, following the same protocol used on Aldabra.
- Precise counting across ten 50-meter-wide transects, recording both the number of items and the weight of all collected debris larger than a bottle cap.

We selected a 500-meter zone (gold protocol), divided into 50-meter segments using stakes, and delimited the area with a GPS device (Garmin GPSMAP 67i). The results are presented below.



*Ten 50-meter segments independently cleaned and marine litters weighted to compare with drone analysis during Saint-Brandon Clean up mission - Nov 2025;*

The drone imagery will be integrated into the SCI image-analysis software to generate numbers of items, then converted into weight predictions based solely on visual data, and our conversion factor.

This targeted operation will allow us to compare the correlation between image-based predictions and the actual collected weights, and to define a correction factor to be applied to the model.



*Waste measurement and identification near DJL camp*



*385+ waste items weighted and measured to strengthen the drone identification model:*

Average weight

- **Flip flop:** 83 gr (30 items)
- **Bottle cap:** 3.75 gr (200 items)
- **Buoy:** 1.5 kg (62 items)
- **Rope:** 375 kg/m<sup>3</sup> (3 items)
- **PET Bottle:** 30 gr (32 items)
- **Jerrycan:** 1.4 kg (34 items)
- **HDPE bottle:** 44 gr (24 items)

### 3. Field assessment

115 GPS points of interest have been recorded along the coast from Pointe Hodoul (NE) to Anse aux Vacoas (SW). Each point is linked to a short video describing the site (terrain/ground conditions, extraction point, etc.)

We considered as POI :

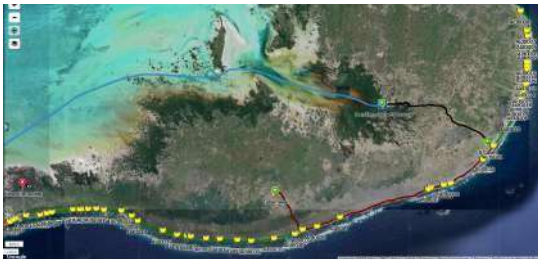
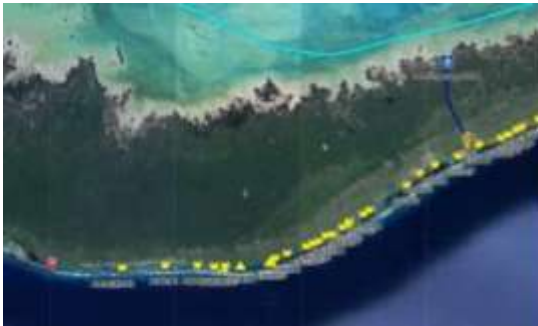
- Potential extraction points, where karst champignon widths are smaller and a sandy shore can be accessible at low tide or when karst width get smaller and at sea level, where a slide can be installed
- Areas where a parasailing system could be used to lift large bags over the karst cliffs, particularly across broad, smooth herbaceous zones.
- Areas suitable for setting up intermediate temporary camps—preferably herbaceous zones sheltered from the wind and located more than 4 km away from the DDM, DJL, and Cinq Cases camps.
- Areas where the coastal path (relatively flat sandy or grassy area) is obstructed by rocks, preventing the use of trolleys or any other waste-hauling systems.



*Expedition team assessing terrain*



*View of the GPS points*



*Examples of points of interest for extraction*

#### 4. Tools testing

- “Kirikou” oversoles

To improve walking on limestone without damaging footwear, we tested a slip-on oversole made from recycled tires (tested by Francis). Feedback was positive. Improvements needed: replace the elastic strap with more robust webbing/straps (the elastic broke when walking in mud), and consider additional heel retention.



*Test of Kirikou oversole by Francis (Island Manager)*

- Portable watermaker

A portable, solar-powered watermaker was used at DJL, producing ~5 L/h of fresh water from ~50 L/h of seawater.

Improvements: a protective casing for the generator; an integrated seawater pump to avoid the tiring manual hauling of seawater; and cable modifications to run the watermaker from the EcoFlow battery instead of carrying an additional battery.



