



**FINAL REPORT**

**FISHING FOR LITTER SOUTH WEST 2008 – 2011**



**Fishing For Litter**





## Foreword

The issue of marine litter is an increasing problem for coastal communities throughout the world.

KIMO's Fishing For Litter project has clearly demonstrated how stakeholders, non-governmental organisations, local government, harbour authorities and the fishing industry can unite to be part of the solution.

Since the launch of Fishing For Litter South West in March 2009, The Cornish Fish Producers Organisation and its members have been keen to get involved.

Fishing For Litter has provided an easy and measureable way to demonstrate how fishermen, as custodians of the marine environment, can improve the quality of Europe's waters, bolstering the financial foundation of the fishing industry whilst benefiting the marine environment.



A handwritten signature in brown ink, which appears to read 'Paul Trebilcock'. The signature is fluid and cursive.

**Paul Trebilcock,**  
**Chief Executive of the Cornish**  
**Fish Producers Organisation**

## Introduction



### KIMO UK

KIMO (Local Authorities International Environmental Organisation), is an association of coastal, local authorities whose goal is to eliminate pollution from Europe's Northern Seas.

The organisation's members include local authorities in Norway, Denmark, Sweden, the Faeroe Islands, the Netherlands, Belgium, United Kingdom, Republic of Ireland and the Isle of Man, and it has recently established a KIMO Baltic Forum.

KIMO UK is the United Kingdom network of the organisation.

For more information see [www.kimointernational.org](http://www.kimointernational.org)

The Fishing For Litter initiative was originally started by the North Sea Directorate of the Dutch Government in co-operation with the Dutch Fisheries Association in March 2000.

The aim of the initiative was to clear the North Sea of marine litter, by providing fishermen with sacks to bring ashore litter that gathered in their nets as part of fishing activities.

During the first year of the project (to March 2001) over 120 tonnes of litter was collected. The co-operation of the vessels and their crew was on a voluntary basis.

Pilot schemes operated by KIMO International in harbours in Shetland, Scotland, Sweden, The Netherlands and Denmark were initiated as part of the EU Interreg funded Save the North Sea project, between 2005 and 2007.

Scottish fishermen have demonstrated how successful the project can be, as numbers of participating harbours and vessels have steadily increased since 2005 as word has spread about how effective the project is.

The Scottish project is now active in 18 harbours and fishermen have recovered 360 tonnes of marine litter since 2005 (to April 2010).

Fishing For Litter South West commenced in 2008 following an enquiry from fish industry representatives in the region. A working group was formed to secure funding and a project officer employed to initiate and coordinate the scheme in ports across Cornwall and Devon.

Following the addition of KIMO's new Baltic members, it is hoped Fishing For Litter can be launched in the Baltic sea region.



## Marine Litter

Marine litter is defined as “any persistent, manufactured or processed solid material discarded, disposed of, or abandoned in the marine and coastal environment.



Marine litter consists of items that have been made or used by people and deliberately discarded into the sea or rivers or on beaches; brought indirectly to the sea with rivers, sewage, storm water or winds; accidentally lost, including material lost at sea in bad weather (fishing gear, cargo); or deliberately left by people on beaches and shores.” (UNEP 2005: 3)

It has a range of impacts; visual, ecological and economic and from the data that has been collected it is clear that, despite year on year variability, the overall amount of marine litter is consistently high and is not reducing globally.

## Impacts

Marine litter can have a severe impact on marine life and incidents involving litter are very common. Litter can affect wildlife such as seals, whales and turtles as well as seabirds, either through entanglement by ropes and fishing gear or by ingestion of different types of marine litter.

Plastic, the predominant type of marine litter, can cause entanglement or be ingested by marine mammals and birds killing 100,000 and 1,000,000 respectively worldwide each year. (UNEP GPA, *Marine Litter Trash that Kills Leaflet*)

Studies as part of the Save the North Sea project showed that 96% of Fulmars in the North Sea had plastics in their stomachs and a recent study by Plymouth University has highlighted the abundance of microscopic plastic fragments in the marine environment. (*Lost at sea: Where is all the plastic? Thompson et al, 2004 VOL 304 Science*)

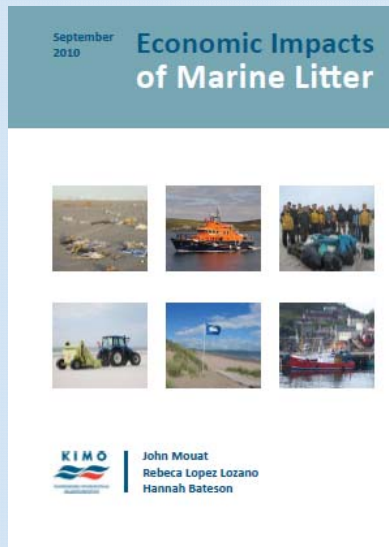


The removal of marine litter from the seabed will have a large benefit to wildlife. Plastic, the predominate type of marine litter, can cause entanglement or be ingested by marine mammals and birds.



