

# PUBLIC AWARENESS FOR THE MANAGEMENT OF MARINE LITTER IN THE MEDITERRANEAN



• HELMEPA •



MED POL



# PUBLIC AWARENESS FOR THE MANAGEMENT OF MARINE LITTER IN THE MEDITERRANEAN



Mediterranean Information Office for Environment,  
Culture and Sustainable Development



• HHEMPEPA •

Hellenic Marine Environment  
Protection Association



Clean up Greece  
Environmental Organisation



**MED POL**

# PUBLIC AWARENESS FOR THE MANAGEMENT OF MARINE LITTER IN THE MEDITERRANEAN

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# PREAMBLE

The Mediterranean Action Plan of UNEP with the support of the Regional Seas Programme of UNEP aims to develop a medium-term public awareness and education campaign on the management of marine litter in the Mediterranean with the overall objective to contribute to the protection of the environment and the sustainable development of the Mediterranean. UNEP/MAP opted to work with partner NGOs of the region, namely the Mediterranean Information Office for Environment, Culture and Sustainable Development (MIO-ECSDE), the Hellenic Marine Environment Protection Association (HELMEPA) and CLEAN UP GREECE - Environmental Organisation, in the context of a project entitled "Keep the Mediterranean Litter-free Campaign" carried out by the three partner organizations with the support of UNEP/MAP. The outcome of the project is a proposal of MIO-ECSDE, HELMEPA and CLEAN UP GREECE to UNEP/MAP for a common regional approach on how to raise awareness and appropriately educate about marine litter with implementation at national and local level. It has been developed for the general public as well as for all other stakeholders such as the maritime industry, the tourism sector, agriculture, regional and national authorities, NGOs, the media, etc.



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**MIO-ECSDE, HELMEPA and CLEAN UP GREECE  
with the support of UNEP/MAP**

have launched 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. In the framework of this campaign a useful brochure has been produced presenting not only the various causes and impacts of marine litter but also highlighting the role and responsibilities of all actors concerned, including the public at large, in protecting the coastal and marine environment from solid waste.

The brochure has been produced in Albanian, Arabic, English, French, Greek, Hebrew, Italian, Maltese, Portuguese, Spanish and Turkish.



# INTRODUCTION

Despite international, regional and national efforts, there are clear indications that marine litter is increasing worldwide and in the Mediterranean. National and local efforts to prevent the incidence of marine litter are ineffective without regional and international collaboration to address the sources of the problem.

Marine litter knows no boundaries and is a problem that must be tackled by all countries of the Mediterranean region. Everyone is responsible for solid waste that ends up in the Mediterranean Sea. From the individual coastal inhabitant, the visiting tourist, the lacking integrated waste management policy, the weak enforcement of existing related policy, unsustainable production and consumption patterns, to business or industry dumping directly into the sea. The awareness and education component of addressing the problem is very crucial in achieving a reversal of the current increasing trends of marine litter, not only in the Mediterranean but worldwide. Coupled with compliance and enforcement measures and enhanced technical capacities of coastal communities, the key to solving the problem is to change the attitudes, behaviour and performance of:

- individuals directly or indirectly affecting the Mediterranean Sea
- key groups/sectors using the Mediterranean coasts and sea or directly or indirectly affecting them

A regional common framework for effectively raising awareness and changing behaviours about marine litter inclusive of basic principles for all actors/sectors at regional, national and local levels and guidelines for each targeted actor/sector is what is put forth in the following pages along with few main tools/modes of implementation. It is not the purpose of this text to provide detailed guidelines on how waste and marine litter specifically should be managed. This document aims to provide a framework for encouraging each actor to be informed of responsibilities and options, to develop voluntary action and build key partnerships in effectively addressing the marine litter problem of the region.



# Marine litter in the Mediterranean

**Marine Litter** is defined as any persistent, manufactured or processed solid material disposed of or abandoned in the marine and coastal environment. It is waste produced by human activities, either on land or at sea, that finds its way into the marine environment. Plastics, rubber, paper, metal, wood, glass, etc. can be found floating on the surface of the sea, beneath the surface of the sea, washed up on beaches or lying on the seabed. The Mediterranean Sea faces a very serious marine litter problem and unless concerted action is taken to reduce this type of pollution the situation will only become worse.

## Main sources of marine litter in the Mediterranean

The main sources of marine litter are domestic, industrial, shipping and agricultural activities that deliberately or by accident dispose of their waste directly or indirectly into the sea. Waste can travel long distances from its source by runoff, winds or sea currents.

## The impacts of marine litter

Even the remotest parts of the Mediterranean are affected by marine litter. The impacts of marine litter on the environment and coastal communities are multi-faceted. It spoils the landscape and may affect the marine ecosystem. Pollutants contained in litter are extracted and diluted into rainwater, freshwater or marine water and may enter the food chain.

More specifically,

- Marine litter poses a major threat to wildlife. Marine mammals, sea turtles and birds can be injured or killed either through entanglement in or ingestion of garbage items. Globally, it is estimated that over 1,000,000 seabirds and 100,000 marine mammals and sea turtles die each year from marine litter.
- Much of the marine litter eventually reaches the coastline, constituting a major source of aesthetic pollution that may deter tourists and impact local economies. Not only does

### The main sources of marine litter in the Mediterranean

80% from land-based activities	<i>from run-off, littered rivers emptying into the sea, rainwater sewers and sewage outlets, air-borne garbage, industrial waste, poorly managed landfill sites, careless disposal of rubbish by beach users, campers and tourists.</i>
20% from activities at sea:	<i>from cargo and passenger vessels of all sizes (from cruisers to yachts and sailboats), commercial and recreational fishing vessels (fishing lines and nets, polystyrene fish storage containers, etc.), offshore oil and gas rig/platform debris.</i>

marine litter cost coastal communities lost revenues from tourism, but cleaning up beaches from litter can also be very expensive.

- Lost or discarded fishing gear can have financial implications for the fishing industry, which will have to replace it. In addition, “ghost fishing” (entrapment of marine life in discharged fishing gear) from lost nets also kills thousands of fish.

**Abandoned, lost, and derelict fishing gear is a significant and very persistent form of marine litter. It poses a threat to the marine environment, as well as human life and activities.**

- Marine litter may cause costly or irreparable damage to boats. Fishing nets can wrap around propellers, plastic sheeting can clog cooling water intakes, and lost nets or lines can entangle vessels.
- Marine litter may also endanger human health and safety. Sharp objects, such as broken glass and rusty metal, may cause serious injuries when people step on them on the beach or seabed. Contaminated medical and sewage wastes may pose a public health hazard through disease transmission. Abandoned fishing nets and lines may entangle scuba divers.

The problem is compounded by the fact that almost 90% of floating marine litter is plastic-based and therefore does not degrade quickly in the environment. This allows garbage in the marine environment to continue increasing over time and to travel vast distances with ocean currents and winds, impacting the remotest parts of the world’s oceans and coasts.

The Table below provides an indication of the necessary time for the decomposition

of various litter items in the marine environment.

<b>How long does it take for marine litter to decompose?</b>	
glass bottle	1 million years
fishing line	600 years
plastic bottle	450 years
aluminum can	80-200 years
rubber boot sole	50-80 years
plastic cup	50 years
tin can	50 years
nylon fabric	30-40 years
plastic bag	10-20 years
cigarette filter	1-5 years
woolen clothes	1-5 years
plywood	1-3 years
waxed milk carton	3 months
apple core	2 months
newspaper	6 weeks
orange peel	2-5 weeks
paper towel	2-4 weeks

Source: The Ocean Conservancy, “Pocket Guide to Marine Debris”, 2006.

### **Main reasons why the problem of marine litter has not been successfully addressed in the Mediterranean**

- The lack of international legal instruments (except for IMO/MARPOL Annex V which deals only with garbage from ships) or Global Programmes – makes it difficult to tackle the problem.
- There is non-existent, insufficient or ineffective coordination among the various institutions and authorities, national and regional, involved in environmental management and more specifically in waste management. It is thus necessary to:
  - (i) ensure the involvement and cooperation of administrative

stakeholders at different levels and regional/national scales,

(ii) obtain the vertical integration and cooperation among the various sectoral branches of the administration (fisheries, tourism, environment, industry, port activities etc.).

- In several Mediterranean countries, there is no adequate regulatory framework to organise the management of coastal waste. Most commonly there is a lack of:
  - liability for bad practices of handlers of waste (producers, transporters, or those that are entrusted with disposal);
  - lack of classification of waste by nature and origin;
  - lack of regular and specific monitoring of waste from production to disposal;
  - lack of effective penalties for offenders;
  - lack of application and enforcement of existing laws and regulations.
- Major problems are encountered in the application of economic instruments (mainly fines and taxes) e.g. inadequate and ineffectual administrative organization, non-payment of taxes, the human factor, very low fines and the inadequate follow-up.
- There is a lack of technical tools, means and expertise, at regional and national levels, necessary in order to focus and prioritise actions for a better management of coastal waste.
- There is very little and inconsistent

information on quantities, flows, handlers of marine litter and a need for further information on the impacts of marine litter on humans and the ecosystem.

- There is a need for communication, transparency and coordinated action with the various economic sectors that are part of the marine litter problem in the Mediterranean in terms of the need to protect and preserve the marine environment from macro-waste.
- Awareness campaigns and educational programmes have been isolated, short-term and have addressed the problem of marine litter in the Mediterranean in a non-integrated way.

So far, a number of pilot projects have been carried out in Mediterranean countries in the framework of the MED POL Programme. Through an effort of coordination and involvement of local and national authorities, NGOs and other local stakeholders, an attempt was made to identify administrative, technical and management gaps and improve local awareness on the issue and mitigate the problems.