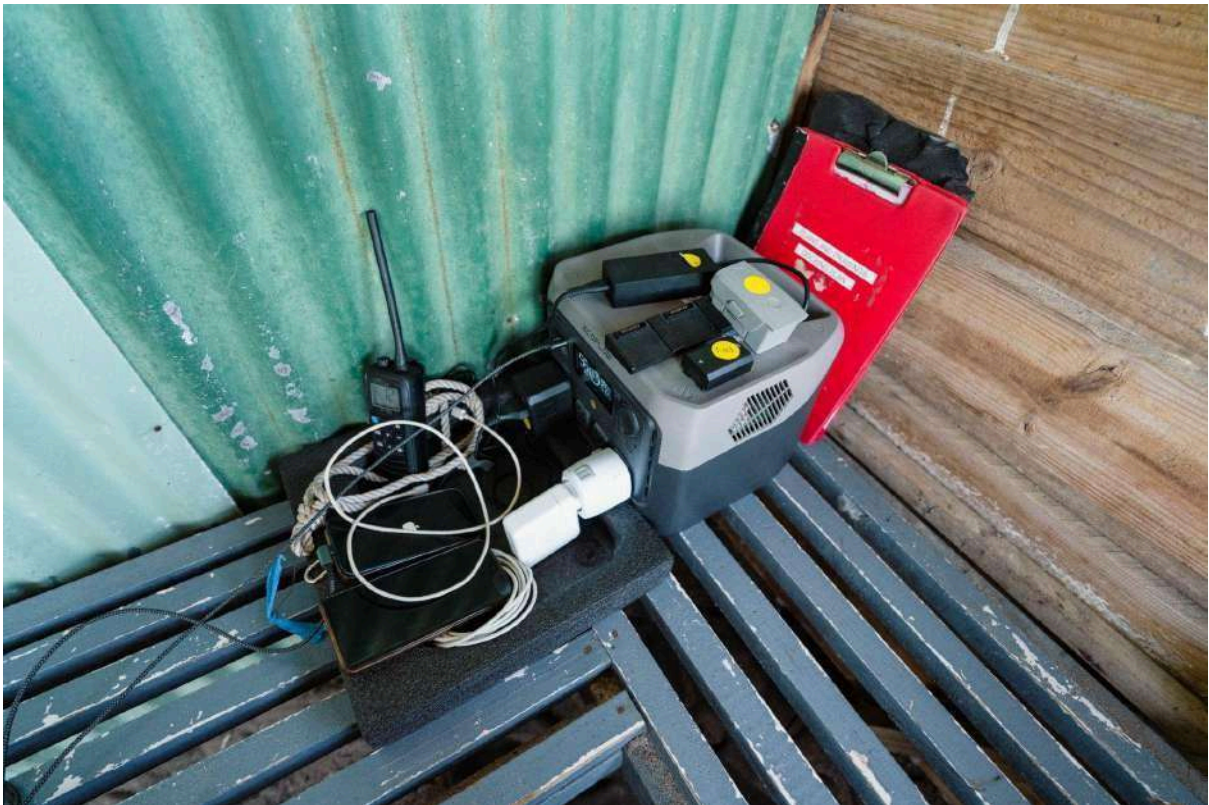
*Solar-powered watermaker producing freshwater at DJL camp*

- [Portable batteries and solar panels \(EcoFlow\)](#)

Two EcoFlow batteries fitted with solar panels were used to recharge drone batteries. One unit was carried on a carrying frame during coastal walks to ensure sufficient power availability for drone mapping.



*EcoFlow solar panels charging the drone batteries at DDM*



*Ecoflow battery at DJL*

- [Water filtration system](#)

We tested filtration systems to safely drink stored rainwater at the camps. A LifeStraw Gravity system worked properly; we could filter batches of ~3 L in under 2 min. The main issue was clogging after 1–2 days of use, requiring a backwash time-consuming and not very practical.



Other technologies can be found with a bigger capacity (ex: [Lifesaver Jerrycan](#), [MSR Guardian Purifier](#))

*Rainwater filtration using a LifeStraw Gravity system*

**5. Waste removal trials**

Two waste extractions systems have been tested:

- [Floating platform](#)



*Loading of the platform at DJL beach*

We repurposed a floating pontoon as a low-draft loading platform to shuttle bagged waste from beaches. This system proved efficient on our previous expedition. The 2 × 3 m platform can transport up to ~1 t of waste per trip.

With a draft of <10 cm, it is best used at low tide when there are no shore-break waves.

