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Regional Meeting on the Further Implementation of the Regional Plan  
for the Management of Marine Litter in the Mediterranean

Tirana, Albania, 19-20 July 2016

**Agenda item 5 and 6: Best Practices to tackle Land-Based Sources of Marine Litter, and Best Practices to tackle Sea-Based Sources of Marine Litter**

**Background Document on Best Practices to tackle Land-Based and Sea-Based Sources of Marine Litter**

**Co-organized with the IPA-Adriatic funded project entitled “Derelict Fishing Gear Management System in the Adriatic Region” (DeFishGear)**

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## Table of Contents

	<b>Page</b>
<b>Introduction</b>	<b>1</b>
<b>1. Marine Litter Reduction and Prevention Measures</b>	<b>4</b>
1.1 Marine Litter management as an integral part of the solid waste management	4
1.2 Enhancement of the Port reception facilities around the Mediterranean	4
1.3 Prevention, Reduction and Removal	5
1.4 Fishing for Litter system	5
1.5 Application of the No-special-fee system to ship-generated wastes and Marine Litter caught in fishing nets	6
1.6 Adopt a Beach system and Beachwatch	7
1.7 Blue Flag	7
1.8 Participation in the International Coastal Cleanup events	8
1.9 Targeted recovery of ghost nets and establishment of derelict fishing gear management schemes	8
1.10 Best practice awareness raising campaigns	8
1.11 The MARLISCO awareness raising tools	9
<b>References</b>	<b>10</b>

## Introduction

1. There is general consensus that achieving internationally agreed development goals will not be possible if the health of coastal and marine environments is not safeguarded. The importance of coasts and oceans featured prominently in the outcome document of the United Nations Conference on Sustainable Development of 2012 (Rio+20 Summit) of 2012 “The Future We Want”. In this context, integrated Marine Litter (ML) assessments and urgent action have been acknowledged by the most important global and regional relevant processes including the 2030 Agenda and SDG. UNEP through its GPA Programme is leading the global work on ML in close collaboration with Regional Seas Action Plans and Conventions. At the Summit in Elmau, Germany, June 2015, the G7 leaders acknowledged that Marine Litter poses a global challenge, directly affecting marine and coastal life, ecosystems and potentially human health, and agreed on an action plan to address such challenge. The G7 also recognized the importance of using and supporting existing platforms and tools for cooperation in this field, including the Regional Seas Conventions and Action Plans.

2. At the Mediterranean level, ML has been an issue of concern since the 1970s. The ML problem is exacerbated by the basins limited exchanges with other oceans, densely populated coasts, highly developed tourism, 30% of the world’s maritime traffic passing through and various additional inputs of litter from rivers and highly urbanized areas.

3. UNEP/MAP-Barcelona Convention and in particular its Protocol for the Protection of the Mediterranean Sea against Pollution from Land-Based Sources (LBS Protocol) address different aspects of ML management including assessment, monitoring and programmes of measures.

4. At the policy level, the 17th meeting of the Contracting Parties of the Barcelona Convention (COP 17) adopted 11 ecosystem approach-based ecological objectives (EO’s) for the Mediterranean to achieve good environmental status of marine and coastal environment, including one EO for Marine Litter. In addition to this, they adopted the Mediterranean Marine Litter strategic framework addressing several aspects of Marine Litter management (COP 17).

5. In this context and with the view to specifically address the issue of Marine Litter in the Mediterranean, taking into account the most recent Marine Litter global agenda and commitments including the EU MSFD as appropriate, UNEP/MAP was the first ever Regional Sea Programme that developed and adopted a legally-binding Regional Plan on the Management of Marine Litter in 2013 (here in after referred to as the ML Regional Plan). The ML Regional Plan provides for comprehensive and integrated Marine Litter prevention and management, for both regional and national frameworks based on Article 15 of the LBS Protocol and several relevant Articles under the other Protocols of the Barcelona Convention (Dumping, Prevention and Emergency, SPA and Biodiversity, Offshore, ICZM Protocols).

6. The main objectives of the ML Regional Plan is to prevent and reduce ML generation and its impacts on the marine and coastal environment in order to achieve good environmental status (GES) as per the relevant Mediterranean ecological objectives and ecosystem approach based Marine Litter related targets adopted by UNEP/MAP in 2012 and 2013 (COP 17 and 18).

