



UNITED
NATIONS

EP

UNEP(DEPI)/ MED WG.417/13



UNITED NATIONS
ENVIRONMENT PROGRAMME
MEDITERRANEAN ACTION PLAN

15 May 2015
Original: English

MED POL Focal Points Meeting
Malta, 16-19 June 2015

Joint Session MED POL and REMPEC Focal Points Meetings
Malta, 17 June 2015

Agenda Item 7: Draft Guide on best practices for fishing for Litter in the Mediterranean

For environmental and economic reasons, this document is printed in a limited number. Delegates are kindly requested to bring their copies to meetings and not to request additional copies.

TABLE OF CONTENTS

Background	2
1. Introduction	3
2. Objective	4
3. Implementing a Fishing for Litter practice step by step	5
3.1. Selection of fishing harbours and vessels	6
3.2. Marine litter collection.....	6
3.3. Marine litter reception.....	6
3.4. Marine litter management.....	7
3.5. Additional steps.....	7
3.5.1. Appointment of a coordinator	7
3.5.2. Public relations campaign	7
3.5.2.1. Key messages of the campaign	8
3.5.2.2. Practical objectives of the campaign.....	8
3.5.2.3. Media contacts.....	8
3.5.2.4. Crisis management.....	9
3.5.3. Monitoring of the collected litter.....	9
3.5.4. Monitoring and evaluation of the Fishing for Litter practice.....	9
4. Health and safety implications	9
5. Environmental impact assessment procedures including transboundary impacts	10
6. References.....	11
Annex. Monitoring forms	12

Background

Marine litter has been acknowledged at global level as an emerging threat with significant implications for the marine and coastal environment. Its impacts are environmental, economic, health and safety and cultural, and are rooted in our prevailing production and consumption patterns. The problem originates mainly from land-based activities as well as from sea-based activities. The limited governmental financial resources, the poor stakeholders understanding of their co-responsibility in generating and solving the problem, and the weak enforcement of laws and regulations are among the main factors that the problem of marine litter has not been addressed effectively.

Marine litter has been an issue of concern in the Mediterranean since the 1970s. The LBS Protocol of the Barcelona Convention recognised the importance of dealing with the problem of marine litter. In Annex I of the Protocol marine litter is defined as “Persistent synthetic material which may float, sink or remain in suspension and which may interfere with any legitimate use of the sea”¹.

The Mediterranean was designated a Special Area for the purposes of Annex V (Prevention of pollution by garbage from ships) of the MARPOL 73/78 Convention.

In December 2013 COP 18 of the Barcelona Convention adopted the Regional Plan on Marine Litter Management in the Mediterranean (hereinafter MLRP) that represents among others a set of legally binding measures to prevent and reduce marine litter generation and improve its management with the view to achieve the ECAP GES and targets on marine litter also adopted by COP 18. Thus, the Mediterranean Sea is the first regional sea to have a plan in dealing with the issue of marine litter. In the MLRP the following marine litter definition is provided: “Marine litter, regardless of the size, means any persistent, manufactured or processed solid material discarded, disposed of or abandoned in the marine and coastal environment”.

The MLRP provides for Fishing for Litter (hereinafter FfL) as one of the most important measures that has the potential to reduce the amounts of at sea by involving one of the key stakeholders sectors, the fishing industry. Apart from removing litter from the sea, mainly from the seafloor, these practices substantially contribute to raising awareness on the problem within the sector and the need for better waste management.

In 2011 the Honolulu Strategy, developed in the course of and after the 5th International Marine Debris Conference, organised by UNEP and the US National Oceanic and Atmospheric Administration (NOAA) Marine Debris Programme, stated FfL in its strategies C4 and C5.

FfL initiative has demonstrated on a limited scale that the objectives and aims of the scheme can gain the support of the fishing industry, harbour authorities and local authorities. Furthermore, it can contribute to changing practices and culture within the fishing sector, provide a mechanism to remove marine litter from the sea, and raise awareness among the fishing industry, other sectors and the general public.

The MLRP also highlights the need to consider EIA and environmental impacts of implementing FfL and draws the attention that the best environmental practices and techniques should be used for this purpose due to the fact that such interventions may also have a very negative impact on marine environment and ecosystems.