<p><i>Method</i></p>	<ul style="list-style-type: none"> <li>• <i>Establish the offshore connection: using a drone with a remote-release, drop a light heaving line to the RIB holding ~300 m offshore at safe depth.</i></li> <li>• <i>The RIB crew attaches the heaving line to the towing line connected to the platform.</i></li> <li>• <i>The shore team hauls the heaving line back, bringing the towing line ashore.</i></li> <li>• <i>With a portable winch/capstan, pull the platform to the beach, keeping the offshore end secured to the RIB.</i></li> <li>• <i>Once the platform is loaded, the RIB tows it back out to the ship.</i></li> </ul>
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*Platform towed off Aldabra's coast*

**Feedback from the mission on this trial:**

- Plastic Odyssey arrived at the extraction point during mid-rising tide (too late).
- The final VHF coordination concerning the operation (not possible earlier while the ship was anchored at Île Picard) caused an additional 30-minute delay.
- During the first trial, the RIB remained too far from the beach, outside the reef.
- The fishing line used by the drone was too short; we had to urgently attach a new line to extend its reach to the RIB.
- During the operation to retrieve the ropes with the fishing line, the line broke, likely due to the knot or contact with rocks.

Ultimately, two members of the Plastic Odyssey team swam to the RIB, which had moved closer to shore. They retrieved the rope connected to the platform and brought it ashore, allowing us to land the platform. Unfortunately, this coincided with high tide, making it the most challenging moment to load the platform due to the shorebreak. We had to quickly load the six big bags, and the attachment of the waste bags to the platform was not optimized.



*Installation of the forestry winch to tow the platform ashore*

*Improvements for Aldabra:*

- *A strong heaving line.*
- *A heavy-lift, waterproof drone capable of carrying and dropping a heaving line over long distances (up to ~500 m).*
- *A better prepared system to fix and secure waste bags on the platform*



*Example of heavy-lift drone: Swellpro fisherman (2,000\$)*

- The slide

Along much of the coast, reaching the sea requires crossing limestone karst belts 5–30 m wide. To avoid long carries to the few accessible beaches, we built a proof-of-concept slide from floating bamboo found on site and installed it over the karst. Waste, especially garlands of buoys, slid across the karst easily. This technique shows strong potential for future cleanups.



*First test of a bamboo slide to extract garlands of buoys*



As an alternative to bamboo, a lightweight, modular slide can be built from HDPE pipe sections and a lightweight frame with adjustable legs that stands on the karst and keeps the slide level. The modules can be dismantled into transportable sections for easy deployment and recovery.

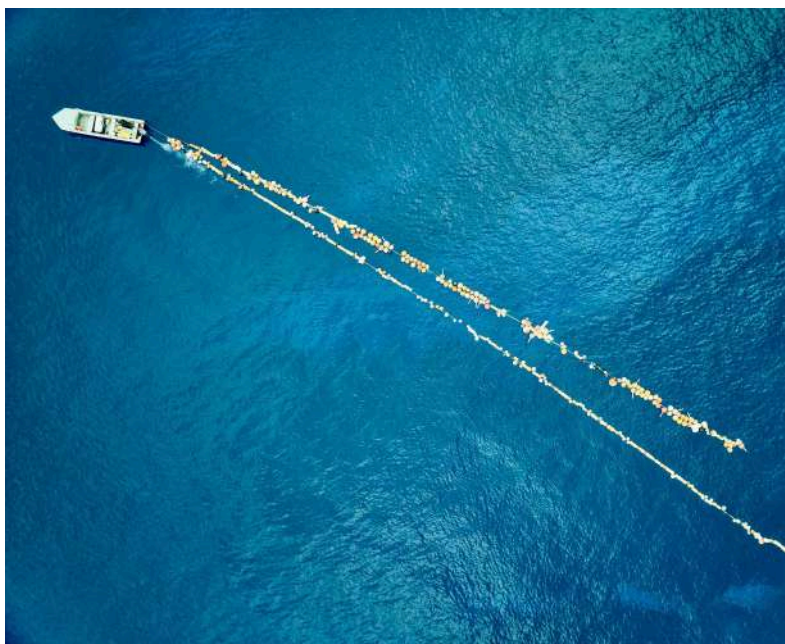


*AI generated illustration of a slide concept*

- Garland method

Most items can be secured to a long rope using clove hitches (cabestan knots) to create a towable garland behind a RIB, making extraction easier.