**However, there has not as of yet been a concerted regional response to the problem of marine litter in the Mediterranean through a harmonized regional coastal waste management scheme, taking into account national specificities, needs, opportunities and priorities.**

## **Main legal and institutional frameworks affecting the Mediterranean**

- **Local Agendas 21**
- **National legislation on waste management and environmental protection**
- **The Mediterranean Strategy for Sustainable Development (MSSD)**
- **The Barcelona Convention and its Protocols**
- **The Mediterranean Marine Pollution Assessment and Control Programme (MED POL) of UNEP/MAP**
- **The EU Environmental Strategy for the Mediterranean and Horizon 2020**
- **The EU Marine Strategy Directive**
- **The EU Thematic Strategy on the Prevention and Recycling of Waste**
- **The International Maritime Organisation (IMO) Convention for the prevention of pollution from ships (MARPOL 73/78 – Annex V)**
- **The Global Programme of Action (GPA) for the Protection of the Marine environment from Land-based Activities; the Regional Seas programme**
- **The Basel Convention**

# Methodology Approach

A medium term awareness and education campaign on how to effectively address marine litter in the Mediterranean is expected to succeed in:

**Raising awareness** about the issue so as to help individuals to acquire knowledge about the entirety of the environmental and socio-economic issues relating to marine litter, understanding the complexity and interconnectedness of problems such as environmental degradation, unsustainable production, wasteful consumption, etc.

**Influencing behaviour, attitudes and values** so as to help individuals acquire and strengthen values and feelings of concern for the marine environment, the related socio-economic concerns and the interdependent relationship between them, gain a variety of experiences and achieve the necessary motivation to be actively involved in the solutions to the problem.

Helping individuals to **acquire skills** such as critical thinking, reflection, communication skills, conflict management, etc. and learn how to take decisions and acting upon them, considering the long-term future of environment and society.

**Strengthening participation** so as to provide individuals with the opportunity to be actively involved at all levels and encourage them in working collectively and efficiently towards addressing marine litter problems and related issues of their community. In other words, encourage the process of developing the competencies that enable people to deal with a variety of issues affecting their lives, working at personal and group level, as well as act locally while thinking globally.

In light of the above, the awareness and education campaign proposed herewith encompasses targeting and approaching:

- the **major sectors** that have an important role to play in contributing to the reversal of current trends and adverse effects of marine litter in the Mediterranean, and
- the **"individual"**, the citizen.

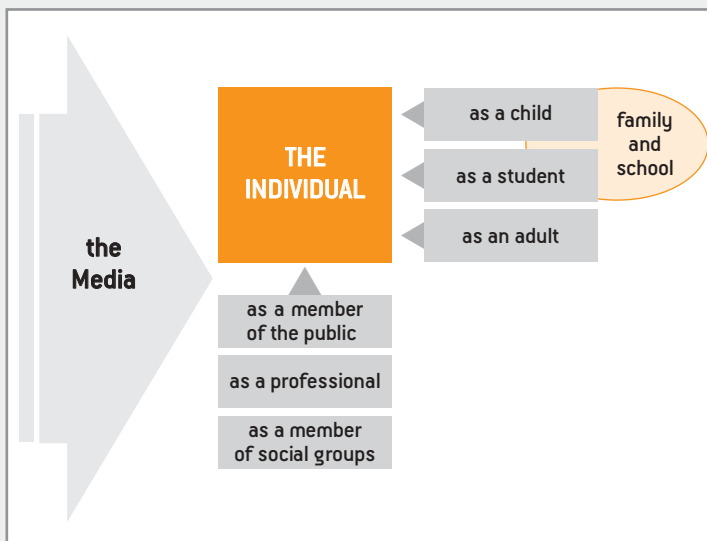
The major channels for appropriately and effectively targeting the “individual” are:

- a) through education:
- as a child (via the family and formal, non formal and informal education)
  - as a youth (student) (via formal, non formal and informal education, the family)
  - as an adult (via training, etc.)

**The media plays a constant role**

- b) as a member of the general public (through the media)  
as a professional (through cooperatives, unions, chambers, etc)  
as a member of social groups (through NGOs, associations, women’s groups, religious groups, etc.)

### The major channels for appropriately and effectively targeting the “individual”





# The role of education

## The need to focus formal, non-formal and informal education on marine litter

The contemporary problems related to marine litter, particularly in the Mediterranean region call for the meaningful participation of the public and all concerned stakeholders. In order to achieve an effective participation, the public should be properly educated and empowered with the appropriate skills.

Education has been acknowledged worldwide as a fundamental tool for environmental protection and sustainable development. It is to this end that **formal educational systems** have integrated environmental education (EE) and, very recently, education for sustainable development (ESD) in the school curricula (basically primary and secondary school level). The modalities by which EE or ESD (in some European countries mainly) are implemented in schools varies from country to country depending on a number of social, economic and institutional factors. The need to ensure that marine litter and its interconnectedness is included as a specific topic within these environmental education programmes is an important first step.

This however cannot be done in a uniform way in the Mediterranean because EE and ESD programmes are implemented differently in each country. For instance, the model by which EE is implemented in primary schools in some Mediterranean countries (Greece, Spain, Jordan), is the one by which EE is included in the curriculum as a **separate subject area**. However, the **"infusion"** model is also used in primary schools in many countries, such as: Malta, Syria, Portugal, Italy, France and partially in Greece, by which EE, as a cross-curricular topic is embedded in the curriculum disciplines. The latter approach is prevalent in secondary schools.

**The Mediterranean Strategy on Education for Sustainable Development (MSESD)** is currently being drafted at the initiative of Greece and the contribution of other Mediterranean countries, UNEP/MAP, MIO-ECSDE, etc. It is expected to be adopted in Cyprus in 2008.

Another model based on transversal **thematic modules** (with topics such as: water, waste, energy, sustainable production and consumption, etc.) and implemented via **interdisciplinary** approaches is relatively new, not so frequently used, since it requires increased and efficient coordination, as well as a certain degree of expertise of the educators involved. Therefore, the Ministries of Education of the Mediterranean countries must be urged to introduce or review existing EE and ESD programmes and effectively incorporate marine litter concerns. Even if formal education systems directly or indirectly address the issue of marine litter e.g. through traditional disciplines such as science (e.g. by including in the curricula issues related to water and waste management, marine degradation, etc.), inadequate education has been provided to those who had the misfortune to not go to school or drop out. This is mainly a phenomenon of the rural and poorer parts of the Mediterranean region. To this end, non-formal education programmes need to be developed and implemented aiming to, *inter alia*, develop the appropriate knowledge and skills and empower the young people to address the problems revolving around marine litter. Non-formal education could contribute to enhancing people's skills and willingness to behave and act more wisely, in the short and long-term, in the framework of sustainable development. The role of non-formal and informal education in achieving sustainable development has been recognised in all major conferences and documents (Agenda 21, UN Decade of Education for Sustainable Development, UNECE Strategy for Education for Sustainable Development).

**Non-formal education** takes place in a systematic way, out of the established formal educational system and sometimes, in parallel with mainstream systems of education and training and does not typically lead to formal certificates. Non-formal learning may be provided through the activities of Non Governmental Organisations (NGOs) and other groups. It can also be provided through organizations or agencies, with specific objectives and specific target groups that have been set up to complement formal systems. Informal education takes place as a natural accompaniment of everyday life.

Unlike formal and non-formal, **informal learning** is not necessarily intentional learning, and as such may not even be recognised by individuals themselves as contributing to their knowledge and skills. It is "offered" or stimulated outside the schooling system and addresses the society at large or targeted groups other than students usually without any monitoring of its impact.

On the other hand, educators cannot assume that several years of formal education ensure that students will gain and retain all the knowledge and skills needed for **environmental literacy**. Non-formal education could provide students with the means to maintain and reinforce the knowledge and skills that they have learned during their school years on marine litter and therefore address the problem more effectively.

**Environmental literacy** is an individual's *knowledge* about and *attitudes* towards the environment and environmental issues, *skills* and *motivation* to work towards the environmental problems and *active involvement* in working toward the maintenance of a dynamic equilibrium between the quality of life and quality of the environment (Disinger & Roth, 1992). Combined efforts need to be made by all three types of education (formal, non-formal and informal) in order to systematically cultivate environmental literacy.

Furthermore, as marine litter is a complex environmental issue and dependent on local and time related characteristics and conditions, non-formal education could provide opportunities and resources to help people retain and adapt their knowledge, skills and lifestyles.

The goal of non-formal and informal education focused on marine litter is not just the diffusion of related information; enhanced awareness, expressed interest and behavioural change are the initial signs of a successful process. It is when attitudinal changes towards marine litter occur that one of the most important objectives of such education has been achieved. Eventually, when an attitude based on a moral dimension is formed, then education has achieved its ultimate goal.

**Education for the environment aims at the development of an informed attitude and behaviour towards the environment. It goes beyond the acquisition of skills and knowledge, and involves values and attitudes that affect behaviour. It is concerned with the formation of attitudes that lead to a personal environmental ethic, in order for people to involve responsibly in actions for the sound management of the environment and the protection of natural resources.**

# Changing behaviours that lead to direct or indirect marine littering

It used to be widely acknowledged that a positive attitude towards the environment and the associated behaviour could be the result of increased environmental knowledge. However, research in environmental behaviour during the last two decades has provided evidence of a more complex relationship between behaviour and numerous variables. For example, not only in-depth knowledge about issues but knowledge and skills relating to the *intention to act* and the *locus of control*<sup>1</sup> were also identified as important parameters of environmental behaviour. Considerable uncertainty still exists in the prediction of environmental behaviour because of the complexity of the process which is based on many factors.