7. The ML Regional Plan became legally binding on 8 July 2014. It includes innovative and traditional measures of policy, legal, institutional, regulatory (including incentive economic instruments) and technical nature, addressing different aspects of ML prevention and management from land and sea-based sources. The ML Regional Plan measures impose clear obligations regarding the waste management hierarchy, closure of illegal dumping/dumpsites, shift to sustainable consumption and production patterns, removal of existing Marine Litter using environmental sound practices such as fishing for litter, clean up campaigns, port reception facilities, and monitoring, assessment and reporting on implementation of measures as well as enforcement of national legislation. The majority of the ML Regional Plan measures should be implemented by the Contracting Parties by 2020.

8. COP 19 of the Barcelona Convention and its Protocols, February 2016, also adopted region-wide ML reduction targets for the main ML items with a particular focus on beach litter (20% reduction by 2024). Marine litter baseline values for some categories of Marine Litter items as well as the Integrated Monitoring and Assessment Programme including one section on Marine Litter were also adopted by COP 19.

9. Several assessments made during the last 10 years have shown that a large part of ML in the Mediterranean originates from poor solid waste management and unsustainable production and consumption patterns and life styles. Both legal and illegal waste handling practices contribute to ML. The full impact of ML from shipping is still to a large extent unknown; the most recent assessment report on Marine Litter in the Mediterranean undertaken by UNEP/MAP (2015) (UNEP/MAP(DEPI)MED WG 424.Inf.6) concludes that despite the uncertainties and knowledge gaps on Marine Litter, related to their amounts, fate in the marine environment, and impacts, existing evidence is more than sufficient to justify immediate action toward preventing and reducing ML and its impact on marine and coastal environment.

10. One of the major policy measures provided for in the ML Regional Plan (Article 8) is the update of the National Action Plans (NAPs) as an obligation under Article 5 of the LBS Protocol of the Barcelona Convention with the view to transpose the Marine Litter Regional Plan obligations at national policy and regulatory level and set up operational management objectives, related targets as well as to formulate relevant programmes of measures to achieve GES.

11. During 2015 the Contracting Parties worked to update their NAPs (2015-2025) which were endorsed by COP 19 in February 2016. The Contracting Parties are expected to develop and implement national ML monitoring programmes based on the Regional Integrated Monitoring and Assessment Programme as adopted by COP 19, February 2016.

12. Compared to the NAPs endorsed by COP 15 in 2005, the updated NAPs undertook four major innovations:

- a) *Consideration of ML issues a high priority*
- b) *Development of programmes of measures aiming at pollution prevention and control to ensure compliance with the legally binding commitments under the Regional Plans adopted in the framework of Article 15 of the LBS Protocol; achieve the relevant ecosystem approach GES targets and the remaining SAP MED targets;*
- c) *Identification of a set of indicators to regularly assess implementation of the updated NAP Programmes of Measures and their effectiveness on achieving GES; and*
- d) *Application to the extent possible of cost benefit and or effectiveness analysis tools in identifying the most relevant programmes of measures to achieve GES with the view to enhance their financial sustainability and effectiveness.*

13. The updated NAPs considered the ML Ecological Objective and related GES targets as an important objective and have set up operational reduction targets as well as a variety of ML prevention and reduction measures at policy, regulatory, and institutional set up, including enforcement, monitoring as well as capacity building.

14. The 2016-2017 MAP Programme of Work adopted by COP 19 contains a package of activities on Marine Litter including technical assistance and capacity building on the implementation of Marine Litter prevention and reduction measures. The regional meeting to be held in Tirana on 19-20 July 2016 is one of the main activities envisaged for this purpose.

15. In this context, the present document contains basic information on a number of measures provided for in the ML Regional Plan.

16. This document is prepared by the Secretariat to facilitate the discussions and sharing of lessons learnt from the implementation of some of the measures. It will be complemented by a number of PowerPoint presentations which will address all measures stipulated in the agenda.
17. The list of references for the sources of information is presented at the end of this document.

## **Marine Litter Reduction and Prevention Measures**

### **1.1 Marine litter management as an integral part of the solid waste management**

18. Integrated Solid Waste Management (ISWM) takes an overall approach to creating sustainable systems that are economically affordable, socially acceptable and environmentally effective. An effective ISWM system considers how to prevent, recycle, and manage solid waste in ways that most effectively protect human health and the environment. The Marine Litter management should be an integral part of the solid waste management system.