In the Convention on Biological Diversity Expert Workshop to Prepare Practical Guidance on Preventing and Mitigating the Significant Adverse Impacts of Marine Debris on Marine and

¹ The amended LBS Protocol, 1996 and entered into force in 2008 provides for litter as any persistent manufactured or processed solid material which is discarded, disposed, or abandoned in the marine and coastal environment.

Coastal Biodiversity and Habitats held in Baltimore, USA in December 2014, “Encourage fishing for litter initiatives” is included on the list of suggestions made for marine debris mitigation and management (predominantly plastic) of the Draft Background Document². This document also provides an update to the review of the impacts of marine litter undertaken by the Scientific and Technical Advisory Panel of the GEF in collaboration with the Secretariat of the Convention on Biological Diversity, and jointly published as CBD Technical Series 67 in 2012.

FfL activities have been widely applied mainly in NE Atlantic Ocean, and specifically in the North Sea; FfL actions in the Baltic Sea and in the Mediterranean Sea have been undertaken more recent while no such actions have been initiated yet in the Black Sea. At global level, one project is under development in the United States with energy recovery from the fishing gear removed.

In the Mediterranean, four projects are being implemented currently: *Contrats Bleus* (French Coast), Ecological bags on board (Spanish East Coast), *Ecopuertos* (Andalusian Coast, Spain) and DeFishGear (Adriatic Sea).

Despite FfL is mainly considered at local scale, marine litter is a transboundary problem and therefore a coordinated, harmonised and coherent approach is the best way to tackle it.

At all levels, cooperation in FfL practices should be based on the exchange of relevant information and on addressing significant transboundary marine litter issues. Agreements should be made so that any vessel involved in the FfL practice can land non-operational waste at participating harbours in Mediterranean countries and other neighbouring countries.

Cooperation between Regional Seas Conventions will be more effective if the work undertaken within these conventions following their regulatory framework takes the same approach.

In this context, in accordance with UNEP/MAP Programme of work on pollution assessment and control thematic priority and the objectives of the project on ecosystem approach funded by the EC the following “Guide on best practices for Fishing for Litter in the Mediterranean” are developed to be commonly agreed at the Mediterranean level and implemented accordingly.

1. Introduction

There are two types of FfL practices: active and passive. Active practices are specifically performed to remove marine litter and fishermen involved are paid; passive practices are carried out by fishermen during their normal fishing activities without financial compensation.

Regarding to active ones the following practices can be considered:

1. Marine litter removal practices during specific fishing trips to remove litter from hotspots (marine litter accumulation) or from protected areas with financial compensation of the fishermen involved.
2. Retrieval of derelict (abandoned, lost or otherwise discarded) fishing gear at sea where individual fishermen are contracted to retrieve nets.

In both cases, expertise is needed to undertake marine litter removal actions. This removal involves fishermen and qualified divers locating and removing marine litter and derelict fishing gear (hereinafter DFG). They use various technologies to locate litter, such as side-scan sonar for sea-bed surveys, map locations on the basis of interviews with fisherman, or in the case of

² Background Document (Draft) on the Preparation of Practical Guidance on Preventing and Mitigating the Significant Adverse Impacts of Marine Debris on Marine and Coastal Biodiversity (Document UNEP/CBD/MCB/EM/2014/3/INF/2).

DFG information systems that track lost gear, and remove the litter from the marine environment using specialist equipment.

The removal of marine litter requires specific skill sets and experience from the fishermen – especially when bulky or heavy items and nets are retrieved. It is recommended to work with active fishermen that have good knowledge of techniques and the targeted areas (i.e. of the level of activity of the various fisheries in these areas, now and in the past).

Divers might be used to support retrieval operations, depending on the depth and the topography of the seafloor. Working with divers can help to minimise the impact of marine litter and DFG removal on the marine environment and to increase its efficiency and effectiveness. Marine litter and DFG retrieval requires a thorough understanding of the safety and environmental issues of working with marine litter and DFG. Only qualified divers with appropriate experience and training should attempt marine litter and DFG retrieval.

In this sense, and for marine litter removal practices in protected areas, operations using specific fishing gear and divers should be licensed. Therefore relevant permits should be requested to the competent authority (managing body of the protected area). In these cases, due to the sensitivity of these areas environmental impact assessment of the removal practice should be developed.