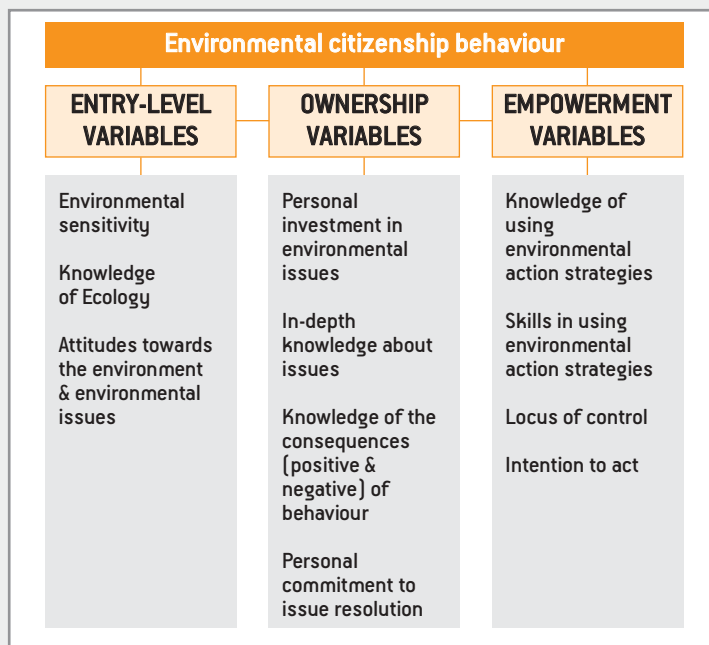
In order for formal, non-formal and informal programmes and actions on marine litter to contribute to a responsible environmental behaviour they should be planned taking into consideration a number of factors as described below.

The now prevalent model for the prediction of responsible environmental behaviour was proposed by Hungerford and Volk in 1990 and it uses seven variables as key indicators.<sup>2</sup> These variables fall into three categories all of which contribute to shaping the individual's responsible environmental behaviour. "*Entry-level*" variables act as prerequisites for responsible environmental behaviour by **providing the foundation** for such an attitude. "*Ownership*" variables **personalise** environmental issues through expanded understanding and investment. "*Empowerment*" variables represent environmental **problem-solving skills**. According to the model, an individual who exhibits development of many of these variables is more likely to behave responsibly towards the environment. Therefore, awareness and education programmes on marine litter that promote such characteristics are expected to contribute to fostering environmentally responsible behaviour. Furthermore, they should adequately address the economical, environmental and social dimensions of marine litter.

<sup>1</sup> Locus of control refers to an individual's belief in being reinforced for certain behaviour. In simple words, an individual who believes that he/she has good skills for dealing with a particular issue is more likely to express a relevant behaviour, because there is an expectation of success or reinforcement for such a behaviour (Franson & Garling, 1999; Anastasi & Urbina, 1997).

<sup>2</sup> Knapp D., Volk T. & Hungerford H. (1997)

## The Evolution of the Behavioural Model



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# The role of the media

## The role of the media in addressing environmental issues

Being the most important conveyor of information in today's world the media could (and therefore should) considerably contribute to raising the awareness of the wider public on environmental issues such as marine litter in the Mediterranean countries.

The media have an important role in modern democratic society as the main channel of communication. The population relies on the news media as the main source of information and on the basis of which they form their opinions and voting decisions.

According to cultural selection theory, any selection of messages in the mass media will thus have a profound effect on the entire society.

## Key players that are involved

The production of news often goes through several steps: informants and sources, press agents, reporters, news agencies, journalists, and editors. Since environmental issues are of global concern it is important that all stakeholders be involved in the decision-making and action-taking processes, in the media sector as much as in any other one, and especially the following key players:

- **Sources:** The sources of news may be public institutions, politicians, private companies, police, courts, interviewees, etc. These may have an interest in providing information that portray themselves in a positive light and withhold compromising information.

- **Journalists and editors:** Obviously, journalists do have the most important role to play in shaping the content of the message conveyed. However, the demand for economic efficiency and short time schedules nowadays means that journalists often have to print the messages from their sources with little or no editing. Therefore, it is necessary for any source to provide them with information in a format that is easy to use to make them gain time.

- **Owners:** The owners and shareholders of news media may have political opinions that shape their decisions, but with increasing professionalism they often prefer their media to be politically neutral in order to cover as large an audience as possible.

- **Advertisers:** Newspapers get more than half of their revenues from advertisers, and most radio and TV stations get all their revenues from advertising and sponsoring. Obviously, the advertisers have a strong influence on news contents. Such an influence is usually considered unethical, but is nevertheless difficult to avoid. In order to attract advertisers, the media often generate a "buying mood" by discussing topics of relevance to the advertised products and avoiding any criticism of commercial products or of consumerism in general.

The influence of advertisers may be even more direct, although clandestine. Occasionally, advertisers have imposed economic sanctions against newspapers that have criticized their products.

- **Audience:** News media depend very much on their audience for economic reasons. They have to publish whatever makes people buy their newspapers, listen to their radio programs, or tune in to their TV shows and stay tuned through the commercial breaks. This is what newsworthiness really is about: catching the attention of the audience by presenting something spectacular, unusual, emotionally touching, and something that people can identify with. The media have often been criticized for publishing too much bad news, but the fact is that the audience actually pays more attention to stories about crime and disaster than to good news.

Another pervasive psychological factor in the preferences of the audience is personal identification. A story is much more touching if presented in terms of personalities than if presented as abstract principles. A political conflict is perceived as much more interesting if it is framed as a personal battle between politicians than if framed as a clash between ideologies and a crime story is more touching if vulnerable victims voice their anger and grief.

### **How the media should be involved in conveying the message**

As shown above, the media (or its key actors) have an enormous impact on public opinion, which gives them a great responsibility in contributing to raising the awareness of the general public but also to smaller audiences, accordingly, in environmental issues. Their involvement could take the following shapes:

### ■ **General:**

- taking part (esp. journalist staff) in stakeholder meetings and informational events, such as press conferences, on related issues in order to further disseminate the information;
- adopting a CSR/ethical attitude towards environmental issues, especially related to marine litter, waste recycling and safe disposal, etc.;
- cooperating with concerned actors, scientific institutions as well as creative agencies to collect and “air” information in the most objective, accurate and exhaustive possible way and with a view to influence as much as possible the public’s attitude and behaviour.

### ■ **Television/radio channels:**

- providing free time to interested businesses, NGOs and other organizations active in the field to “air” informational TV/ radio spots or at a discount rate in high audience time zones;
- producing or broadcasting of relevant documentaries/ reportages in the news, especially in large audience time zones;
- sponsoring TV/radio emissions or other communication activities on the relevant subject;
- providing technical support to the production of spots, documentaries, etc. realised by NGOs or other low budget actors.

### ■ **Press:**

- publishing inserts/ads for free or at a very low rate, in privileged spaces (i.e. back-pages) in newspapers, magazines or reviews;
- publishing advertorials or reportages of interested low budget organisations for free or at a privileged rate for other actors;
- providing assistance in writing articles or other journalistic support in relevant matters;
- organising seminars on environmental journalism;
- sponsoring communication activities of active organisations on the relevant subject at local level.

## **Key issues to focus on**

Issues to be dealt with by the media should be of interest to the large public, or the target audience addressed. Themes relating to marine/coastal litter that would have an appealing effect on most publics are:

- **human health risks represented by littered items and uncontrolled waste dumping** in rivers, seas and the shoreline;



- **marine pollution from litter and its impacts on marine wildlife** (mammals such as dolphins, seals; birds; sea turtles; etc.) **and eco-systems;**
- **degradation of bathing water quality due to inadequate waste disposal close to bathing areas**
- **aesthetic downgrading of tourism areas** from the presence of coastal/marine litter

**Root problems** could also be addressed in more educational emissions, such as documentaries, children's emissions, reportages, etc. – e.g.:

- **unsustainable consumption and production patterns** and their impacts on the environment
- **minimising, recycling, recovery and reuse of waste**

The scope of issues addressed should be relevant to the country or to the overall Mediterranean region so as to avoid the "NIMBY" effect and at the same time trigger solidarity among neighbours, since the marine litter issue is recognised as being largely "migratory".

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The UNEP/Futerra Guide "Communicating Sustainability" on the UNEP DTIE website:  
[www.unep.fr/pc/sustain/advertising/events\\_specifics/Communicating\\_Sustainability\\_EN.htm](http://www.unep.fr/pc/sustain/advertising/events_specifics/Communicating_Sustainability_EN.htm)


# Common principles on raising awareness on the problem of marine litter in the Mediterranean


- Change production and consumption patterns and advertise this as an individual, as an economic sector, as a business, as an administration, as a ship, as a cooperative, etc. **Reduce, Reuse, Recycle** and dispose **Responsibly**.
- Set an example to others and request the respect of others towards the marine and coastal environment.
- Exert appropriate targeted pressure to other co-responsible authorities and economic sectors.
- Join coordinated and systematic local, national and regional initiatives and get involved in awareness raising campaigns, in clean-up efforts, etc.
- Promote and perform systematic collection of information and data on marine litter based on the regional guidelines and methodologies.
- Be part of a regional network (or sub-network) on marine litter in the Mediterranean so as to receive systematic, coordinated information.
- Be informed, educate and train yourself about international, regional and national formal and non-formal educational programmes if you perform such services (civil servants, educators, NGOs, etc.).
- Inform, educate and train your staff (administrations, municipalities, economic sectors, etc.).
- Inform, educate and train your members (associations, cooperatives, unions, clubs, other organised groups).
- Integrate local action with any relevant regional and global priorities, programmes and strategies.
- Provide financial support for preventive actions.


**In the following chapters more detailed proposed actions are outlined specifically for the major economic sectors linked with the problem of marine litter in the Mediterranean, as well as for the regional, national and local authorities and civil society.**

# The specific role of key Mediterranean sectors/actors in setting an example and raising awareness


 Agriculture \_\_\_\_\_

 Industry \_\_\_\_\_

 The Tourism sector \_\_\_\_\_

 The Maritime sector \_\_\_\_\_

 The role of regional, national and local authorities \_\_\_\_\_

 The role of civil society \_\_\_\_\_

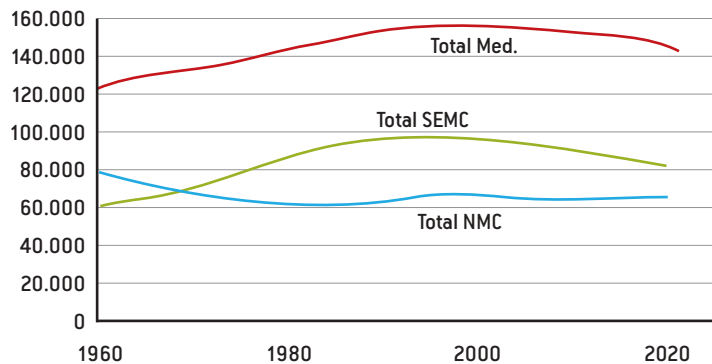


# AGRICULTURE

# Agriculture

## Why the agricultural sector should contribute to addressing the problem of marine litter in the Mediterranean

Considering the evolution of rural populations and urban communities in the Mediterranean, there is a considerable disparity between developed and developing countries. In the northern Mediterranean countries, the size of the rural population is expected to stabilise, whereas in southern and eastern Mediterranean countries an increase, before an eventual tapering of rural population, is still expected.