19. An integrated solid waste management system involves the use of a range of different treatment methods, and key to the functioning of such a system is the collection and sorting of the waste. It is important to note that no single treatment method can manage all the waste materials in an environmentally effective way. Thus all of the available treatment and disposal options must be evaluated equally and the best combination of the available options suited to the particular community chosen. Effective management schemes, therefore, need to operate in ways which best meet current social, economic, and environmental conditions of the municipality.

### **1.2 Enhancement of the Port reception facilities around the Mediterranean**

20. At international level, with a view to assisting the States in the implementation of the provisions of the MARPOL Convention under national law, and to enforce the requirements of its technical annexes, IMO produced a manual entitled MARPOL: How to do it. Moreover, the Comprehensive Manual on Port Reception Facilities, published by the IMO, provides guidance on the provision of port reception facilities for ship-generated waste.

21. At regional level, in order to encourage further ratification and proper implementation and enforcement of the MARPOL Convention by the Mediterranean coastal States, a specific provision was included in the 2002 Prevention and Emergency Protocol. Article 14 of the Protocol provides that reception facilities, including facilities for pleasure craft, meeting the needs of ships, shall be available in the ports and terminals of the Parties. The provision does not introduce regulations concerning the discharge of ship-generated waste. These regulations are already addressed in detail by the technical annexes of the MARPOL Convention. The aim of the Protocol is to facilitate the effective implementation and enforcement of these regulations in the Mediterranean region. Article 14 aims at facilitating the implementation by the Mediterranean coastal States of the provisions of MARPOL Convention related to port reception facilities.

22. It should be noted that the standard designs for port reception facilities are applicable to all ports/terminals of the Mediterranean.

23. Possible activities which could be undertaken with regard to measures provided for in the MLRP are:

- Update of the assessment study of port reception facilities in the Mediterranean carried out under the Euro-Mediterranean Partnership Project on port reception facilities for collecting ship-generated garbage, bilge waters and oily wastes in the Mediterranean implemented by REMPEC between 2002 and 2004;
- Ranking of Mediterranean ports to be equipped in priority with port reception facilities established;
- Mediterranean Port Reception Facilities Regional Forum to facilitate exchanges between ship owners, port authorities and other interested parties with a view to addressing the issue of lack or inadequate port reception facilities in a practical manner established;
- Capacity building and awareness raising activities related to the new Annex V (Garbage) of MARPOL;

- Enhancing knowledge of Contracting Parties on port reception facilities best practices.

### **1.3 Prevention, Reduction and Removal**

#### ***1.3.1 Extended Producer Responsibility schemes (EPR)***

24. Under an EPR scheme, legal responsibility for collection, recycling and end of life management of products and packaging is given to producers, manufacturers, brand owners and first importers. EPR programs can cover costs through fees applied per unit, which are differentiated based on the cost to recycle or dispose of in an environmentally sound manner a product at the end of its life.

#### ***1.3.2 Green Public Procurement***

25. The Green Public Procurement (GPP) is a fundamental political instrument to promote sustainable development and to move towards a green economy that encourages the development of products and services that maximize social and environmental benefits, given the big percentage of the GDP that represents the public sector in most countries. The GPP has the potential to transform markets, increase the competitiveness of industries, save money, conserve natural resources and promote job creation. In this way, to introduce objectives of recycled plastic composition in products purchased by the public administrations is crucial to facilitate the creation of markets in the country for the recovered plastic, which in turn boost the interest to recover plastic packaging, the main component of Marine Litter.

#### ***1.3.3 Deposit, Return and Refunding System***

26. By a Deposit, Return and Refunding system (DRRS), the packager or the seller establishes a system to physically recover their packaging. To guarantee this recovery, the packager or the seller collects an amount by way of deposit from the customer and this amount is returned when the packaging is effectively returned. This system has demonstrated high rates of recovery. It is a suitable example for fast food chains and take-away restaurants, services that tend to generate problems of littering when located near the beach. As this system is not always easily applicable, it is recommended to be established on a voluntary basis with the sectors involved.