There are many environmental benefits of retrieval actions of marine litter, these benefits increase when developing in sensitive areas where protection and conservation of marine biodiversity are priority but the precautionary principle should be applied.

Last, regarding to passive FfL practices, marine litter removal initiatives undertaken by fishermen during their normal fishing activity can be considered. Fishing vessels are given free bags to collect any marine litter they catch in their nets during fishing operations and are provided with free disposal facilities in harbour. Operational or galley waste generated on board, and hence the responsibility of the vessel, continues to go through the established harbour waste management system.

All types of marine litter are targeted depending on the gear type used. Most amounts are from seafloor litter collected with bottom-contacting gear. Full bags are deposited on the quayside where the participating harbours monitor the waste before moving the bag to a dedicated skip for disposal. Normally, litter is weighed and, where possible, composition recorded, providing data that may be useful in subsequent policy development and management. Participation of fishermen is voluntary and without financial compensation.

This practise reduces the volume of debris washing up on our beaches and also reduces the amount of time fishermen spend untangling their nets. Therefore FfL is one of the most innovative and successful concepts to tackle marine litter at sea based on cooperation with fisheries associations.

This last type of practices, i.e. passive FfL practices, will be those considered in this guide and therefore their aspects related will be described accordingly.

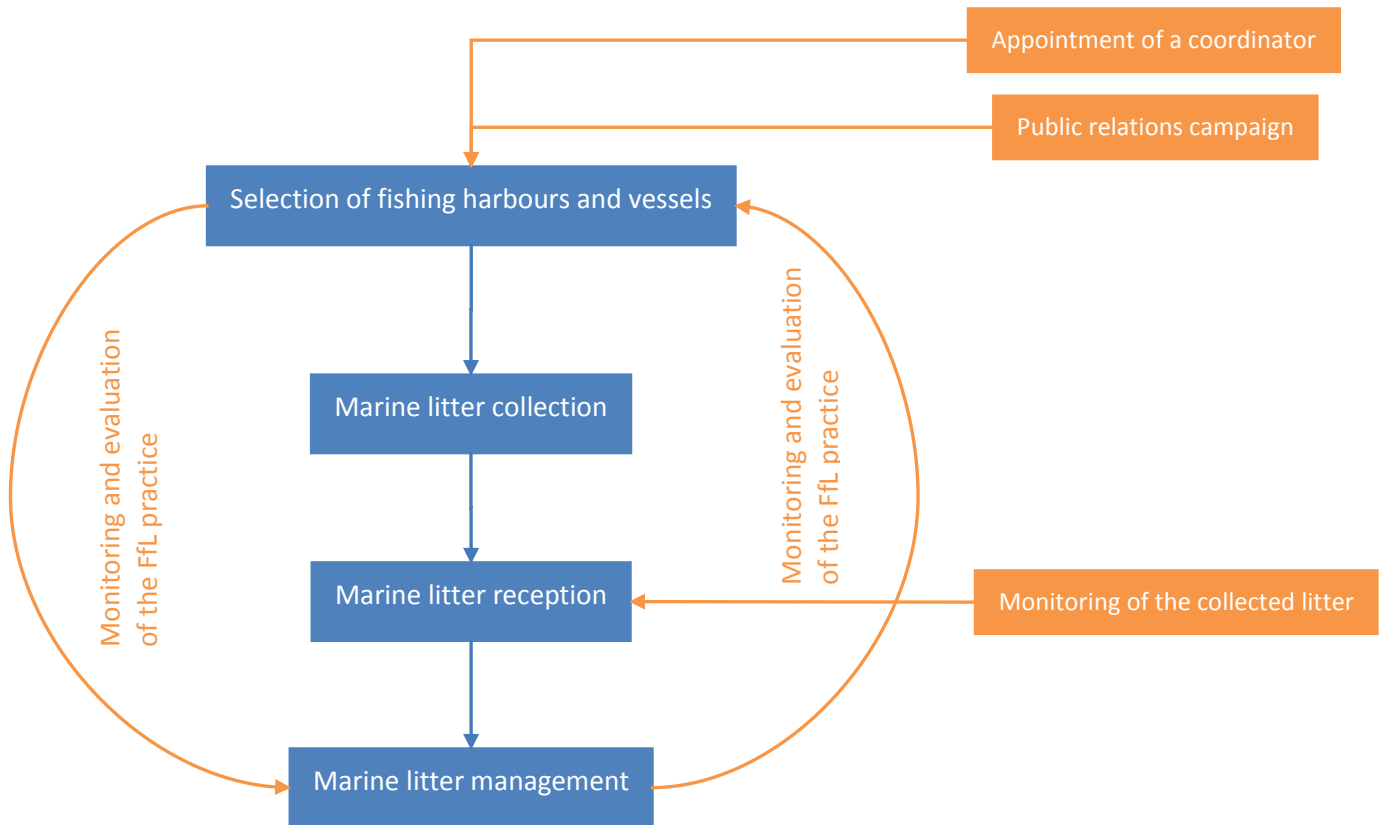
2. Objective

The objective of this guide is two-fold: to provide technical guidance on the mechanism to remove litter from the sea in an environmentally friendly manner ensuring negative impacts on marine environment and ecosystems are avoided, and to provide guidance on the process of involving the stakeholders responsible for the implementation and coordination of FfL practices. As stated above, the FfL practices considered within this guide are the passive FfL ones.

These practices are expected to be implemented in local areas at small-medium scale due to the specific characteristics of the Mediterranean trawling fishing fleet. FfL practices are described in areas where fishermen are able and allowed to fish.

3. Implementing a Fishing for Litter practice step by step

The steps of a FfL practice are presented in the following scheme (blue colour) and are elaborated in the chapters that follow. Where possible to implement, additional steps are also provided (orange colour).



3.1. Selection of fishing harbours and vessels

For the selection of fishing harbours and vessels that will participate in the FfL practice it is recommended to contact with fishermen's associations (both national and local) to explore the possibilities of collaboration. Also to contact with ports and harbours authorities it is recommended to develop support to the FfL practice because the point to collect waste will be located in the harbour area and other harbour facilities could be used for the purposes of the FfL practice. To complete the establishment of contacts with relevant stakeholders it is recommended to contact with waste management authorities and companies for the involvement of these sectors into the FfL practice.