- **Buoys:** attached by their rings (very few rings are broken)
- **Jerrycans:** attached by the handle (if watertight)
- **Flip-flops:** attached through the holes in the soles.
- **Rigid plastics:** loaded into a large cylindrical container lashed into the garland.
- **Ropes/nets:** cut into shorter lengths and towed directly



*Hundreds of Buoys assembled in garland to be extracted from Henderson Island - Feb 2024.*



*AI generated illustration of a garland of wastes, to be prototyped, including more than buoys*

<p><i>Improvements for Aldabra:</i></p>	<ul style="list-style-type: none"><li>● <i>Estimate the average time required to assemble a 100-float garland. For information, 1500 buoys were assembled in garlands on Henderson in 1 day.</i></li><li>● <i>optimize knot-tying techniques to produce a garland that is easy to move and extract (avoiding pile-ups)</i></li><li>● <i>optimize knot-tying methods to save as much time as possible.</i></li><li>● <i>Assess the feasibility of creating a reusable garland rope pre-equipped with shackles</i></li></ul>
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Note: small garlands can be towed easily on sand



*The “bridal train”: the garland is attached to a carrying frame*

## 6. Waste recycling trial

Approximately 300 kg of waste (rigid plastics, ropes, and flip-flops) was extracted for recycling-process prototyping:

- **Furniture prototypes:** one bench and two chairs made from rigid plastics.



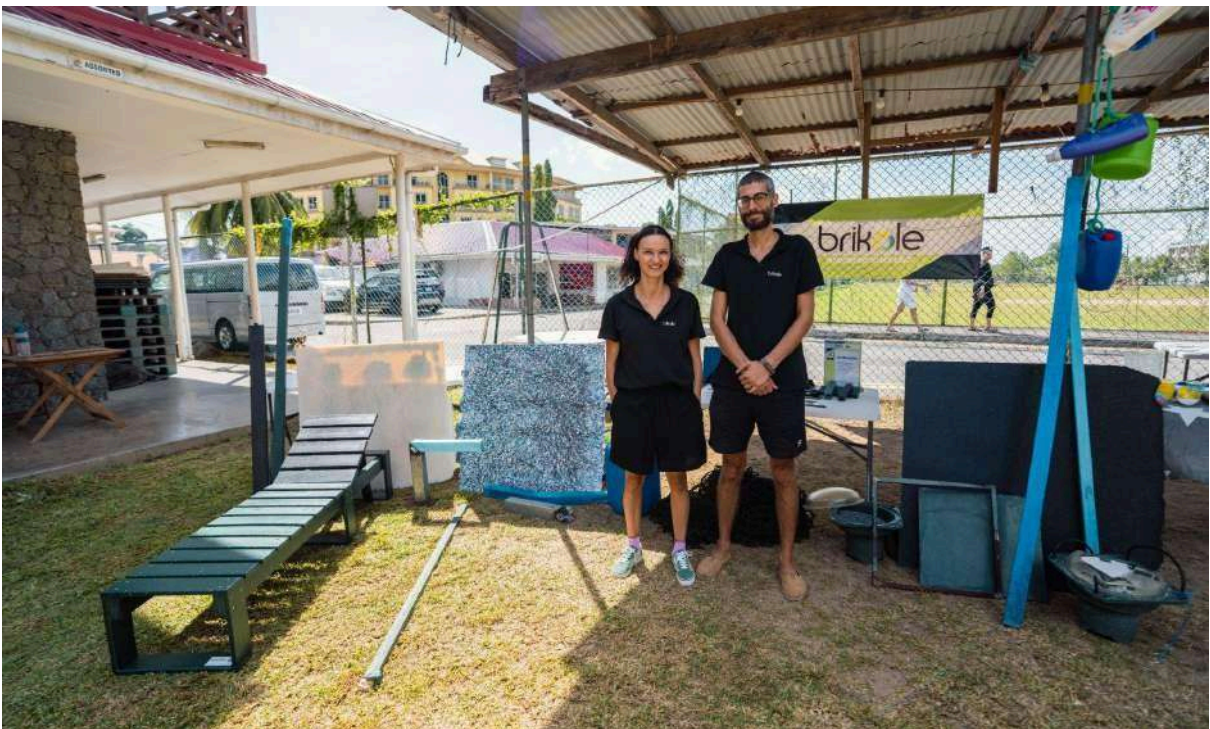
*Bench and chair, 100% made from Aldabra waste, built aboard Plastic Odyssey*

- **Small items (Aldabra souvenir shop):** 15 soap holders and 40 keyrings were prototyped using Aldabra waste and offered to the Aldabra souvenir shop to gauge tourist interest.