## Economic Impacts

A new report entitled “Economic Impacts of Marine Litter” by KIMO International, has shown that the cost of litter on coastal communities and marine industries has risen significantly in the last ten years.



The two-year research project shows that in some instances costs have risen as much as 83%, taking into account inflation, placing a totally unnecessary burden on those who live by, or make their living from the sea.

Reducing levels of marine litter will benefit fishermen directly, as litter costs fishermen time as well as money through damage to their catch, fishing gear and vessel safety.

Over time, it is anticipated that as fishing grounds become cleared of debris, there will also be a benefit to the public and to local authorities who are required to clean amenity beaches. Other positive impacts will be experienced by industries in coastal areas, for example, the aquaculture industry, as marine litter can clog and damage cages and nets.



Contaminated catches, repairs to gear and lost fishing time due to marine litter has been calculated to cost fishing vessels between £15,000 and £17,000 each year.



The image shown above, kindly provided by the North Devon Fishermen's Association, highlights how marine litter can become entangled in nets.



A fouled propeller could cost up to £300 for the hire of a diver to disentangle it and result in a substantial amount of lost fishing time.



## **Fishing For Litter 2008 – 2011**

### **Project Aims**

The project had four main aims;

- The direct removal of litter from the seabed and marine environment
- To raise awareness amongst the fishing industry resulting in a change in attitudes and behaviour
- To monitor the marine litter coming ashore to establish any regional variation or trends
- To investigate the possibility of recycling the marine litter

### **Project Objectives**

The project had several objectives;

- Recruit a part time coordinator to promote the project and be responsible for its day to day management
- Establish a marine litter collection facility at Newlyn Harbour and extend the operation to three other ports around the South West
- Recruit 60 vessels and engage as many fishermen as possible
- Collect 200 tonnes of marine litter

### **Project Timing**

The three year pilot project was originally scheduled to start on 1st April 2008, a delay in funding meant that KIMO and the local working group were not in a position to recruit the project coordinator and commence work until November 2008. An official media launch took place in March 2009. The delay to the start meant that the project's delivery had to be condensed to fit within a two year time frame. The project ended in March 2011.

## Project Coordination

KIMO recruited a part time project coordinator based with Seafood Cornwall Training in Newlyn, in November 2008, to promote the project and be responsible for its day to day management.

## Methodology

Inline with the successful approach adopted by Fishing For Litter Scotland, participating 'member' vessels were given large (1m<sup>3</sup>) hardwearing bags to collect marine litter that collected in their nets as part of their normal fishing activity. Operational or galley waste generated on board, and hence the responsibility of the vessel, continued to go through the established harbour waste management systems. Full bags of marine litter were to be deposited on the quayside before being moved by harbour staff to a dedicated skip for disposal. The project provided the bags and covered the waste costs and the fishermen and harbours volunteered their time.

## Project Promotion

In addition to ensuring active participation by fishing vessels and port authorities, a key objective of the project was to promote the scheme to as wide an audience as possible.

This would assist in raising the profile of the marine litter issue and highlight the fact that the Fishing Industry was meeting its responsibilities by working to reduce the problem through participation in the scheme.



Image: Hilary Benn MP (Environment Minister) meeting with project representatives in Newlyn



Image: Project funders attending the launch of the South West Project in March 2009



## Promotional Material

The project produced promotional leaflets and folders. Upon joining the scheme, skippers and their crews were provided with project information, instructions, waste guidance notes and a window sticker to demonstrate their support of the initiative (See Appendix 2).



## Promotional Activities

A series of exhibition banners were created to promote the scheme at a number of fish industry and public events.

The project exhibited each year at the Newlyn Fish Festival and at Fishstock Brixham to meet existing project participants and to sign up new boats to the scheme. It also provided an opportunity to liaise with other stakeholders and policy makers in an informal setting. Presentations were given at local and national meetings to encourage support for the initiative and to share best practice.