3.2. Marine litter collection

For marine litter collection, bags solid enough will be needed. The size of bags used will depend on the vessel size to ensure enough free space on board during fishing activities. Typical bags, called big bags, used for FfL practices measure L90 x W90 x H90 cm and have a weight capacity of 200 kilogrammes, and a volume of 100 litres. The bags are usually made of polypropylene, for greater strength, and can be reused several times.

The following guidelines to collect marine litter should be followed by the fishermen to ensure the smooth running of the FfL practice:

- Marine litter should only be collected in the bags.
- Only marine litter caught in your nets should be collected in the bags. Ordinary galley and operational waste should still be disposed of through existing procedures.
- Garbage including plastics, domestic wastes, cooking oil, operational wastes and fishing gear should never be thrown overboard in the Mediterranean.
- Objects of natural origin (e.g., submerged and drifting shrubs, trees, their branches, etc.) which could be entrapped by fishing gear can be subsequently discharged back to the sea.
- Drums of fluids, chemicals or oil and hazardous items such as batteries are considered special waste under waste regulations and should be dealt with through the harbours existing special waste procedures.
- No items of marine litter should be brought onto or retained on board the vessel if the master, in his opinion, considers that doing so would have an adverse effect on the stability and seaworthiness of the vessel.
- Number of bags and approximate weight of marine litter collected in every fishing trip should be recorded.

3.3. Marine litter reception

The bags of marine litter should be unloaded and placed safely on the quayside in order to no marine litter losses occur and no marine litter may return to the sea. The bags will then be taken to the existing waste reception facilities in the harbour. Permanent and large containers that are emptied on regular basis and made available at the shortest possible distance from fishing boats will facilitate handling of both wastes and bags. Either fishermen will take the bags to reception facilities themselves or staff from the harbour authority or waste management company will take the bags to the reception facilities.

To ensure the smooth running of the FfL practice appropriate waste reception facilities in the harbour should be available. Marine litter will be disposed in closed containers with lids, large enough to receive the amounts and sizes of items removed.

Who takes the bags to the waste reception facilities will depend on what is agreed with the harbour authority during the FfL practice and the normal arrangements for handling waste from

vessels in the port. It is recommended that the arrangements for handling marine litter are the same as the normal arrangements for handling the fishing vessels' own waste.