Source: Attané and Courbage, Plan Bleu 2001

Farmers in the northern Mediterranean countries are increasingly becoming multi-functional, with supplements from food processing and agro-tourism. In southern and eastern areas of the Mediterranean, rural inhabitants have still a lower educational level and most of the farm work is performed by rural women. In order to reduce the disparities between the north and south of the basin, regional sustainable agricultural development focusing attention on the complementary nature of its agricultures should be supported. Integrated agri-aquaculture systems (IAAS) are those which link aquaculture to conventional farming systems. The development of such systems has been driven by different needs, including a desire to improve food security on small family farms. There is a long tradition of oyster and mussel farming in the Mediterranean area, as well as use of coastal lagoons, to retain fish for a growing season before harvest. The technology for farming of fish, crustaceans and molluscs has developed rapidly during the last decade. A range of production facilities are used in aquaculture,



which can be broadly categorised into tank culture, pond culture and cage culture systems. Aquaculture itself may have adverse effects on the environment and the number of floating cages placed in bays, estuaries, or lagoons may have to be controlled to prevent degradation of water quality. Fish farms are as well potential sources of litter in the marine environment.

Agricultural, aquacultural and municipal solid waste constitute major problems for rural communities in both developed and developing countries. The wide variety of agricultural products and the considerable volumes of production make the agricultural sector a vital one for the national and regional economies of the Mediterranean basin. Combining rural traditions with modern technologies is a crucial step towards achieving sustainable rural development and within this process waste should be treated as a by-product.

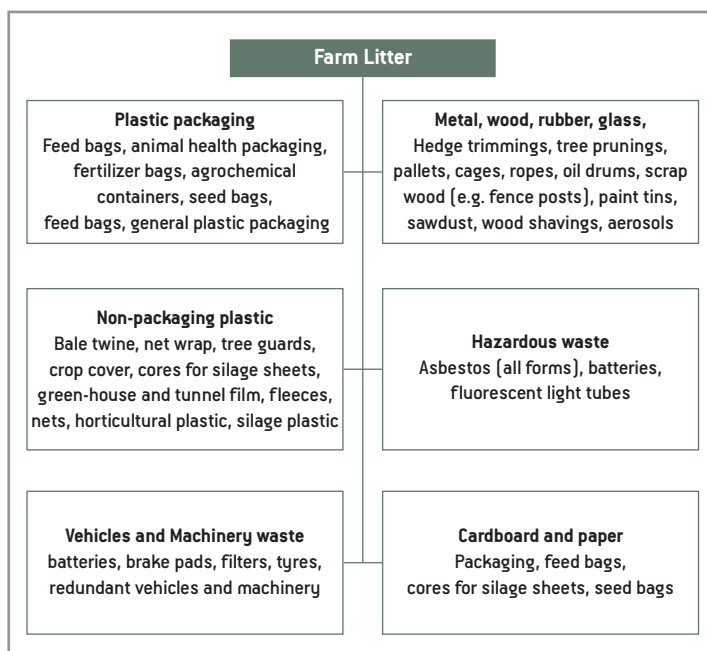
The reuse, recycling and disposal of large quantities of litter generated by coastal farming practices in the Mediterranean should be carefully planned in order to avoid or at least minimise the risk of causing environmental pollution, including marine litter. Marine litter is defined as solid waste, produced by human activities, disposed or abandoned in coastal areas and therefore a threat to the marine environment.

**The measures, in order to limit farm litter ending up in the marine environment, must be taken on land before waste enters the sea.**

## **How agriculture contributes to the generation of marine litter**

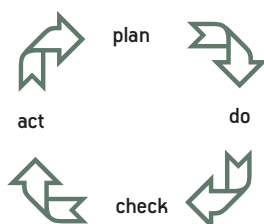
Farm litter is quite extensive and perhaps more so than in other industrial or domestic areas and therefore identification of farm litter should be the first step. Key areas in agriculture that generate marine litter are farm houses, stables, fish farm units, delivery areas, packaging areas, slaughter houses and green houses. All substances or objects from such premises, which are discarded by the holder, are subject to control as waste. This includes all non-organic and some organic waste materials. Examples of solid agricultural waste are shown in the table on the next page.

Empty drums and packaging of agrochemicals may pose soil, ground-water, health and safety risks. Farm plastic litter is unsightly and can be blown some distance, ending up in trees, hedges and water bodies. On getting into a waterway, it can cause blockades, often ending up hanging on riverbank vegetation or fences. Plastic waste or litter is also potentially lethal to livestock.



Solid waste represents a crisis for coastal rural areas because people often dump their waste illegally in water canals that end up in river deltas and the sea with all of the negative impacts this incurs. Of course it is very often the case that the competent authorities have not provided the appropriate landfill prerequisites to the local communities and land users. Many farms own waste dumps which have been used over many years for redundant farm equipment and vehicles and a variety of scrap materials. These waste dumps are often untended, sited at the edge of a field, on the farm's boundary.

### How agriculture can contribute to minimizing marine litter in the Mediterranean



There are opportunities for farmers, with the incentive of financial gain and a better quality of life, to help the environment through efficient use of resources and improved waste management. Litter minimization (the reduction of solid waste on site) should be fundamental to planning of farm management as it significantly reduces among others the risk of marine pollution from agricultural activities. A waste management plan for the farm within a community framework and in cooperation with local authorities should be established. The litter management plan for the farm should include details on safe litter management and good farming



practices. More specifically, it should consider the following measures:

- Reduce, re-use and recycle waste, wherever possible, by segregating materials.
- Waste must be separated and stored securely, ready for collection, to prevent harm to the environment and to human health. Monitoring of litter quantities of each type is also a very helpful indicator of progress made over time.
- Adopt “good housekeeping” and waste minimisation practices that aim to prevent pollution at source. Purchasing practices should be reconsidered.
- Where possible, minimise packaging by using bulk delivery and re-usable packaging.
- Use packaging which is biodegradable or can be returned to the supplier for reuse. However, many plastic crop covers that are biodegradable do not degrade sufficiently well to avoid a litter problem.
- Recycle metal and tyres. When a farmer no longer has a use for tyres, they are required to dispose of them appropriately. Tyre suppliers may take old tyres after fitting new ones to agricultural machinery.
- Where possible, reuse or recycle plastic materials on the farm as this will help to reduce the quantity of waste which has to be disposed of.
- Containers for agricultural chemicals and other persistent toxic or harmful substances should not be put to an alternative use but stored in designated areas that are isolated from surface drains and when possible returned to the supplier for appropriate controlled disposal.
- Care in the handling and use of plastics will increase its potential for reuse and/or recycling and its useful life expectancy. Dirty plastic costs the recycling industry more by being less efficient to recycle. It also costs farmers much more to dispose of, as a contaminated silage cover weighs roughly twice as much as it does when clean.
- To prevent stored plastic from blowing around the farmyard and to prevent it from becoming further contaminated, a storage system such as a cage, a silage trailer or other trailer with high sides or a recycling bin is recommended.
- Trees, trunks, logs, vegetable clippings, leaves, seeds, shells, rinds, garden waste, etc. can be used for composting.
- Old farm vehicles and machinery should be fenced until final disposal through local authorities or any other competent bodies.
- Farmlands should be kept clean and tidy and free from



unsightly litter from farming activity, especially farm plastics, containers and scrap. Farmers who participate in agri-environment schemes must keep their farms free from litter and eyesores.

It is recommended to have a transfer station located in each community to separate the wastes, compact and transfer them to the nearest recycling centers. The transfer station consists of a sorting conveyer belt to sort valuable waste from organic waste, which is compacted in a hydraulic press. The collected organic waste can be mixed with other rural waste for composting. However, the litter quality and quantity changes from one rural community to another and it is very difficult to establish recycling facilities in rural areas where the quantities are small and specificities vary. Therefore close cooperation with local authorities is required.

**Farm litter should not be:**

- disposed of in a “farm dump”,
- disposed of in water ways,
- burned, or
- disposed of in household bins.

**Farm litter should be:**

- reduced and reused at source,
- recycled, or
- taken to licensed landfill sites for disposal an/or contact local authorities.

Recycling should always be the preferred management option as it helps to reduce resource use and the requirement for space and landfill sites.

### Key elements on which awareness-raising efforts should focus

For all agricultural areas in the Mediterranean, litter prevention is essential to reduce environmental, social and economic degradation. Awareness raising, stimulation of public opinion and redirecting or improving management policies should be a common regional goal with national and local adaptations. Awareness initiatives should focus on waste reduction, re-use and recycling, including the promotion of production techniques covering the entire life-cycle of the product and promotion of pilot initiatives to systematically tackle waste from agriculture-related activities.

Based on the various involved stakeholders, their competencies and responsibilities, the following are proposed:



Agricultural processing and secondary production industry should cooperate closely with farmers to achieve common goals regarding the minimisation of marine litter and to support sustainable agricultural development in the regions.

Agricultural cooperatives, associations and unions, in partnership with local and regional authorities, competent NGOs, etc. should provide information, education and training possibilities to farmers regarding implementation of agricultural litter management.

Farmers should be properly informed and encouraged to:

- comply with current legislation,
- keep up to date with changes in legislation,
- subscribe to agricultural journals,
- ensure that all staff and contractors on the farm are knowledgeable of proper litter management practices, and
- apply on the job training, supported by training instruction sheets.