Image above: The Fishing for Litter stand at Fishstock

## Press Coverage

The project issued seven press releases to highlight its achievements and milestones. Articles were published across the fish industry press, local and national newspapers and on numerous internet sites. (See Appendix 1)

The project featured on a number of local and national radio stations including Radio 4's Today Programme. The project was also featured in news bulletins on ITV's Daybreak News, BBC Breakfast News and Newsround.



Image above: The Owner and Skipper of the Brixham based vessel the "Becky Lou", promoting the scheme at Fishstock with Steve Simons



## Harbours

The project initially aimed to target four South West fishing ports.

The ports of **Newlyn, Looe, Plymouth and Brixham** were identified for inclusion within the 2008 – 2011 project.

Following enquiries from within the fishing industry, the project provided additional facilities at **Appledore and Newquay**, this brought the total number of harbours in the scheme to six, therefore exceeding the project's original target.



Image: Distribution of participating ports in the South West

## Vessels

The project aimed to recruit 60 vessels and exceeded its initial target by recruiting 100 vessels to the scheme.

### Number of member vessels by port.

Newlyn: 40  
Brixham: 23  
Looe: 12  
Plymouth: 5  
Newquay: 12  
Appledore: 8

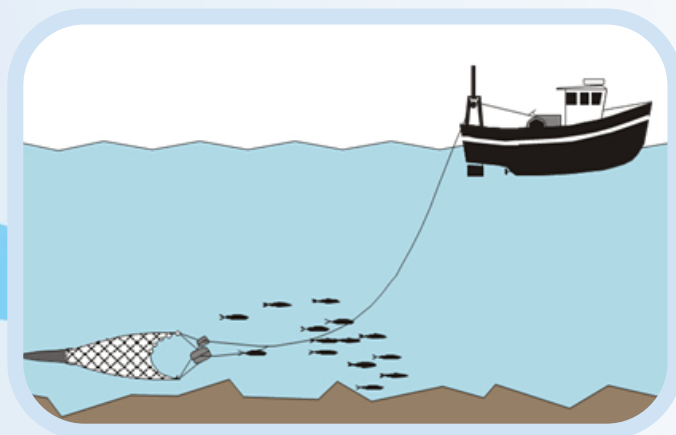


Image above: Schematic diagram of Trawler (Otter Trawl)

The project focused on recruiting larger fishing vessels over 10 meters in size and those engaged in trawling. However, the project has welcomed vessels of all sizes as well as those employing other fishing methods.



## Scheme of Work

Following the project's media launch in Newlyn (March 2009), work commenced on setting up the infrastructure required in the port, engaging harbour staff and recruiting vessels to the scheme. It was essential to test the methodology thoroughly, so that any operational issues could be addressed, before extending the scheme to other ports.



Image above : Project funders attending the launch in Newlyn

Harbour staff at Newlyn were approached to move full bags of recovered marine litter to a secure locked skip. The project coordinator monitored the contents for participation and compliance. Each full skip was emptied and the weight supplied to the project coordinator by the registered waste contractor for the port.



Image above : The scheme gets underway in Newlyn

Later in 2009, the project coordinator was approached to provide facilities for fishermen working out of Newquay and Appledore. To ensure good geographical coverage, it was agreed that additional facilities should be provided at both these North Coast ports.



Images above and below: The scheme in action at Newquay

The project received enquiries from other ports in Cornwall and Devon, as well as from fishermen in Dorset, but due to the constraints of the project's funding and timeframe, it was felt that it would not be possible to extend the reach of the project at that stage.





## Scheme of Work cont.

Two bespoke skips (pictured right) were kindly provided and fabricated by Cornwall Council in conjunction with SERCO and placed at Looe and Newquay Harbours to assist with space limitations in those ports.

The skips have proven to be a highly visible reminder for fishermen and an excellent marketing tool for the project.

During the final year of the project, the network of harbours was expanded further with the addition of Looe, Brixham and Plymouth, bringing the total number of harbours in the scheme to six, exceeding the original target of four.

By the end of the 2008 – 2011 project, waste collection facilities had been provided and the project's infrastructure established in six south west ports.

Further work would be required under a proposed second project, to further establish the scheme and vessel participation in the ports of Plymouth, Brixham, Looe and Newquay, where the project was still in its relative infancy.

A second project in the South West would build upon the firm foundations laid and success to date.