3.4. Marine litter management

Once ashore, marine litter removed has to be properly managed in order to not return to the sea. In this sense, in addition to appropriate waste reception facilities, appropriate waste treatment facilities should be available.

Waste management should ensure that waste is segregated and recycled conveniently prioritising the recovery (both material and energetic) from the deposit. Thus, ideally the management system should apply the following waste hierarchy as a priority order: recycling, energy recovery and disposal.

If the final destination of the waste is landfilling, waste disposal will take place in a controlled facility.

As indicated above, the management system of marine litter collected could be integrated in the harbour existing waste management system, could establish an independent management system based on collecting it by an authorised waste manager that ensures its subsequent separation and recovery or could consist of a combined system of the two previous options. Agreements between waste management authorities and private sector could be made to put into the market segregated materials.

3.5. Additional steps

When possible, depending on available resources for the FfL practice the following steps could be implemented.

3.5.1. Appointment of a coordinator

FfL practice coordinator at national or regional level might be appointed. The coordinator might be in charge of these tasks:

- Searching for resources
- Involving fishing harbours and vessels: contact with fishermen's associations, ports and harbours authorities, waste management authorities and companies
- Developing of the public relations campaign
- Reporting monitoring data

3.5.2. Public relations campaign

A public relations campaign might be developed with the aims to encourage fishing industry to participate in the FfL practice and to inform general public about the FfL practice. The success of this kind of practices is the high engagement and involvement of fishermen and a good public perception could strengthen the fishermen support to the FfL practice.

Specific objectives of the campaign are outlined below:

- Raise awareness of the FfL practice within the fishing industry
- Highlight the role of the funding bodies
- Demonstrate good practice within the fishing industry to the general public
- Change attitudes and behaviour within the fishing industry
- Influence policy makers

The main aspects public relations campaign should cover are summarised below.

3.5.2.1. *Key messages of the campaign*

Two are the key messages that the campaign needs to disseminate during the FfL practice:

- Marine litter is a problem that can be solved if everyone takes responsibility for their actions.
- Marine litter damages fishermen's livelihood (decrease of catches because fish can get caught in litter, time spent cleaning nets) as well as the environment and it is in everyone's interest to solve the problem.
- Marine litter is a resource³, not a waste.

3.5.2.2. *Practical objectives of the campaign*

Practical objectives of the campaign are listed below:

- Develop corporate image for the FfL practice (logo, colours, etc.)
- Develop A4 information leaflet on the FfL practice aimed at fishermen⁴
- Develop identification flags of the FfL practice for participating vessels
- Develop specific equipment for participating fishermen
- Develop display material for exhibitions
- Official launch of the FfL practice
- Develop Fishing for Litter content on a website
- Press launch of first new harbour in the FfL practice
- Coverage of the FfL practice on a rural affairs television programme
- Press launch for final harbour in the FfL practice
- Publication of the report on the analysis of the monitoring programme

3.5.2.3. *Media contacts*

Local agencies should have extensive contacts with the Trade Media and National Press. These should be utilised throughout the FfL practice to gain the maximum amount of coverage.

³ The increasing scarcity of resources and rising commodity prices is encouraging producers to find new ways to recover used products and to turn waste into a resource. Many end-of-life products, including plastics and packaging are increasingly being seen as sources of valuable secondary materials which are lost forever if disposed of.

⁴ Threats and impacts of marine litter should be highlighted on the leaflets developed.

3.5.2.4. *Crisis management*

The risk of bad publicity from a FfL practice is very low however there are some situations that could impact adversely on the press coverage. For example, if a participating vessel is caught disposing of marine litter at sea. In such a situation the FfL practice coordinator should immediately release a press release condemning the action and reaffirming their commitment to eradication of such behaviour. It should also state their intention to enter into a dialogue with the vessel and master to ensure there was not a repeat incident. However as a last resort if there was no cooperation the vessel in question should be removed from the FfL practice.

Another possible scenario is that one of the vessels involved in the scheme is caught fishing illegally. In this situation the coordinator would not comment unless directly approached by the press and then only to state that they are only involved in waste management issues and fisheries management is outside their remit.