**Farm owners** themselves could play a significant role by setting examples and encouraging the local community to follow suit by way of being active in agricultural cooperatives and associations; collaborating with the competent authorities and exerting pressure for better performance on their part; joining local, national and regional initiatives including clean up efforts, awareness programs, etc.; encouraging staff and neighbors to get involved in actions; maintaining standing relations with local and national NGOs working on environment and sustainable development, which in turn belong or monitor developments and initiatives at Mediterranean and global level. Good agricultural practices can help promote sustainable agriculture and contribute to a better environmental and social development at both regional and national levels.

**The Ministry** of Agriculture and other responsible central authorities, in coordinated efforts with regional (sub-national) and local authorities should review, strengthen or develop regulations, infrastructure, incentives and appropriate awareness raising and education programmes relevant to integrated waste management with specificities to minimising marine litter. Subsidies for farmers should be connected to proper litter management and other environmental obligations and practices. Participation of rural communities in any type of management scheme needs to be enhanced through the setting up of appropriate related participatory mechanisms, public awareness campaigns and systematic targeted training, community participation with respect to solid waste management (public hearings, radio and telephone help-lines, surveys, etc.

**Cooperatives and associations** play a very important role in the agricultural sector particularly in accessing small farm owners. They should provide information and support to members; organise training seminars on litter management and the relevance to marine litter, etc.

**NGOs and particularly women's organizations** could play a significant role particularly in southern and eastern Mediterranean countries, where as mentioned above the percentage of female farmers is high.

**Producers and suppliers** of the agriculture sector should develop related partnership agreements; promote eco labeling schemes, etc.

**Media**, agricultural newspapers, television and radio stations could play a significant role for information dissemination, announcements, promotion of good examples, etc.

## Benefits of the proactive involvement of the agricultural sector

As is the case for other economic sectors, and particularly if implemented in a regional (Mediterranean) framework, the benefits of incorporating responsible litter management practices in the agriculture sector are socioeconomic as well as environmental. More specifically, lower costs will be achieved by reducing resource use, improving operating efficiency, lowering waste output, etc.; farms, nearby beaches and marinas will be litter-free and attractive significantly contributing to and facilitating a more sustainable rural development; the sector will be increasingly acknowledged for its environmental commitment, which is an integral aspect of the increasing trends towards more sustainable farming practices in the Mediterranean and the world over.

However, this can only be achieved within overall rural solid waste management schemes, providing the necessary infrastructures and initiatives to promote waste reduction, re-use and recycling in the Mediterranean countries. The promotion of production techniques covering the entire life-cycle of products as well as the identification and implementation of appropriate market mechanisms (incentives, etc.) for recovered products, reinforcement of national and local waste management capacity and promotion of pilot initiatives to systematically tackle waste from agriculture-related activities are also necessary. Only then will we be able to witness a reduction of marine litter in the Mediterranean.



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References – Further reading:

M.J. Jeffries (1997), *"Biodiversity and Conservation"*, Routledge

Kiely, G. (1997), *"Environmental Engineering"*, Irwin Mc Graw-Hill Publication

UNEP/MAP (2005), *"Mediterranean Strategy for Sustainable Development"*

Gracey, H. (2006), *"Good Agricultural Practice"*, Investors in People

*"Prevention of Environmental Pollution from Agricultural Activity"*, Code of Good Practice, Scottish Executive Publications, 2005

Guillaume, B. & A. Comeau (2005), *"Environment & Development Outlook"*, The Blue Plan, Earthscan

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Useful websites

European Environment Agency: <http://www.eea.eu.int>

International Agri-food Network: <http://www.agrifood.net>

International Federation of Agricultural Production: <http://www.ifap.org>

Food and Agriculture Organisation of the United Nations: <http://www.fao.org>

Mediterranean Environmental Technical Assistance Program: <http://www.metap.org>

National Aquatic Litter Group: <http://www.nalg.org.uk>



THE  
INDUSTRY  
SECTOR

# The Industry sector

## Why the industrial sector should contribute to addressing the marine litter issue in the Mediterranean

The industry/business sector is one of the main sources of pollutants released in to the environment, either directly (i.e. release of industrial effluents and solid, hazardous etc. waste) or indirectly through the supply to the market of consumer products or services that will eventually end up in the natural environment as solid municipal waste (among which coastal and marine litter). Therefore, it is not only necessary but indispensable to actively involve this sector, especially in preventive action and to raise its awareness on the issue of marine/coastal litter, as a component of solid waste management with all the aspects that this may imply (i.e. sustainable consumption and production patterns, integrated product policies, cleaner technologies, corporate social responsibility, etc.), in order to support society's efforts in this matter.

### **Marine litter, a case for "Corporate Social Responsibility" (CSR)**

According to the World Business Council for Sustainable Development (WBCSD), *"Corporate Social Responsibility is the continuing commitment by business to behave ethically and contribute to economic development while improving the quality of life of the workforce and their families as well as of the local community and society at large"*.

*(Source: [www.wbcsd.org](http://www.wbcsd.org))*

Furthermore, the EU Commission defines CSR as a *"concept whereby companies integrate social and environmental concerns in their business operations and in their interaction with their stakeholders on a voluntary basis."*

*(Source: [ec.europa.eu/enterprise/csr/index\\_en.htm](http://ec.europa.eu/enterprise/csr/index_en.htm))*

## How industry contributes to the generation of marine litter

- **A tentative definition of industry-related marine litter**



**Key-fact:**

Plastic materials account for more than 90% of floating marine litter.

(Source: GPA, [www.marine-litter.gpa.unep.org](http://www.marine-litter.gpa.unep.org))

Although the types of wastes produced by humans are numerous - ranging from simple food residues to heavily toxic and radioactive wastes - one should bear in mind that **marine litter originating from the industry/ manufacturing sector** in most of the cases consists of solid household/ commercial waste such as:

- **packaging residues** (plastics, paper & cardboard, aluminium cans, glass, etc.), but also
- **wastes from manufacturing processes** including: raw materials - such as wood, metals, agricultural products, containers for industrial purposes and chemical substances (varnishes, paints, solvents, coatings, etc.) and also sometimes
- **office equipment and stationery** material (paper, printer cartridges, electric and electronic equipment, etc.), and
- **other wastes from human commercial activities** related to the marine environment (fisheries, shipping, tourism).

The above types of waste that end up in rivers, coasts and eventually in the sea are mainly generated through the following processes:

- **manufacturing process** (*inter alia* by-products, production wastes),
- **operations, maintenance and office management** (i.e. discarded office equipment, company administration and services, etc.),
- **other professional activities** (i.e. fishing gear, products for the shipping industry, agriculture, the tourism sector, etc.),
- **and industry output (i.e. products, packaging, services)** which eventually "lands" in the end-consumer's hands (households, other companies, etc.) and is not adequately treated or disposed of at the end-of-life stage by the end-user.

Hence, the **key industry (manufacturing) sectors involved** and to be targeted in the prevention of marine litter are the following:

- **Consumer goods industry** – *inter alia* the food processing industry, plastics manufacturers, the wood processing and paper industry, the automotive industry, the electronic goods manufacturers, the pharmaceutical industry, etc.;
- **Packaging industry** (especially plastics manufacturers, the paper industry, bottling and canning companies);
- **Chemicals industry** (except the plastics manufacturers): there are several other types of businesses, such as those producing solvents, paints, etc. that are responsible for the generation of marine litter.



- And to a certain extent **manufacturers of goods & equipment** for other professional sectors (i.e. fisheries, shipping, tourism, etc.)

## How to raise the awareness of the industry/business sector on the marine litter issue

### • Roles and tasks of the different stakeholders of the sector

Since it is crucial to involve the manufacturing sectors in order to address the marine litter issue, targeted communication, information and awareness raising activities should be developed specially for these actors of the society.

Schematically, communication/information to and among the industry sector flows as described in the figure below:

competent body (i.e. public authority) → business sector (trade/industry union) → company's top management → mid-management (+ other departments, e.g.: Marketing Dept.)  
 "marcom" department - internal communications → all company staff → social circle (family, friends) → external communications → suppliers, customers, large public, etc.

There is a need for given business sectors - especially manufacturers located in coastal zones (i.e. plastic, paper manufacturers, packaging, food processing and bottling companies, etc.) but also the tourism sector, etc. - to be informed on problems caused by marine litter in their area and throughout the Mediterranean region as well as on issues (i.e. inappropriate solid waste management, lack of product life cycle analysis, over-exploitation of natural resources, waste of energy, etc.) connected to their operations. This could be done by a range of bodies such as:

- **industrial/ trade unions** of the sector informed by competent authorities on their impact, role and obligations,
- **competent authorities** in charge of solid waste management and coastal litter collection,
- **NGOs** active in related awareness raising events and clean-ups,
- other **public bodies** in charge of enforcing polluter-pays regulations or pollution control measures.

Collaborative or joint actions of these bodies are preferred as they are more likely to succeed.

### A. The role of industry federations, chambers, trade unions, etc.

**Industrial unions and chambers of commerce**, *inter alia*, as umbrella organizations, are a key link between an industrial sector (or business more generally speaking), policy makers, and the general public. Therefore their involvement in the awareness raising process ought to constitute a major contribution to the improvement of the situation in the relevant area.

Their **role**, in cooperation with other bodies mentioned above, should be to:

- Improve awareness and understanding of major issues and the responsibility or role of the sector in the specific field;
- Maintain open and timely dialogue with regulators, politicians, scientists, NGOs, the media and other interested stakeholders;
- Ensure the industry sector contributes actively to any public, regulatory or scientific debate and provides balanced and objective science-based information to help answer questions about products manufacture or service offered, as relevant;
- Promote the best health, safety and environmental practices in the manufacturing process;

Once briefed on the environmental impact of the company's activities – especially if the latter has adopted a Corporate Social Responsibility (CSR) policy –, top management should elaborate a plan and budget for the improvement of the company's operations and output. It should also undertake awareness raising of its own staff, collaborators and of course customers. This could include measures/action such as those proposed below:

### B. Corporate internal communications

#### - Senior management level:

Management should conduct briefing of shareholders and investors and the organisation of targeted seminars for the mid-management. Field visits, training and other informational activities would also be required to enhance the understanding of the issue at that level, according to the type and size of the manufacturing company and the cultural environment.