Image above: The scheme in action at Newquay



Image above: Skip provided by Cornwall Council at Newquay



Image above: The project getting underway in Looe



Image above: Brixham Harbour Master Capt. Paul Labistour with Project Coordinator Sarah Crosbie



## Waste

Between March 2009 and March 2011, fishermen working out of Newlyn, Appledore, Looe and Newquay had recovered 14 tonnes of marine litter. The project's original target of 200 tonnes was not met.



Reasons for target tonnage not being met:

- The overall project length was reduced to two years (from three), due to the delay in funding.
- During the first operational year of the project (2009/2010), only vessels based in Newlyn were actively participating in the scheme, until the ports of Appledore and Newquay came online later that year.
- Newlyn vessels recovered significant quantities of lightweight plastic and polythene (see image) and not as much heavy industrial waste as their Scottish counterparts fishing in the North Sea.
- Harbour staff at Newlyn had been segregating out recyclable material such as scrap metal, as the price for this material rose significantly during the period in question. The weight of this material was not recorded under the project's tonnages, as it did not enter the project's waste supply chain. The project coordinator was reluctant to insist that this scrap metal be stored and disposed of, in the project's skip, as it would have meant a loss of income for the port and an increase in the amount of waste going to landfill.
- Fishermen at Newquay and Looe have not recovered the anticipated volume of litter, in part due to the type of fishing these vessels employ.
- Vessels working out of Brixham and Plymouth joined the scheme towards the end of year 2010/2011.



Image: Bag of recovered marine litter at Newlyn containing a high concentration of lightweight plastic



## Monitoring

There were two aspects to waste monitoring;

- 1) A running total of all the marine litter landed as part of the project was kept, all skips were weighed as they were delivered to licensed waste disposal sites and this data was collected through waste invoices.
- 2) In Newlyn, the project coordinator was able to analyse the bags and record the composition of the litter landed.

Discussions with port authorities were held to ascertain if port staff could be approached to monitor and record the items recovered in each of the other ports, but in practice, this proved to be an impossible task due to time restrictions. As a result, it was decided that the project coordinator would perform regular sampling of the waste recovered in Newlyn.

The data (based on the OSPAR Beach Monitoring Protocol) was entered into an Excel database. Monitoring was a secondary focus of the project but it was hoped that it would provide enough information to give an idea of the types of rubbish recovered under the scheme.

It was accepted that the monitoring methods employed would not meet established scientific criteria, but the data collected would be useful in getting an indicative picture of what was being caught.

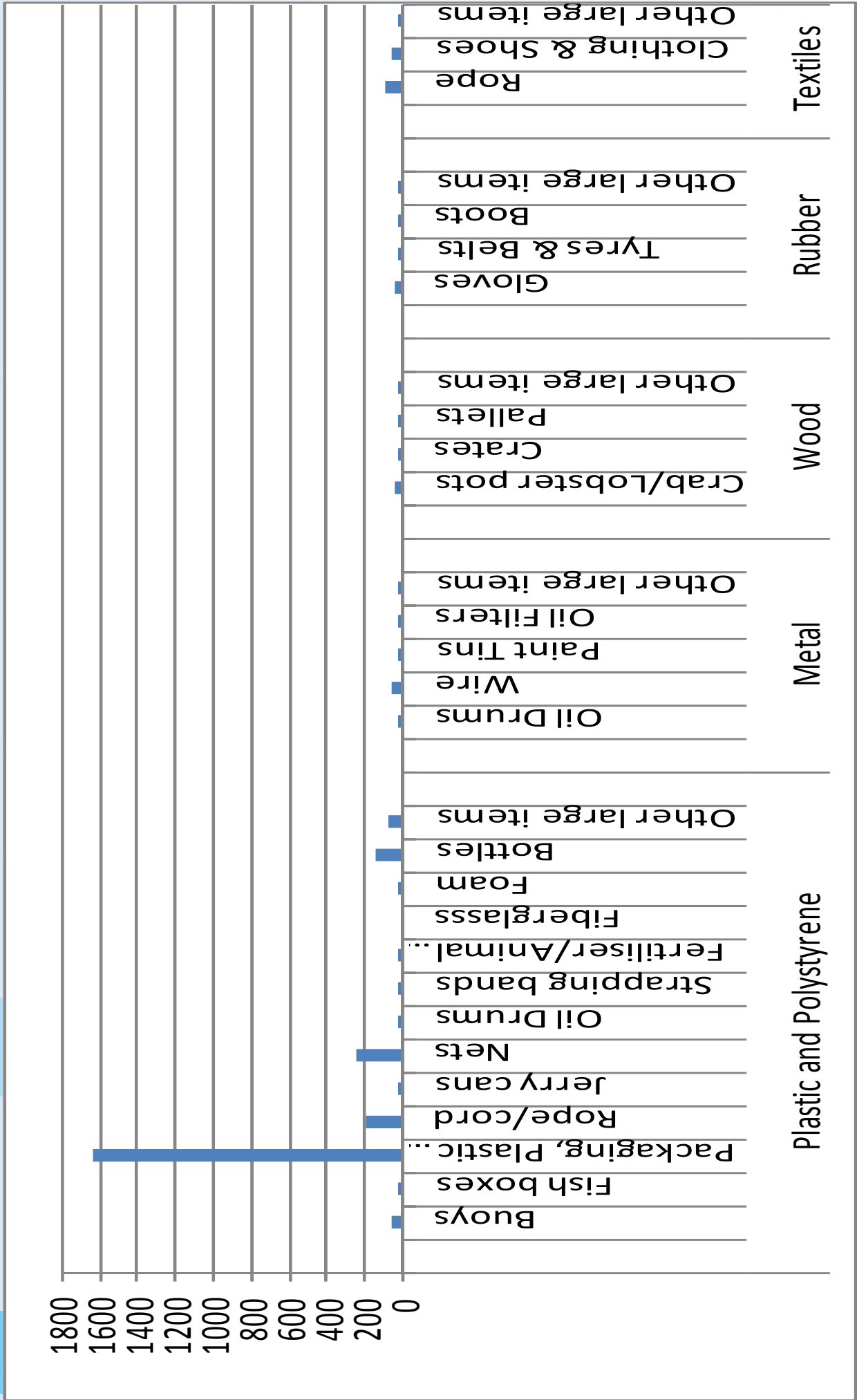
Figure 1. shows the sample composition of the marine litter landed, by material type, in Newlyn.