*Soap holders 100% made from Aldabra waste*

- **The remaining shredded rigid plastics** were delivered to Brikole (Kyle) for prototyping on their machines.



*Brikole exposing their first products made out of recycled plastic in Mahé*

- **Flip-flops upcycling (Ocean Sole):** A sample of 400 flip flops will be sent to Ocean Sole for transformation into art pieces.



*400+ flipflops were collected on Aldabra to be transformed by Ocean Sole*

- **Ropes:** A 20 kg rope sample was collected to test hot-pressing it into sheets using the onboard sheet press



*Plastic sheets production aboard Plastic Odyssey*

## Recommendations for a large scale ACUP mission

The present report is focused on recommendations regarding the technical feasibility of a future major ACUP operation on Grande Terre.

By Major clean-up, we intend to describe full clean-up of macro-plastics of the southern coast.

The financial costs involved to launch the operation are strongly dependant of the logistic costs of supplying the base camps in the south and needs to be studied in details with SIF team .

### 1. Logistic and rundown of a major cleanup of Grande terre

To account for the two distinct seasons in Aldabra, particularly on Grande Terre, and to ensure the availability of the SIF team, the mission could be organized in two phases (as already proposed in the Cleanup Scalability report):

#### **Phase 1 – Collection and Storage (August to October)**

During this cooler and drier period, weather conditions are favorable for collection operations. Waste could be gathered and stored near the designated extraction points. However, the South Coast is exposed to strong winds and high waves, making it more difficult for extraction activities at this time.

Based on first ACUP estimation of between August to October,

#### **Phase 2 – Extraction and Transformation ( January to February)**

Weather conditions during this period are generally more suitable for transferring collected waste from shore to ship. This phase would also allow for the use of tools and methods tested during the October 2025 reconnaissance mission.

The north-west season: November through to the end of April is Aldabra's tourism season, with the station supporting visiting yachts and cruise ships. Aldabra's Reef Monitoring programme commences in November, and concludes in January or February. The north-west season is also when the station supports visiting researchers.

### 2. Camp infrastructure optimization

#### **Health and Safety**

Manual operations on Aldabra present several critical health and safety challenges, including

- Injuries (cuts, ankle sprains).
- Dehydration and heat stroke due to high temperatures and prolonged exposure.
- Limited shaded areas for rest and recovery.
- Restricted water storage capacity and potential water-quality concerns.

#### Mitigation Measures

- From the pool of selected volunteers, designate one qualified emergency doctor or



nurse to provide on-site medical coverage and administer first aid in the event of an incident.

- Equip each camp with a rolling stretcher with low-pressure sand wheels to enable safe and efficient evacuation if required.

### **Shade**

Wind-powered shade canopies (“shade socks”) could be a good option to provide shade during the windy season.



*AI illustration of Shade socks nearby a daily collection site*

### **Water**

Portable watermakers could be installed at each base camp (Cinq Case, DJL, DDM). The unit we tested produces ~5 L/h of freshwater. We recommend a larger model (e.g. 30 L/h [Schenker watermaker](#), at least for DJL camp.

Note: A more resilient setup should integrate a solar-powered transfer pump to draw seawater directly into a 200 L buffer tank.

*Rainwater option:* when enough rainwater is stored, use a filtration/purification system (e.g. [Lifesaver Jerrycan](#), [MSR Guardian Purifier](#))

### **Toilets**

The installation of one or two portable toilet cabins, to be moved regularly (every 1–2 weeks) is recommended in order to manage sanitation effectively and maintain hygiene standards around the base camp.



*Latrine cabins to prevent open-air defecation areas  
(Glenans Archipelago, France)*

### **Dormitory**

Installation of 2 military tents (as illustrated below) for 8 persons, to keep the Hutts dedicated to food preparation and staff



*Military tent to increase accommodation capacity  
(Glenans Archipelago, France)*

### **Food**

We plan to partner with freeze-dried food manufacturers to source bulk dehydrated proteins, condiments, and other value-added components. Combined with standard staples (rice, pasta, couscous, etc.), this approach provides balanced meals while minimizing the weight we must move from the landing site to the camp.