#### - Human resources department level:

The HR department should design and plan incentives for staff, based on legislative/regulatory framework in force or imminent.

#### - Marketing (incl. communications, PR) department level:

Especially the staff in charge of marketing and communications, where available, should develop external as well as internal information material and tools to raise



awareness of employees as well as shareholders, customers, collaborators, partners, suppliers, etc.

- **Operations department level:**

Higher awareness levels in the operation's department could be achieved through staff briefings, professional seminars, hands-on training, etc. Gathering the staff's feedback to close the information loop is also an important way to improve the overall corporate attitude.

In general, however, sensitization on the impacts of coastal/marine litter on the environment and human health, inappropriate waste disposal and unsustainable consumption patterns, should be directed at all employees, who in turn ought to transmit the message to their own social circles (relatives, friends, etc.).

### **C. External/marketing communications**

Companies' outbound communications on the impact of marine litter and solid waste in general can take different shapes, on the one hand enhancing their corporate/brand image, and on the other, helping them to cut down production/operation costs through improved efficiency and savings of materials and energy. Communication activities should target the whole range of external stakeholders, especially:

- collaborators, suppliers, distributors, retailers (where appropriate), and
- customers, end-users.

### **Key issues on which awareness raising should focus**

When dealing with awareness raising on coastal/marine litter issues, companies will be very likely need to deepen their knowledge of resource efficiency and solid waste management – including important topics mentioned below - in order to provide their audiences with a full understanding/vision of the issues. The two most prevalent are the following, which present some similarities, but are based on a different concept/approach.

#### **• The Product Life Cycle approach**

The life cycle approach is a **holistic approach** to solid waste management and more generally speaking to the **sustainable use of natural resources** (i.e. raw materials, energy, and water). **Life Cycle Assessment** can be defined as a "method that studies the environmental aspects and potential impacts of a product or system from raw material extraction through production, use and



disposal". The general categories of environmental impacts to be considered include resource use, human health and ecological consequences.

Life cycle analysis is now a recognised tool in decision-making within industry and public administration in various industry sectors in the European Union. This is not the case for several Mediterranean countries where this type of analysis is not widely used yet, very often due to lack of data and also means for collecting such data.

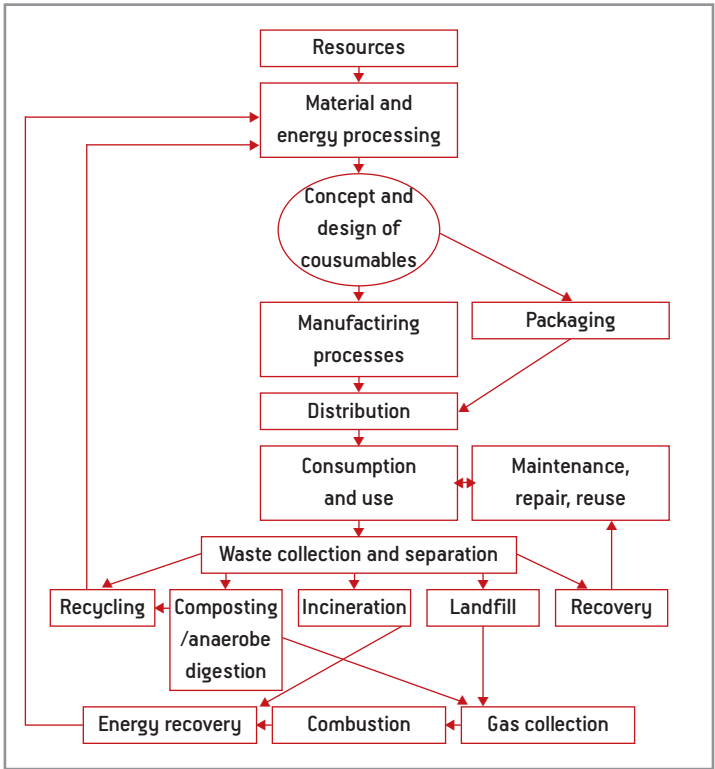


Figure 1: The life cycle approach (Source: The Nordic Council of Ministers, Finland)

As can be seen from Figure 1, the environmental impacts of manufacturing goods depend on three different parameters:

- **Concept and design of the products**, since this influences to what extent products that end up as waste are recyclable and non-hazardous, and to what degree they can be dismantled into recyclable fractions (this concept is also related to that of resource efficiency or sound use of natural resources);
- **Consumption patterns**, as they influence the waste flow (quantitatively and qualitatively) because it is consumers buying the consumables who partly decide the volume and lifetime of the consumables;

- **Solid waste treatment options** adopted by municipalities, the latter influencing the efficiency of the treatment.

Industry has an active role to play and an obvious economic interest in integrating the life cycle approach in its production and waste management patterns. When using fewer raw materials and less energy for the products they manufacture (eco-design), businesses can realise important savings and decrease manufacturing costs.

#### Useful references:

- **UNEP's "Life-Cycle Initiative"**

(Source: [www.uneptie.org/PC/sustain/lcinitiative/home.htm](http://www.uneptie.org/PC/sustain/lcinitiative/home.htm), and [lcinitiative.unep.fr/](http://lcinitiative.unep.fr/))

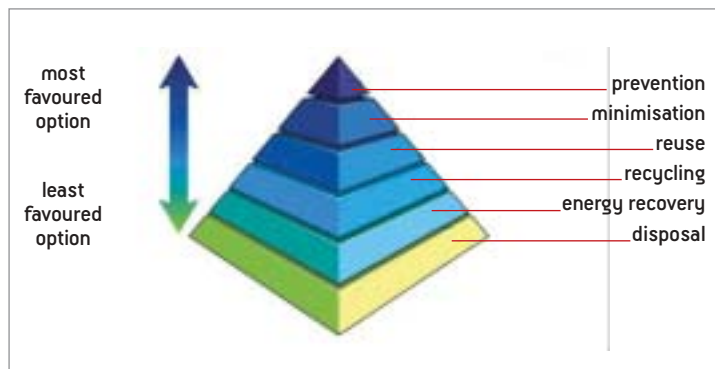
- **The EU "Integrated Product Policy"**

(Source: [ec.europa.eu/environment/ipp/](http://ec.europa.eu/environment/ipp/))

- Product life cycle integration
- Life-cycle analysis/ assessments
- Environmental Management Scheme (EMAS)
- Integrated Pollution Prevention & Control (IPPC)

#### • From waste prevention to disposal

Solid waste management is often approached from a more "waste-centres" point of view, which is the **"Reduce – Reuse – Recycle" (3R) approach**. Similar to, but less holistic than the product life cycle analysis, the '3R' approach aims basically to improve the management of solid waste flows through the **prevention, reuse and recycling of discarded materials**. It does not always take into consideration concerns such as sustainable consumption and production patterns, sound use of natural resources, since it is more focused on **technicalities** relating to solid waste management.



**Figure 2: The waste hierarchy**

(Source: [www.wasteonline.org.uk/resources](http://www.wasteonline.org.uk/resources))

### ■ Waste prevention or reduction

Reduction of waste at source refers to any change in the design, manufacture, purchase, or use of materials or products (including packaging) to reduce their amount or toxicity before they become municipal solid waste. Source reduction also refers to the reuse of products or materials.

Waste reduction can help reduce waste disposal and handling costs, because it avoids the costs of recycling, municipal composting, land filling, and combustion. Source reduction also conserves resources and reduces pollution, including greenhouse gases that contribute to global warming.

Key aspects to waste prevention are:

- **Responsible buying and green procurement**
- **Resource efficiency** or in other words the **rational use of natural resources** and raw materials
- **Eco-conception/design**

### ■ Waste recovery, reuse and recycling

The EU Commission defines **recovery** *“as any waste management operation that diverts a waste material from the waste stream and which results in a certain product with a potential economic or ecological benefit”*. Recovery mainly refers to the following operations:

- *Re-use of discarded items as such or of their materials* (see below);
- *Material recovery*, (i.e. see below: recycling);
- *Energy recovery*, mostly re-use of wastes as fuels through ‘waste-to-energy’ plants;
- *Biological recovery*, e.g. composting (see below).

**Reuse** includes:

- reuse of raw material streams (non-dissipative wastes) in the production process,
- diversified reuse of other items, and
- trading of used items (i.e. ‘second hand’ business, exporting less state-of-the-art technology vehicles or engines to countries in the developing process).

The OECD’s definition of **recycling** is *“any reprocessing of material in a production process that diverts it from the waste stream, except reuse as fuel. Both reprocessing as the same type of product and for different purposes should be included.”* Direct recycling or reuse within industrial plants at the place of generation is an important aspect of recycling and should largely be taken into consideration by manufacturers in their efforts to reduce waste flows – be it inwards or outwards.

Composting represents also a form of recycling. It is the controlled



biological decomposition of organic matter, such as food and yard wastes, into humus, a soil-like material. Composting is nature's way of recycling organic waste into new soil. Composting is often less relevant to marine litter issues, since normally biodegradable wastes are less impacting on the marine environment and, hence, do not constitute such a serious issue for it. However, large wood debris released in the sea and circulating might harm human beings, marine animals and also cause damage to maritime transportation.

#### **Best practices:**

- **“Vacances propres”**, a private/public awareness campaign to reduce the use of plastic bags (France – Source: [www.vacancespropres.com](http://www.vacancespropres.com))
- **Plastics recycling in Europe** (Association of European Plastic Manufacturers  
Source: [www.plasticseurope.org/Content/Default.asp](http://www.plasticseurope.org/Content/Default.asp))

#### ■ **Waste disposal and treatment**

When the materials or items discarded have reached the final stage - the “end-of-life” phase - and their reuse or recycling is not feasible or viable, they must be disposed of in such a manner that they cause the least possible harm to the environment, especially avoiding that they reach the aquatic and marine environment, which is even more sensitive. Depending on the wastes’ “nature”, different types of final disposal or treatment can be envisaged:

- **Incineration:** Where possible, waste that cannot be recycled or reused should be safely incinerated, with landfill only used as a last resort.
- **Disposal in adequate controlled landfills**, and not in illegal dumping sites, should be the last resort for waste flows that cannot be managed/treated in another way. The EU has recently approved a Directive setting strict guidelines for landfill management.
- **Special treatment of hazardous wastes** is another important matter dealt with by international, regional and national legislation in most of the Mediterranean countries. Manufactured products such as batteries, varnishes, solvents, pesticides, WEEE, etc. need special attention from the producers and users handling them, since their release into the marine/coastal environment (and in the natural environment in general) is of particular harm for human beings, aquatic organisms and eco-systems.