27. The other waste management system to prevent waste generation is the Integrated Management System (IMS). In this case the packing company pays an amount for the quantity in weight of the packaging placed in the market to the managing company of the IMS. This money serves to finance the selective waste collection, and the transport and the selection of the different materials. This system is normally established on a mandatory basis for all the plastic packaging products producers.

### **1.4 Fishing for Litter Schemes (FfL)**

28. The ML Regional Plan provides for FfL as one of the most important measures that has the potential to reduce the amounts of Marine Litter at sea by involving one of the key 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.

29. 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. FfL initiative integrates several benefits: environmental, social, economic and scientific.

30. 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 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.

31. 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 recently 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.

32. In the Mediterranean, five projects are currently being implemented: Ecological bags on board (Spanish East Coast), Ecopuertos (Andalusian Coast, Spain), DeFishGear (Adriatic Sea), Port of San Remo (Ligurian Coast, Italy) and Port of Rovinj (Northern Adriatic Sea, Croatia). A summary of these projects are presented in Annex 2.

33. 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 ML 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.

34. 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 European Commission a Guide on best practices for Fishing for Litter in the Mediterranean was adopted by COP 19 of the Barcelona Convention, February 2016 (Decision IG.22/10 Implementing the Marine Litter Regional Plan in the Mediterranean, UNEP(DEPI)/MED WG.424/Inf.4).

35. 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.

### **1.5 Application of the No-special-fee system to ship-generated waste and Marine Litter caught in fishing nets**

36. The "No-special-fee" system is defined as a charging system where the cost of reception, handling and disposal of ship-generated wastes, originating from the normal operation of the ship, as well as of Marine Litter caught in fishing nets, is included in the harbour fee or otherwise charged to the ship irrespective of whether waste are delivered or not. The "No-special-fee" system is not restricted to any specific type of waste.

37. The "No-special-fee" system constitutes an arrangement with the dual purpose of encouraging ships to deliver waste ashore and to avoid undesirable waste streams between ports, thereby encouraging a sound sharing of the waste burden.

38. Every sea-going ship's obligation to pay for reception, handling and disposal of oil residues, sewage and garbage is deemed to arise with the arrival of a ship in any port of the participating countries – irrespective of whether or not that particular ship will make use of the reception facilities. The fee covers the waste collecting, handling and processing (including infrastructure) and shall be distributed among ships and collected as part of or in addition to the port dues.

39. The "No-special-fee" system constitutes one of the prerequisites for a substantial decrease in the number of operational and illegal discharges and thus for the prevention of pollution of the marine environment from ships.

## 1.6 Adopt-a-Beach and Beachwatch

40. Adopt-a-Beach is a concept when a school, a local community, a NGO or a group of volunteers “adopts” (not in a legal sense) a beach and takes care of that beach by regular cleanup events. In a way they are “guardians” of that beach.

41. Marine Conservation Society (MCS), UK, co-ordinates a range of projects that encourage public participation in marine conservation, including Adopt-a-Beach and Beachwatch, the biggest beach clean and litter survey projects in Europe. MCS has been collecting data on Marine Litter through Beachwatch since 1993 and Adopt-a-Beach since 1999 and has thus amassed a large bank of data detailing both type and source of litter to be found in the UK. The protocols and methodology used are compatible with other systems on a European and worldwide basis. Beachwatch provides data for the International Coastal Cleanup on litter surveys and beach cleans over the same weekend in September, providing information on the global extent of Marine Litter. Adopt-a-Beach data is fed into the OSPAR project on Marine Litter. The methodology used by OSPAR is based on the Adopt-a-Beach surveys.

42. Public participation in the MCS projects and other community initiatives plays an important role in increasing general understanding of the litter issue. Such schemes enable people to become actively involved in practical measures to reduce Marine Litter and raise awareness of the need to prevent coastal pollution. Through the Adopt-a-Beach project, local people volunteer to undertake quarterly beach cleans and litter surveys of their chosen beach. As well as traditional beach cleanups, MCS works alongside Project AWARE (a growing movement of scuba divers protecting the oceans) and PADI (Professional Association of Dive Instructors) dive centres to organise underwater beach cleans. These underwater clean-ups are invaluable as they remove plastic, netting, cans, old buoys and general rubbish that has already made it into the marine ecosystem.