**Fig 1. Sample of waste recovered in Newlyn**

<b>Plastic and Polystyrene</b>	
Buoys	50
Fish boxes	15
Packaging, Plastic sheeting	1642
Rope/cord	200
Jerry cans	25
Nets	250
Oil Drums	3
Strapping bands	30
Fertiliser/Animal feed bags	5
Fiberglass	0
Foam	30
Bottles	150
Other large items	68
<b>Metal</b>	
Oil Drums	10
Wire	55
Paint Tins	30
Oil Filters	3
Other large items	2
<b>Wood</b>	
Crab/Lobster pots	45
Crates	26
Pallets	5
Other large items	14
<b>Rubber</b>	
Gloves	36
Tyres & Belts	20
Boots	17
Other large items	22
<b>Textiles</b>	
Rope	96
Clothing & Shoes	55
Other large items	24



Fig 2. The number of items by type - Newlyn ( a representative sample only )





## Monitoring cont.

Figures 1. and 2. clearly demonstrate that plastic is the most abundant type of litter landed, by the number of items.

### The emerging threat of micro-plastics

Research shows that plastic debris is fragmenting in the environment and that microscopic pieces of common polymers including polyethylene, polyvinyl chloride and polypropylene are now present on shorelines and in the water column throughout the North East Atlantic.

Pieces as small as  $2\mu\text{m}$  have been identified and their abundance has increased over the last 40 years. Their abundance together with their size mean that such fragments could be ingested by a wide range of organisms including birds, fish and small invertebrates. Fragments of plastic have been shown to concentrate pollutants that have arisen in the environment from other sources.



(Prof. Richard Thompson, Plymouth University)

The images shown below display the contents of bags sampled at Newlyn.



Images above: Bags of recovered marine litter containing a high concentration of lightweight plastic material

## **Analysis and Conclusions**

The project has managed to achieve all of its aims and objectives except one. The original target, to recover 200 tonnes of marine litter, proved too high a target for the condensed pilot project.

A significant amount of time was devoted to providing the infrastructure required across the South West and in securing the support of the fishing industry on a local and individual basis. The Scottish project had demonstrated that personal contact with skippers and crews was essential to promote the benefits of the scheme and to gain a commitment to participate and this was echoed in the South West.

As in Scotland, identifying a recycling route for the waste remains a challenge but positive steps have been made and hopefully headway can be made on this matter in the near future.