## Benefits from the proactive involvement of the industry sector

The industry/ business sector has a responsibility to effectively address the marine litter problem in the Mediterranean, jointly with other stakeholders (public authorities, civil society): either to promote sound behaviour and rational use of the products they market or in integrating solid waste management policies and integrated product policies in their corporate approach.

The benefits – and thus inherent stimuli - for a business to adopt a CSR approach (and related communication activities) in the field of marine litter are multiple, ranging from ethical to financial: First of all, by adopting a CSR approach, jointly with cleaner production and waste management methods, a business will enjoy an enhanced corporate/ brand image among the customers; this would lead to competitive advantages.

Also, improved (internal) understanding among staff will ease the way to smoother production processes and enhanced solidarity and ownership. Furthermore, raw material and/or energy savings in the production process would result in the reduction of production costs. Eventually, reduced pollution through less generation of solid waste could also reduce waste management costs for the local authorities translated into reduced amount of taxes or contributions required from the private sector for solid waste management.

However, this issue would be more relevant for EU countries. Business would also risk fewer penalties as polluters (according to the “polluter pays principle”) in implementing sustainable waste management methods.

### A case of Cleaner Production application:

A company manufacturing mayonnaise generated a high volume of wastewater and waste by cleaning the pipes, which implied high treatment costs. The company decided to change the process of pipe cleaning by modifying the pipes through which the mayonnaise circulated. The diameter of all pipes was made equal and the curve radius modified, thus allowing a silicon ball driven by compressed air to pass through the pipes so as to recover the accumulated product. With this change, 5 t/year of mayonnaise is now recovered and packaged. The remaining liquid waste from cleaning (15 t/year) is recovered as cattle feed, meaning a 20t/year reduction in waste. Furthermore, there are water and detergents savings from cleaning the pipes, with the resultant reduction of wastewater. The payback period in this case was 3 months.

*(Source: Cleaner Production - Regional Activity Centre, UNEP-MAP)*



### **Un-sustainable consumption and production patterns in the Mediterranean**

Studies, such as the Blue Plan's "Futures for the Mediterranean Basin" (2005), show that unsustainable consumption and production patterns in the developed countries continue to spread. Even though there are still great disparities between Northern and Southern parts of the region (GDP per capita in purchasing power parity remaining 3 to 5 times lower in the Southern rim countries), economic growth taking place throughout the Mediterranean, is a driving force behind these patterns, since consumers seek to improve their "quality of life" as their income is rising and are enjoying a steadily expanding range of low-priced mass-produced goods, for the production of which environmental costs are seldom internalised (Source: OECD, 2002 – [www.oecd.org](http://www.oecd.org)). As a result, although waste recovery and recycling rates have increased, total household waste generation continues to grow, making it a priority concern.

Voluntary approaches on behalf of industry to produce in a more sustainable manner (i.e. through eco-design, cost internalisation, green procurement, clean technologies) are therefore needed in order to impact positively on households' consumption behaviour downstream, jointly with regulatory frameworks and public awareness raising.



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OECD: *"Towards Sustainable Household Consumption? Trends and Policies in OECD Countries"*, OECD Publishing, Paris, 2002, ISBN: 9789264175068.

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### Useful websites

The Global Marine Litter Information Gateway: [www.marine-litter.gpa.unep.org/](http://www.marine-litter.gpa.unep.org/)

The UNEP Life-Cycle Initiative: [www.unep.ie.org/PC/sustain/lcinitiative/home.htm](http://www.unep.ie.org/PC/sustain/lcinitiative/home.htm)

The EU Commission's web pages on Waste: <http://ec.europa.eu/environment/waste/index.htm>

The European Topic Centre on Resource and Waste Management: [waste.eionet.europa.eu](http://waste.eionet.europa.eu)

The "WasteWise" EPA Programme: [www.epa.gov/wastewise/](http://www.epa.gov/wastewise/)

The EU Commission's web pages on Integrated Product Policy (IPP): [ec.europa.eu/environment/ipp/](http://ec.europa.eu/environment/ipp/)

The World Business Council for Sustainable Development: [www.wbcsd.org](http://www.wbcsd.org)

The Association of European Plastic Manufacturers: [www.plasticseurope.org/Content/Default.asp](http://www.plasticseurope.org/Content/Default.asp)

The OECD web page on Consumption, Production and the Environment: [www.oecd.org/about/0,2337,en\\_2649\\_34289\\_1\\_1\\_1\\_1\\_100.html](http://www.oecd.org/about/0,2337,en_2649_34289_1_1_1_1_100.html)

The Association "Vacances Propres": [www.vacancespropres.com/htfr/frameset.htm](http://www.vacancespropres.com/htfr/frameset.htm)

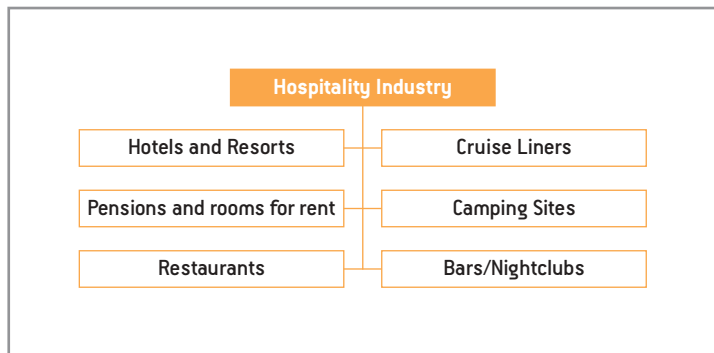


# THE TOURISM SECTOR

# The Tourism sector

## Why the tourism sector should contribute to addressing the problem of marine litter in the Mediterranean

The Mediterranean is the world's leading tourist region. Tourism is a major industry and consists mainly of a seasonal seaside resort mode. In many of the major resorts in the Mediterranean area the population more than doubles during summer. Some 637 million tourists are expected in the region by 2025, which means an additional 270 million in comparison with 2000. The Mediterranean is under threat due to the inappropriate practice and development associated with mass tourism. The environment of many coastal areas in the Mediterranean has been adversely affected by unsustainable modes of tourism. The production of solid waste in tourist areas often exceeds the carrying capacity of local infrastructures due the high seasonal demand. The huge amounts of litter produced in the Mediterranean, due to tourism, makes the sector and especially the hospitality industry one of the major targets for awareness and education campaigns so as to minimise the ensuing marine litter.



Although part of the tourism related and hospitality industry in the Mediterranean have already adopted environmental management systems like ISO 14001 (International standard for creating and testing an environment management system) or EMAS (Environmental Management and Audit Schemes), there is still a lack of applied environmental management schemes particularly for small and medium sized businesses.

## The key areas of the tourism sector that generate marine litter are:

- Stationary
- Offices
- Housekeeping departments
- Food and beverage departments
- Garden areas
- Beach areas
- Water Sport Areas
- Marinas
- Tourists themselves

## How tourism can contribute to the problem of marine litter in coastal areas

Basic litter management guidelines and management practices are applicable to all forms of tourism in all types of destinations, including mass tourism and the various niche tourism segments. These guidelines should integrate environmental action into business activity through specific procedures and technological improvements that need to be incorporated into existing practices and operations in order to identify and avoid marine litter. Marine litter is a waste type consisting of solid materials, disposed or abandoned in coastal areas and tends to create a danger to public health, safety and welfare. Litter is often caused by careless or accidental treatment of debris and waste as opposed to proper disposal.

A preliminary status review requires a list of all waste generated by the business or activity:

- How much waste is generated under the main waste categories: paper, plastic, aluminium, organic (kitchen and garden), and hazardous, every month/year?
- Which departments/activities generate high volumes of waste?
- Have initiatives been taken to collect and separate waste?
- Is organic waste separated from other waste?
- Are there items in the waste stream that have never been used?
- What is the existing infrastructure for waste management in my area (recycling services, landfills, etc.)?

This can then be used to identify products that can be either replaced with alternatives, which avoid waste or generate less; reused for the same or another purpose; sorted and collected for recycling under municipal waste recycling schemes; used for longer; stored appropriately, etc.



A checklist on waste management for hospitality facilities follows the order of the waste management hierarchy:  
**Avoid - Reduce - Reuse - Recycle**

More specifically, litter management principles and guidelines should focus on:

**Avoiding litter at source:**

- Favour products with less packaging
- Invite suppliers to take back packaging, especially reusable boxes, crates and pallets
- Buy in bulk rather than small packs
- Use rechargeable or mercury-free batteries
- Maximise use of electronic mail to reduce paper use
- Use refillable containers for soap, cleaners, foods, etc.

**Reducing litter:**

- Use both sides of office paper before disposal
- Use cloth-material in preference to paper towels/napkins
- Switch from disposable to reusable laundry bags
- Donate old furniture and linen to charity

**Reuse options:**

- Re-use packaging containers for holding and storing other materials
- Re-use glass/plastic bottles as toilet dams in cisterns
- Re-use old linen as cleaning rags and laundry bags
- Re-use computer/other paper as note paper

**Recycling** (Glass, Plastic, Paper, Aluminium, Batteries)

- Place separate waste containers in public areas and invite guests to use the containers as labelled
- Install housekeeping carts with separate waste containers
- Place separate waste containers in kitchens, other food and beverage outlets, housekeeping and administration areas
- Use containers with lids in preference to plastic wrap
- Place bulk containers for separate waste in an appropriate back area
- Collect and store hazardous waste in separate, safe areas
- Contact local recycling authorities and dealers for support

If waste is to be successfully prepared and used for recycling, it must be uniformly sorted and cleaned, and free from bottle-caps, food, metal, plastic, etc. Compactors can be used to reduce waste volume. This lowers the space required to collect and store waste and increases its value as a recyclable material. But compactors can be expensive and are only worthwhile in large properties with





significant waste volume. Plastic and paper waste usually needs to be baled and compacted before collection for recycling. Advice needs to be obtained from local and/or municipal waste collection and recycling schemes on the breakdown of litter by type, preparation of waste, use of compactors, baling specifications and the market price for recyclables. A survey sheet helps to overview quantities and results.