## 1.7 The Blue Flag

43. The Blue Flag is a certification by the Foundation for Environmental Education (FEE) that a beach or marina meets its stringent standards. The Blue Flag is a trademark owned by FEE which is a not-for-profit, non-governmental organisation consisting of 65 organisations in 60 member countries in Europe, Africa, Oceania, Asia, North America and South America. FEE's Blue Flag criteria include standards for water quality, safety, environmental education and information, the provision of services and general environmental management criteria. The Blue Flag certification is sought for beaches and marinas as an indication of their high environmental and quality standards. Certificates, which FEE refers to as awards, are issued on an annual basis to beaches and marinas of FEE member countries. The awards are announced yearly on 5 June for Europe, Canada, Morocco, Tunisia and other countries in a similar geographic location, and on 1 November for the Caribbean, New Zealand, South Africa and other countries in the southern hemisphere. In the European Union, the water quality standards are incorporated in the EC Water Framework Directive. The Blue Flag was created in France in 1985 as a pilot scheme where French coastal municipalities were awarded the Blue Flag on the basis of criteria covering sewage treatment and bathing water quality.

44. 1987 was the "European Year of the Environment" and the European Commission was responsible for developing the European Community activities of that year. The Foundation for Environmental Education in Europe (FEEE) presented the concept of the Blue Flag to the Commission, and it was agreed to launch the Blue Flag Programme as one of several "European Year of the Environment" activities in the Community. The French concept of the Blue Flag was developed on European level to include other areas of environmental management, such as waste management and coastal planning and protection. Besides beaches, marinas also became eligible for the Blue Flag. There have been increases in the numbers of Blue Flags awarded each year. The criteria have during these years been changed to more strict criteria. As an example, in 1992 the Programme started using the restrictive guideline values in the EEC Bathing Water Directive as imperative criteria, and this was also the year where all Blue Flag criteria became the same in all participating countries. In 2010 over

3450 beaches and marinas globally were awarded the Blue Flag. 12 Mediterranean countries are currently participating in the Blue Flag Programme.

### **1.8 The International Coastal Cleanup campaign**

45. The annual International Coastal Cleanup (ICC) campaign, which is coordinated globally by Ocean Conservancy (US-based ocean conservation NGO) and its many global partners, has been operating since 1986 in the US and globally since 1989. The ICC has engaged 132 countries and territories in its 26 years, involving hundreds of NGOs, government agencies, various private sector and other civil society groups and organizations at the regional, national and local level. The ICC is unique in that its activities of collecting data on the composition and abundance of Marine Litter provide the only global database of this information worldwide. Starting in 1989, the ICC started to expand into countries on the African continent, the Americas, Asia, Europe, Mediterranean, Middle East, Pacific Rim and Wider Caribbean. The Cleanup now includes activities along the banks of rivers, lakes and streams, as well as underwater sites along the coast and inland water bodies. 11 Mediterranean countries are currently participating in the ICC.

46. The ICC has involved hundreds of thousands of volunteers and organizers who annually survey beaches and underwater sites around the globe for marine debris. Supported by government agencies, corporate partners and conservation and civic groups; these volunteers and supporters remove debris and record valuable information on the types and sources of this global pollution problem.

47. One of the primary goals of the International Coastal Cleanup is to help trace pollution to its source and work to prevent it from occurring. To this end, volunteers record debris information using a standardized data card first developed in 1986 by Ocean Conservancy. The ICC data card includes 43 debris items and groupings targeting recognized debris-producing activities and sources. The result has been the creation of a unique, global database of information collected at beach and underwater cleanups around the world.

48. The data collected and analyzed has been used locally, nationally and internationally to help influence policy decisions. The ICC data provides the basic framework for action at numerous levels of the government and within the private sector to help reduce marine debris and to educate civil society about litter and pollution prevention.

### **1.9 Targeted recovery of ghost nets and establishment of derelict fishing gear management schemes**

49. The IPA-Adriatic DeFishGear project and the Healthy Seas initiative have been conducting target recovery of ghost nets and collecting nets from fishing and aquaculture industries for regeneration and up-cycling (turning them into high quality materials and textile products). Operations were conducted in all countries of the Adriatic Sea and Mediterranean countries and provide background knowledge and skills for the sustainable valorisation of collected materials.