3.5.3. Monitoring of the collected litter

The monitoring might be implemented to ensure adequate collection, sorting, recycling and/or environmentally sound disposal of the fished litter.

For monitoring marine litter brought ashore as part of the FfL practice a marine litter collected form might be filled in. With regards to seafloor litter, this form is based on the Master List of main categories of Litter Items as agreed in the UNEP/MAP Integrated Monitoring and Assessment Programme. The number of items will be recorded according to the categories defined (Plastic/Polystyrene, Rubber, Cloth/Textile, etc.) as well as the total weight of marine litter caught (see Table 1 in Annex). Specific main categories of litter (nets, large bottles, etc.) may be considered in case of large abundance, when identifying sources or when reduction measures are specifically taken.

The tasks of recording weight and composition of waste brought ashore might be developed daily on the quayside by qualified personnel and monthly data might be reported to the FfL practice coordinator accordingly. The staff responsible for the characterisation of marine litter (weight and composition) should ensure that no items are lost during this process.

Annually, monthly tons and composition of marine litter collected in each of participating harbours as well data related to harbour details (number of participating vessels, main vessel type) might be reported to the National Competent Authority for the protection of the marine environment (see Tables 2 and 3 in Annex).

3.5.4. Monitoring and evaluation of the Fishing for Litter practice

Data collected (number of vessels and harbours participating, amounts and composition of litter collected, etc.) might be periodically reviewed to evaluate the success of FfL initiatives, and might look at such factors as costs, benefits and governance. It may also enable to locate accumulation areas and support an optimised strategy to further focus on hot spots

Regular FfL practice monitoring and evaluation might help to assess the impacts of the practice and to identify lessons that can be used to improve future initiatives. It might also help to prove to any organisations providing funding or other support that the practice is on track to achieve what it plans to achieve.

4. Health and safety implications

There have been some concerns expressed that there could be health and safety implications with regard to hazardous and other substances that might be caught in trawls and collected on board vessels. The UK Maritime and Coastguard Agency (MCA) undertook a Feasibility Study

for the Conduct of a Pilot Project for Offshore Marine Debris Analysis, Project 496 (Day) that identified some of these issues. The study suggested that the health and safety aspects of implementing these types of initiatives would be the same as normal fishing activities (operations) and therefore there would likely not be any additional implications.

On the other hand, the stability and seaworthiness of the vessel could be affected by the items of marine litter brought onto or retained on board. Thus, no object of marine litter will be collected if there is suspicion of hazard, adverse effect or risk jeopardizing the stability of the vessel. The master and crew of the vessel have the responsibility for effective operational risk assessment.

The experience of FfL projects in the North Sea developing since 2000 indicates that there have been no instances of accidents or injuries directly related to the collection, storage or transfer to shore of marine litter collected as part of these projects.

5. Environmental impact assessment procedures including transboundary impacts

FfL practices are carried alongside normal fishing operations therefore there are no, in principle, potential adverse effects on the marine environment. However, the MLRP highlights the need to consider EIA and environmental impacts of implementing FfL and draws the attention that the best environmental practices and techniques should be used for this purpose due to the fact that such interventions may also have a very negative impact on marine environment and ecosystems.

In this sense, the main potential environmental impacts of FfL practices are related to the harm to the seafloor and the benthic communities associated, to exceed the capacity of the harbour waste reception and storage facilities and human health and safety risks. Best practices established in this guide could be considered as mitigation measures of potential negative impacts of FfL practices on marine environment.

An environmental impact assessment of the FfL practice should be considered depending on the aspects listed below. In this exercise, all the issues related to the FfL practice should be taken into account, even if waste intermediate storage facilities are considered.

1. Characteristics of the FfL practice: (a) the size and design of the whole FfL practice; (b) cumulative effects with other existing and/or approved FfL practices; (c) the use of natural resources, in particular land, soil, water and biodiversity; (d) the production of waste; (e) pollution and nuisances; (f) the risk of major accidents and/or disasters which are relevant to the FfL practice concerned, including those caused by climate change, in accordance with scientific knowledge; (g) the risks to human health.
2. Location of the FfL practice: environmental sensitivity of geographical areas affected by the FfL practice with particular regard to marine protected areas.
3. The transboundary nature of the potential impacts.