### **Forward Collection Camps (Waste Logistics)**

To streamline the collection and transport of waste to extraction points, we will establish temporary forward collection camps roughly 5 km from the base camps (DJL, DDM, or Cinq Case). Each camp would operate for 2–4 days with a team of eight, fully self-sufficient in food and water. The precise locations will be chosen to match known marine-litter accumulation zones.

### **Communication**

A Starlink Mini terminal, with low power consumption (<40 W), could facilitate communications between camps and improve logistics planning and emergency response.

## **3. Team of volunteers**

Volunteers should be carefully selected to ensure they can operate for several weeks under challenging field conditions. An open call for volunteers could be launched, as previously done by SIF, followed by a structured selection and onboarding process. This process could include a 2–3-day “go/no-go” field assessment: a short expedition (camping and cleanup activities) in accessible locations such as La Curieuse or other areas/ islands to be cleaned nearby Mahé.

Each volunteer should be contracted for a minimum of 2–3 weeks to minimize logistics.

The team composition should include specific skill sets, with at least one medical professional (doctor) and cooks to support field operations.

#### 4. Waste collection

To optimize the collection and movement of waste to extraction points, establish a temporary collection camp approximately 5 km from the DJL, DDM, or Cinq Case base camps. This forward camp could be deployed for 2–4 days with a team of 8 people, self-sufficient in food and water. The exact location of each intermediary camp should be chosen to align with known marine-litter accumulation zones.

#### Maintaining Volunteer Motivation

To sustain motivation throughout the mission, we suggest:

- Rotating collectors between different camps;
- Using varied collection methods (e.g., zone-completion sprints to 100% clean, by waste type, etc.);
- Introducing friendly challenges and light gamification.

#### Collecting on the limestone karst

Kirikou oversoles can be used to traverse karst terrain during small cleanup operations. For larger tasks, such as removing heavy, entangled ropes, a modular protective walkway made from recycled tire discs or flip-flop soles collected from Aldabra could be deployed.



*AI illustration of a temporary walkway on the karst made out of tires (left) or discarded flip flops (right)*

#### Ropes & nets

A cordless hot knife can be used to cut ropes into smaller, manageable sections.

Because the rope floats, the cut sections can be towed directly by the RIB and extracted using the slide.



### Gathering Waste at Collection Points

To move waste to designated collection points, several techniques can be used depending on the terrain. Where feasible, a low-pressure-tire trolley can transport the bags; otherwise, a carrying frame can be used for loads up to 30 kg.



*AI generated illustration of a low pressure tire trolley*



*A team member carrying a 50 kg bag of waste*

### Storage of wastes

Regarding concerns about storage bags being damaged by prolonged sun exposure: the first waste streams to be collected will primarily be larger items such as buoys and jerrycans. Buoys can be stored outdoors without major issues, as they are highly weather-resistant.

Other large items can be stored in the common “net bags” typically used in Tanzania (see photos below).



*Net bag to transport plastic waste in Tanzania*



*AI illustration of storage bags: Off-the-shelf bags for wood-log storage (left) and purpose-built bags made from fishing nets (right).*

For smaller waste fractions, the use of big bags will still be necessary. However, a simple shelter that both collects rainwater and provides protection for the waste during the cleanup phase can be built in preparation of the cleanup.



*AI illustration of a storage shelter*

### **Waste Extraction**

The platform system could be used at beach locations; at other collection points, the slide system would be required. A [rescue jet boat](#) could be a suitable option to tow the platform or waste garlands.



*AI illustration of a Rescue Runner towing a platform*

## Bags Storage and transfer to Mahé

### Onboard Shredding

Waste should be shredded after extraction to reduce volume by up to 10×. Current shredding/processing capacity on the Plastic Odyssey vessel is ~1 t/day, with an upgrade planned to ~5 t/day in the coming months.

### Rope Pre-processing

Ropes can be pre-processed onboard by cutting them into smaller sections, which are easier to store and transport. A stationary rope-cutting system, such as a chopper designed for mooring lines and heavy-duty ropes, could be installed in the Plastic Odyssey workshop.



*Stationary rope-cutting system to process big ropes and mooring lines*

### Staging & Backhaul Logistics

Once shredded and bagged, the waste can be loaded onto an inflatable storage barge secured alongside the vessel, then towed to a protected area near Ilot Picard to await transfer. A barge or the station's supply ship can offload the storage barge and backhaul large quantities of shredded waste. As in the 2023 cleanup, using the same resupply vessel, ~80 t per voyage, returning empty, would significantly reduce costs. In the meantime, it ensures the low carbon footprint impact of the operation.