The project has been fortunate in receiving high profile publicity, this has not only helped in encouraging the industry to participate, but has highlighted the marine litter issue generally to a wider audience. The Fishing For Litter brand is well known especially in fishing communities. As a concept there are still avenues to explore, to enhance and improve the operational aspects of the project and challenges to encourage better participation within the industry.

The achievements so far have highlighted the benefits of a coordinated approach to managing the initiative and the regional network of harbours has enabled registered vessels to actively participate wherever they were operating in South West waters.

While the economic impact of marine litter occurs at a local level, action to reduce it must be taken at all levels. These challenges are not new, but the way we address them must be, if we are to significantly reduce levels of marine litter. What is clear is that without strong action to tackle the sources of marine litter, the costs associated with it and its far reaching impacts will continue to rise.

The pilot project in the South West 2008 – 2011 has clearly demonstrated that a Fishing For Litter initiative can be fully implemented in the region, gaining endorsement from a broad selection of stakeholders and receiving considerable support from within the industry.

## **The Future**

The project has successfully secured funding to continue for another three years (2011-14) and the project will focus on 1) Increasing the number of boats and ports involved in the project, 2) Increasing the education activities of the project and 3) Increasing the amount of waste recovered by participating vessels .



## Fishing For Litter and Policy

Based on the success of the Fishing For Litter scheme, Ministers at the North Atlantic marine protection convention, OSPAR, approved a Recommendation (2010/19) encouraging participating member states to facilitate Fishing For Litter initiatives in their own fishing ports (Appendix 3) .

The scheme is also being discussed by European governments as a method to help achieve Good Environmental Status (descriptor 10) as part of the Marine Strategy Framework Directive where they must ensure that the amount of marine litter in the marine environment does not cause harm.

The project has forged links with the Seafish Responsible Fishing Scheme (RFS), to ensure that the drive by regulators and supermarkets to improve sustainability, also results in a change of behaviour towards litter. Seafish have advised that as part of their proposed review of the RFS they intend to embed a requirement stipulating that where Fishing For Litter programs are running in ports of landing, RFS member vessels should take part.

Although improvements in regulation and enforcement for litter offences are essential tools in reducing the problem, it is unlikely that it will achieve the behavioural change required within the industry. It will be important to engage the fishing industry in a way that they take ownership of the problem and work towards a solution.

Fishing For Litter tackles one of the main and hardest to reach sources of marine litter and for a small cost it provides a way to change attitudes and behaviour towards waste management by involving fishermen in being part of the solution.

**The 2008 – 2011 Fishing For Litter South West Project has been jointly sponsored and supported by:**



## Appendix 1 : Fishing For Litter in the News

### Fishing For Litter South West Campaign is launched in Newlyn - 13 March 2009



Fishing for Litter South West, an initiative to help clear the sea of rubbish, was officially launched in Newlyn on Friday 13th March.

Fishing for Litter South West is enlisting the help of local fishermen and encouraging them to bring ashore litter caught in their nets during fishing.

### Fishing for Litter Collaborates with contemporary ecoartist at Newlyn Fish Festival - 03 September 2009



Image above shows a child's interpretation of marine litter.

Cornish-based, contemporary eco-artist, Georgina Maxwell, is becoming increasingly well-known for her work concerning plastic marine pollution. At this year's Newlyn Fish Festival, she collaborated with 'Fishing for Litter South West' to raise awareness of the negative impact of marine litter. Georgina's sculpture drew a lot of interest at the festival and she also worked with children to create artwork themed around the project and the problem of marine litter.

### Fishing for Litter Widens Its Net - 19 November 2009



Fishermen across South Devon are being invited to sign up to the pioneering Fishing For Litter scheme as it gets underway in the ports of Brixham and Plymouth this week.



### **Fishing for Litter Bags Fourth Harbour in South West - 01 April 2010**



Newquay fishermen will be taking part in an international project to help reduce marine pollution as the North Cornish port joins the 'Fishing For Litter' scheme this month. Newquay Harbour is the fourth port in the South West to sign up to the project.

### **First Scottish Bag Landed in South West Harbour - 22 June 2010**



For the first time, a Scottish vessel has deposited a bag of litter in a harbour participating in the Fishing For Litter South West scheme. The bag was deposited in Newlyn Harbour last week and contained a variety of items including a large amount of rope and plastic.

### **Environment Minister Endorses Fishing For Litter South West - 13 August 2010**



The Rt Hon Hilary Benn MP, Secretary of State for the Environment, Food and Rural Affairs visited Newlyn on Tuesday and met representatives of the pioneering Fishing For Litter South West project.