6. References

German Federal Environment Agency (UBA) and European Commission DG Environment (2013). *International Conference on Prevention and Management of Marine Litter in European Seas* (Berlin, 10-12 April 2013): <http://www.marine-litter-conference-berlin.info/index.php>.

KIMO (2010). Economic impacts of marine litter. Available from http://www.noordzeeloket.nl/images/Economic%20impacts%20of%20marine%20litter_1290.pdf [accessed April 2015].

KIMO (2013). Fishing for litter projects in the North Sea. <http://www.kimointernational.org/FishingforLitter.aspx>.

MARELITT Project (2015). *Toolkit for derelict fishing gear projects*.

MARELITT Project (2015). *Toolkit for marine litter retention projects*.

MARLISCO Project: Marine Litter in European Seas - Social Awareness and Co-Responsibility (2015). *The MARLISCO Guide for Reducing Marine Litter: Get Inspired and Become Innovative Through Best Practices*.

OSPAR (2009). *Marine litter in the North-East Atlantic Region: Assessment and priorities for response*. London, United Kingdom, 127 pp.

OSPAR Commission (2007). *Guidelines on How to develop a Fishing-for-litter Project*. OSPAR Agreement 2007-10.

Secretariat of the Convention on Biological Diversity and the Scientific and Technical Advisory Panel—GEF (2012). *Impacts of Marine Debris on Biodiversity: Current Status and Potential Solutions*, Montreal, Technical Series No. 67, 61 pages.

UNEP/CMS (2014). Report I: Migratory Species, Marine Debris and its Management. Available from: http://www.cms.int/sites/default/files/document/COP11_Inf_27_Report_I_Marine_Debris_Management_Eonly.pdf [accessed April 2015].

UNEP/FAO (2009). *Abandoned, lost or otherwise discarded fishing gear*. UNEP Regional Seas Reports and Studies, No. 185; FAO Fisheries and Aquaculture Technical Paper, No. 523. Rome. 115 p.

Annex⁵. Monitoring forms**Table 1.** Marine litter collected form.

Harbour	
Vessel	
Date	
Number of bags	
Total weight (Kg)	
Observations	

ID	PLASTIC/POLYSTYRENE	Total No.
G2	Bags	
G6	Bottles	
G10	Food containers incl. fast food containers	
G18	Crates and containers / baskets	
G20	Plastic caps and lids	
G27	Cigarette butts and filters	
G39	Gloves	
G48	Synthetic rope	
G51	Fishing net	
G55	Fishing line (entangled)	
G59	Fishing line/monofilament (angling)	
G61	Other fishing related	
G66	Strapping bands	
G67	Sheets, industrial packaging, plastic sheeting	
G93	Cable ties	
G124	Other plastic/polystyrene items (identifiable)	
ID	RUBBER	Total No.
G125	Balloons and balloon sticks	

⁵ This Annex is prepared for indicative purposes. Its final version will be based on the agreed list under the Integrated Monitoring and Assessment Programme of UNEP/MAP.

G127	Rubber boots	
G128	Tyres and belts	
G132	Bobbins (fishing)	
G134	Other rubber pieces	
ID	CLOTH/TEXTILE	Total No.
G136	Shoes	
G137	Clothing / rags (clothing, hats, towels)	
G141	Carpet & Furnishing	
G142	Rope, string and nets	
G145	Other textiles (incl. rags)	
ID	PAPER/CARDBOARD	Total No.
G146	Paper/Cardboard	
G148	Cardboard (boxes & fragments)	
G158	Other paper items	
ID	PROCESSED/WORKED WOOD	Total No.
G160	Pallets	
G170	Wood (processed)	
G173	Other (specify)	
ID	METAL	Total No.
G175	Cans (beverage)	
G176	Cans (food)	
G180	Appliances (refrigerators, washers, etc.)	
G182	Fishing related (weights, sinkers, lures, hooks)	
G185	Middle size containers	
G187	Drums, e.g. oil	
G193	Car parts / batteries	
G194	Cables	
G196	Large metallic objects	
G197	Other (metal)	
ID	GLASS/CERAMICS	Total No.
G200	Bottles incl. pieces	
G201	Jars incl. pieces	
G208	Glass or ceramic fragments >2.5cm	
G209	Large glass objects (specify)	