Likewise, the barge used for resort construction on Assumption Island (capacity >80 t), which also returns empty, could be leveraged. Because transport is a major cost driver in the extraction phase, it will be essential to secure agreements to use these existing logistics assets.



*NOFI inflatable storage barge*



*AI-generated illustration: transferring bags from Plastic Odyssey to a storage barge*

## 5. Waste valorisation

### Rigid plastic and buoys

Brikole, a local company based in Victoria can transform rigid plastic waste into furniture (as piloted during the Aldabra trial). Partnering with local designers could create a high-value furniture line made from Aldabra plastic waste. Potential clients include hotels, restaurants, and local councils, among others. [www.brikole.net](http://www.brikole.net)



*Example of furnitures made out of recycled plastic*

### Ropes

BRIKOLE: Brikole's core activity began with the collection and export of end-of-life fishing nets, which are recycled into pellets, a high-quality raw material used by impact-driven companies such as Patagonia. The ropes are then transformed into premium, story-rich materials that can be repurposed for various partner projects including eyewear, watch straps, cosmetic packaging, furniture, or even phone components with future applications still to be defined. [www.brikole.net](http://www.brikole.net)



*Fishing nets from Brikole transformed into textile*

### **Flip flops**

Flip flops collected from Aldabra can be recycled into high value artwork. A sample of 400 flip flops has been collected to make a first test. A range of products “Made from Aldabra”. [www.oceansole.com](http://www.oceansole.com)



*Products made out of flip flops by Ocean Sole*

### **PET Bottles**

Harini & Co. Pty Ltd collects and grinds PET bottles in the Seychelles for export; it would be worth assessing integration into the national EPR buyback scheme.

At Plastic Odyssey Factories, the Easy Wool machine converts PET bottles into high-quality fibers for cushions/mattresses, insulation, and textiles.



*Erik Frank pilots local recycling solutions like PET fiber*



*EasyWool bottle to fiber machine*



*Installation of the bench and chair on Picard*



*Last sunset on Aldabra for the Plastic Odyssey Team (by Alexis Rosenfeld)*



For more info, see the [Expedition Logbook](#) by Pierre Lepidi

<https://aldabra.plasticodyssey.org/logbook/>

APPENDIX - LIST OF PLASTIC ODYSSEY EXPEDITION MEMBERS

#	Name	Role	Position	Nationality
1	Simon Bernard	Plastic Odyssey Founder & Expedition leader	onboard & ashore	French
2	Yoann Long	Captain of M/V Plastic Odyssey	onboard	French
3	Pierre-Louis Gachet	Chief Mate	onboard	French
4	Léna Cherbonnel	First Mate	onboard	French
5	Simon Gouret	Chief Engineer	onboard	French
6	Jonathan Gala bi	Second Engineer	onboard	Ivorian
7	Patrick Awate	Bosun	onboard	Togolese
8	Desiré Youan Maya	Seaman	onboard	Ivorian
9	Megan McKain	Seaman	onboard	British
10	Aodren Bronsard	First Cook	onboard	French
11	Morgane Kerdoncuff	Stopover coordinator	onboard & ashore	French
12	Germain Giraud	Recycling Engineer	onboard	French
13	Thibault Roudier	Recycling Engineer	onboard & ashore	French
14	Mélodie Martin	Recycling technician	onboard	French
15	Marine Reveilhac	Mediaman	onboard & ashore	French
16	Alexis Rosenfeld	Photographer & UNESCO Representative	onboard & ashore	French
17	Pierre Lepidi	Reporter	onboard & ashore	French
18	Maluha Rosenfeld	UNESCO representative	onboard & ashore	French
19	François Ray	Mediaman	onboard & ashore	French
20	Martin Cagnato	RaCE Team Leader	onboard & ashore	French
21	Alice Armand	Senior field research officer	onboard	French
22	Francis Solomon	Island Manager	ashore	Seychellois
23	Yannik Rosalie	Logistic on the camps	ashore	Seychellois
24	Gino Accouche	Seychelles Coastguard	ashore	Seychellois
25	Hughes Benstrong	Seychelles Defense Force	ashore	Seychellois
26	Simon Watkins	Aldabra Science Coordinator	Onboard	British