### **1.10 Best practice awareness raising campaigns**

#### ***The Keep the Mediterranean Litter Free Campaign***

50. MIO-ECSDE, the Hellenic Marine Environment Protection Association (HELMPEPA) and Clean-up Greece with the support of UNEP/MAP MEDPOL and the Mediterranean Pollution Assessment and Control Programme of UNEP/MAP launched in 2008 the "Keep the Mediterranean Litter-free campaign" to raise public awareness on the causes and impacts of the pollution of the sea from solid waste. This campaign involved the implementation of different types of activities; such as beach cleanups, exhibitions and workshops, photo contests, etc., in several Mediterranean countries with the participation of educators and students, seafarers and staff of ships' managing companies,

national and local authorities, port authorities, NGOs and the civil society at large. The main components of the campaign included: a poster/pamphlet presenting the various causes and impacts of Marine Litter but also highlighting the role and responsibilities of all actors concerned, produced in 10 languages (Albanian, Arabic, English, French, Greek, Italian, Maltese, Portuguese, Spanish and Turkish), and a publication entitled *Public Awareness for the Management of Marine Litter in the Mediterranean* presenting specific sector-based guidelines for the main stakeholders i.e. agriculture, industry, the tourism and maritime sectors, regional, national and local authorities, and civil society. These components have been widely disseminated and are used by the aforementioned organizations in their awareness raising efforts to date. Numerous international organizations and NGOs have conducted surveys and beach cleanup campaigns yielding data and information on Marine Litter and coastal litter pollution of the Mediterranean Sea.

## **1.11 The MARLISCO awareness raising tools**

### ***1.11.1 Know, feel, act! To stop Marine Litter: Activities and lesson plans for middle level students. The MARLISCO Education Pack***

51. Educational material on Marine Litter has been developed, by MARLISCO, aiming to inform, sensitize and enable teachers and students to take action to tackle the problem of litter in seas and coasts. The material combines updated Marine Litter scientific information and practical tips for young consumers, hands-on and reflection activities on Marine Litter. The material has been designed in such a way that it's flexible and adaptable to be used either at the formal education setting (schools) or the non-formal one (e.g. NGOs, Museums, youth groups and associations). The educational material has been developed by MIO-ECSDE/MEdIES and has been translated into 15 languages. Furthermore, MIO-ECSDE has adapted the material into Arabic with the support of UNEP/MAP through the EcAp-MED project co-funded by the EU and the Mediterranean Trust Fund of the UNEP/MAP Barcelona Convention. The material was translated into Arabic by MIO-ECSDE founding member, the Arab Network for Environment and Development (RAED).

### ***1.11.2 The MARLISCO Guide for Reducing Marine Litter: Get Inspired and Become Innovative Through Best Practices***

52. This Guide has been developed by ISOTECH Ltd within the MARLISCO project aiming to provide an overview of the types of activities that different stakeholders can implement to reduce Marine Litter. The Guide is based on a collection of over 70 best practices for the reduction of Marine Litter, recorded from across Europe and the world within MARLISCO. An analysis of these best practices showed that they can be clustered into 14 categories, each representing initiatives with specific, and often innovative, characteristics. Using these 14 best practice clusters the Guide presents the main actions that can be taken by key stakeholder groups to address the problem of Marine Litter. It provides an overview of the main types of practices, gives practical examples in the form of case studies and points the reader to further sources of information and details. MIO-ECSDE with the support of UNEP/MAP through the EcAp-MED project co-funded by the EU and the Mediterranean Trust Fund of the UNEP/MAP Barcelona Convention undertook the task to adapt and translate the Guide into Arabic. The translation of the Guide was made by MIO-ECSDE founding member, the Arab Network for Environment and Development (RAED).

### ***1.11.3 Marine Litter brochure sectors-specific 'Stopping Marine Litter together!'***

53. This brochure, developed within the framework of the MARLISCO project, is targeted to citizens, mainly in their professional capacity but also as individuals. The economic sectors that are addressed are tourism, the maritime and wider manufacturing sector. It provides essential information on the Marine Litter issue (sources, composition and impacts) and suggestions on how one can contribute to tackling this growing pressure. The aim is not only to instill a sense of co-responsibility within the various stakeholder communities as co-contributors to the Marine Litter problem, but also to foster a sense of empowerment and take up individual and/or collective actions.

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