### **Fishing for Litter: Incident highlights the real cost of marine litter - 02 September**



The skipper and crew of the Newlyn based trawler the "Elizabeth N", narrowly escaped a serious incident in the Bristol Channel last week, when their propeller got caught up in lost fishing gear, in poor weather. The large piece of trawl became caught in the propeller of the Elizabeth N around 2am on Saturday morning. This incident highlights the potential dangers and significant costs associated with marine litter for fishing vessels.



Fishing For Litter



## Fishing for Litter South West 2008-2011

**Marine litter costs the fishing industry an average of £10,000 per boat, each year, through contamination of catches, broken gear, fouled propellers and lost fishing time**

**Newlyn • Plymouth • Brixham • Looe • Appledore • Newquay**





## > What is Fishing for Litter?

Fishing For Litter is one of the most innovative and successful projects to tackle marine litter at sea. This simple initiative aims to reduce marine litter by involving one of the key stakeholders, the fishing industry.

Member vessels are given hardwearing bags to collect marine litter that accumulates in their nets during fishing operations. Filled bags are returned to the quayside in participating ports and moved to secure containers ready for safe and responsible disposal.

Despite many programmes, initiatives and legislation to reduce marine litter it remains one of the most significant environmental problems yet to be addressed and affects the marine environment on a worldwide scale.

## > Why become involved?

Research has shown marine litter costs the fishing industry on average, £10,000 per boat, each year, through contamination of catches, broken gear, and fouled propellers.

Vessels surveyed, spent an average of 41 hours a year removing marine debris from fishing gear. These are costs that fishing vessels cannot afford to absorb. Participation in the project will contribute towards the permanent removal of debris and marine litter from fishing grounds, which not only makes good financial sense, but also helps fishing vessels meet the requirements of the Responsible Fishing Scheme.

## > How it all started

Scottish fishermen have been "Fishing For Litter" since 2004.

So far, 160 vessels working out of 17 Scottish harbours have removed 275 tonnes of litter and debris from the marine environment. In 2008, funding was secured to extend the project to the South West of England, with a view to expanding the scheme further from 2011.

The project has also provided a vehicle to monitor the types of waste collected by fishermen at sea.

## > Aims of the Project

Fishing for Litter South West aims to establish a network of 6 harbours, recruit a minimum of 60 fishing vessels and recover 200 tonnes of marine litter.

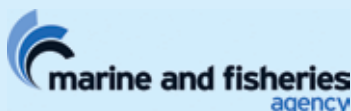
A percentage of the waste that comes ashore will be monitored to try to identify the source of the litter and establish if there are any regional differences.

The information will also be fed into international monitoring programs such as OSPAR's Marine Litter Monitoring Working Group.

## > Project Co-ordination

The project is being co-ordinated locally by a Project Officer based at Seafood Cornwall Training in Newlyn and overseen internationally by KIMO UK.

KIMO (Local Authorities International Environmental Organisation) is an association of coastal local authorities whose goal is to eliminate pollution from the Northern Seas. The organisation's members include 115 local authorities representing over 6 million inhabitants in Norway, Denmark, Sweden, the Faeroe Islands, Germany, the Netherlands, Belgium, Great Britain, Republic of Ireland, the Isle of Man and the Baltic States.



## > Contact details

If you are interested in taking part in the project please contact:

### Sarah Crosbie

Fishing For Litter South West,  
c/o Seafood Cornwall Training Ltd,  
The Strand, Newlyn, Cornwall,  
TR18 5HW.

01736 364324

sarah@seafoodcornwalltraining.co.uk  
www.fishingforlitter.org

Design: creativeedge.co.uk.  
Main image courtesy of Laurence Hartwell



Protecting and conserving the  
North-East Atlantic and its resources

OSPAR 10/23/1-E, Annex 47

# OSPAR Recommendation 2010/19 on the reduction of marine litter through the implementation of fishing for litter initiatives

RECALLING Article 2(1) of the Convention for the Protection of the Marine Environment of the North East Atlantic ("the OSPAR Convention"),

RECALLING Annex V to the OSPAR Convention on the protection and conservation of the ecosystems and biological diversity of the maritime area, and in particular its Article 3(a)(i), which makes it a duty of the OSPAR Commission to draw up programmes and measures for those purposes for the control of the human activities identified by the application of the criteria in Appendix 3,

RECALLING that the OSPAR Quality Status Report 2010 and the Joint Assessment by UNEP and the OSPAR Commission of the litter problem, in the North-East Atlantic have concluded that marine litter is a persistent problem, which originates from both sea and land based activities, that affects the entire marine environment and its ecological effects are not fully understood,

BEING AWARE of the social, economic and ecological impact of marine litter in the marine and coastal environment,

DESIRING to provide a means, through which Contracting Parties can reduce the amount of marine litter in their waters and address one of the main sources of marine litter through awareness raising and changes in behaviour.

**The Contracting Parties to the Convention for the Protection of the Marine Environment of the North-East Atlantic RECOMMEND:**

## 1. Definitions

1.1 For the purpose of this Recommendation:

*"Fishing for Litter Initiatives"* means Fishing for Litter projects as outlined in the Guidelines on how to develop a Fishing for Litter project (OSPAR Agreement 2007-10).

*"Marine Litter"* means any persistent, manufactured or processed solid material discarded, disposed of or abandoned in the marine and coastal environment.

## 2. Purpose and Scope

2.1 The purpose of this Recommendation is to promote the establishment of Fishing for Litter initiatives in fishing harbours of Contracting Parties and to facilitate:

- a. The raising of awareness of the social, economic and ecological impacts of marine litter among fishermen and within the fishing industry;
- b. a change in waste management practices within the fishing industry;
- c. the direct removal of marine litter from the marine environment within fishing areas.



### 3. Programmes and Measures

- 3.1 Contracting Parties should promote the establishment of Fishing for Litter initiatives in line with OSPAR Agreement 2007-10 whereby:
- a. fishermen are provided, at no cost to them, with large hardwearing bags, or other suitable receptacles, in which they can collect marine litter that accumulates in their nets as part of their normal fishing activity. This does not include operational or galley waste from the vessel;
  - b. facilities are available for these bags to be deposited in harbour at no cost to the fishermen and disposed of, where possible, in line with the waste hierarchy: reuse, recycle, recover and dispose;
  - c. the number of vessels and harbours taking part in Fishing for Litter initiatives and the weight and, where possible, composition of the waste brought ashore is recorded locally and collected by Contracting Parties for OSPAR reporting purposes;
  - d. a communication plan is developed and implemented to promote the project and to raise awareness of fishermen and the fishing industry to the impacts of marine litter.
- 3.2 Contracting Parties should notify the details of their national contact for these initiatives to the OSPAR Secretariat.

### 4. Entry into Force

- 4.1 This Recommendation has effect from 24 September 2010.

### 5. Implementation Reports

- 5.1 Contracting Parties should report the information as referred to in paragraph 3.1(c) to the OSPAR Commission not later than 1 October 2013. Reporting will be annually thereafter.
- 5.2 When reporting on the implementation of this Recommendation, Part A of the reporting format at Appendix 1 should be used as far as possible (i.e. Contracting Party details, harbour details and monthly tonnages). Part B of the reporting format (i.e. monitoring data for harbours) should be used as appropriate, taking into account the points listed in footnote<sup>1</sup>.
- 5.3 By 1 January 2013 Contracting Parties should present to the OSPAR Commission:
- a. a short description of the initiatives that they have established to meet the aims of this Recommendation and experience of their implementation; or
  - b. an explanation why they have not established any such initiatives (e.g. descriptions of other initiatives which are equally effective in fulfilling the requirements of 3.1).
- 5.4 The OSPAR Commission will periodically review arrangements set out in this Recommendation in light of experience of its implementation. Such reviews will evaluate the success of Fishing for Litter initiatives, and will look at such factors as costs, benefits and governance. The first such review should take place not later than 31 December 2014.

---

<sup>1</sup> Contracting Parties should decide nationally whether to record for each Fishing For Litter initiative the details requested in Part B of the reporting format, taking into account the following points (please note that the reporting method undertaken nationally should be documented in any results submitted):

1. Whether to include all harbours included in the FFL project, or a representative harbour for collecting the greater detail on litter types;
2. Whether to record the contents of each bag recovered, or a representative sample, for example; every tenth bag collected, or one bag monthly or one bag in every six months;
3. Whether to record only the main categories of material found for example 'Plastic and Polystyrene' or 'Metal', or sub-divide the findings into the defined categories under each heading. Please see data sheet on pink excel tabs;
4. How to best determine the amount of litter category in each bag, for example an estimate of likely content number of items of percentage of each category, or based on actual counting of litter items within the bag.



# Fishing For Litter



The Duchy of Cornwall