**For tourism businesses, the revenue gains through the sale of reusable and recyclable wastes can greatly offset the costs of waste separation, baling and compacting.**

**Purchasing practices** are the first step towards litter prevention and should be undertaken in close collaboration with suppliers to ensure that the most cost-effective and environmentally-preferable alternative is selected. The hospitality industry is a large buyer of consumer goods and services and can, therefore, have a significant influence on suppliers and contractors. The use of environmentally-preferable products can be a valuable showcase for corporate environment commitment. The support of the local food production helps preserve the balance in the environment, while the food circle helps the food recycling. The hospitality sector should therefore stay mostly local by presenting Mediterranean food, thus it helps the local farms & gardens and maintains top fresh quality.

Some purchasing preferences:

- Products made entirely or partly with recycled materials
- Products manufactured through cleaner production processes
- Products that are more durable and last longer
- Products with reduced packaging
- Products produced in local areas
- Products with Eco labels

### **How the tourism sector can contribute to raising awareness about proper litter management and therefore about marine litter**

Awareness-raising, education and training programmes on marine litter and sustainable waste management should be one of the priorities in the hospitality industry and should target management, staff, tourists, suppliers, contractors, tour operators, local authorities and civil society. If related actions are implemented within a framework of a Mediterranean-wide campaign then the overall efforts will be more effective within this specific sector (i.e. if a tourist sees the same slogan, poster, logo, guidelines, etc. as

he/she travels through the region his/her behaviour is more likely to change accordingly).

If litter management programmes within the tourism sector are to be successful, employees must be motivated and trained to integrate litter reduction into daily operating procedures.

**Senior Management** should focus on the education of the employees and be the example to be followed. They should join in volunteer work and local community programmes that will enlighten and educate employees and the inhabitants of the region.

**Human Resources** departments in the Hospitality Industry should take into consideration the profile of each employee. The employee's environmental friendly performance should be frequently evaluated. On-the-job training, supported by training instruction sheets in the case of complex technical work, is most suitable for integrating environment action into hospitality practices. Managers, supervisors or external experts (consultants, NGOs, etc.) could conduct this training. To support training efforts, informal seminars and poster displays could be organised. In tourism and hospitality, it is the employees who are in contact with the customer, who create the experience and who deliver the service. If they are well informed and motivated to achieve environment objectives, this will reflect in their working practices and improve service quality.

**Manager and Supervisors** should show leadership. Small actions such as using both sides of office paper and separating waste are good ways to demonstrate that litter management is a serious effort and has company commitment. As the litter management programme gets underway, employees should be kept informed of progress, with reports and monitoring sheets posted up, announced at staff meetings and featured in internal newsletters. This will help reinforce responsibility and motivation. Employee morale may increase as staff come to realise they are working for a business that is concerned about working comfort, safety and environmental improvement.

**Objectives and targets must be realistic and achievable from a business and environment perspective. An over-ambitious target can discourage action and reduce enthusiasm and interest, while an under-ambitious one will not provide a sense of achievement and impetus for continuous improvement.**

Participation in the litter management program should be a criterion for performance evaluation. 'Good environment ideas' and 'outstanding environment contributions' can be rewarded with

prizes. The litter management team should include a representative from each department, with responsibility for ensuring that the litter management program is implemented in the respective department.

Establishing departmental environment performance targets, facilitates delegation of responsibility, for example, food and beverage departments could be required to reduce packaging waste by 20%.

**Employees** are also the hospitality industry's biggest public relations instruments. They are the best placed to inform visitors of the business's environment policies. This will in turn enhance corporate image and reputation. Well-trained employees can identify problem areas and suggest improvements more effectively than external consultants and managers. All new employees should undergo an environment training program as part of their induction.

**Public Relation** and effective communication of messages to visitors and clients is critical to optimize the business efforts and benefits. There is no point in implementing a litter action plan (or any environmental action plan, e.g. water or energy conservation) if clients are not properly informed and integrated in the concept. Awareness-raising among guests will multiply the results. Some basic steps in this direction are to:

- Hang a framed copy of the environment policy statement at the reception
- Include the environment policy in the guest information package
- Place tent cards suggesting guests to support litter prevention
- Tell guests about the importance of reducing waste
- Inform guests about local environmental issues
- Integrate the issues in the entertainment of visitors (sketches, exhibitions, etc.)
- Invite guests to participate in local conservation efforts
- Invite guests to take part in related events: trash-art exhibitions, clean ups, etc.

**Marketing** departments should find ways to raise awareness, to build commitment, to provide support, to reward and recognize efforts, celebrate the success accomplished with all parties involved and communicate the results to the Media.

### The necessity of coordinated action with other stakeholders

All actors involved in the tourism and hospitality sector need to participate in joint, common actions in order to effectively contribute to raising awareness and effectively addressing the



marine litter problem in the Mediterranean. The industry itself at regional level could design a framework Action Plan with guidelines on what the various components of the industry could do based on size, role in local economy, geographic location, etc. A common communication effort (posters, leaflets, actions) targeting the various actors and regular collaboration with the media will have a positive effect on everyone involved. Innovative partnership schemes and activities will have a profound effect as well.

Networking of information, initiatives, efforts and results is important at local, national, regional and international levels. The tourism industry should monitor international and regional initiatives on marine litter and be an active instigator of and participant in local and national related programmes. It should maintain a constructive and effective collaboration with the competent authorities exerting pressure where necessary and being supportive when action in the right direction is taken; collaborate with other sectors of the industry (Tourism Organizations, Tour Operator Initiatives, etc.); collaborate closely with regional, national and local NGOs working on environmental issues, specifically on waste management, marine litter, Integrated Coastal Management (ICM) and sustainable development; build a corporate "Green Team" in order to be able to deliver all of the above, and apply for environmental performance certification and awards.

### Actors in a Tourism Area:



**Travel agencies** should have litter prevention and management as one of the criteria when establishing contracts with tourism destinations.

**Tour operators** could promote, support and control litter prevention programs on site

**Tourism cooperatives, federations, etc.** should provide information and support to members, especially for small and medium sized businesses.

**Tourism industry suppliers can jointly develop** voluntary partnership agreements on waste management, eco-labelling schemes, etc.

### The benefits of a proactive involvement of the tourism sector

It is clear that the necessary infrastructures and initiatives in order to promote waste reduction, re-use and recycling need to be strengthened and/or launched in the Mediterranean tourism related industry, if marine litter levels are to be reduced. In parallel and complementary to this, the promotion of production techniques covering the entire life-cycle of products, as well as the identification and implementation of appropriate market mechanisms (incentives, etc.) for recovered products, reinforcement of national and local waste management capacity and promotion of pilot initiatives to systematically tackle waste from tourism-related activities are also necessary.

Tourists are increasingly demanding 'greener' services. The numerous tourism eco-labels and environmental performance awards are a strong indication of the growing response of tourists to environmentally responsible services. The benefits of incorporating responsible litter management practices within the tourism industry are enormous for the industry itself, particularly in the medium and long term, and for the Mediterranean natural and cultural wealth. More specifically, the Mediterranean Sea and coastline will be a litter-free attraction for visitors, thus considerably enhancing the industry with a higher quality of tourism; the industry will be facilitated to comply with, and even exceed, overall environmental standards, regulations and voluntary initiatives; lower costs will be achieved by reducing resource use, improving operating efficiency, lowering waste output, etc.; hospitality venues, services, beaches and marinas will be more sanitary and attractive not only for visitors but also for employees and local residents essentially contributing to a strengthened local mentality towards sustainable development; the industry will be



increasingly acknowledged for its environmental commitment, which is a key factor in promoting the Mediterranean tourism industry at the global level.

If a business works with travel agents and tour operators who have environment policies, and if competitors have begun to work on EMS (Environment Management Systems), it is likely that visitors will be receptive to environmentally responsible services. But even when environment action is not widespread, a business can enhance its corporate image by becoming a pioneer in environment action.

### Voluntary tools for tourism businesses

**Blue Flag International:** an exclusive eco-label awarded to over 3200 beaches and marinas in 36 countries. The Blue Flag works towards sustainable development at beaches/marinas through strict criteria dealing with water quality, environmental education and information, environmental management, and safety and other services. The Blue Flag Program includes environmental education and information for the public, decision makers and tourism operators. <http://www.blueflag.org>

**European Eco-label for tourist accommodation service (EU Flower):** Since 2003 the "European Flower" has been available to hotels, guesthouses, youth hostels and similar services and since 2004 the scheme has been extended to cover camping sites. Thus any accommodation service in Europe can apply for certification of its environmental performance. <http://www.eco-label-tourism.com>

**Environmental and Audit Management Scheme (EMAS):** EMAS is a voluntary management system for businesses and organizations that wish to improve their operational environmental protection measures on a continual basis beyond the practices called for by law. It goes beyond the ISO 14001, the international standard for environmental management in businesses.

[http://europa.eu.int/comm/environment/emas/index\\_en.htm](http://europa.eu.int/comm/environment/emas/index_en.htm)



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UNEP/MAP (2005), *"Mediterranean Strategy for Sustainable Development"*

Guillaume, B. & A. Comeau (2005), *"Environment & Development Outlook"*; The Blue Plan, Earthscan

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Useful websites

The VISIT association: <http://www.ecotrans.org>

Tour Operators Initiative: <http://www.toinitiative.org>

World Tourism and Travel Council: <http://www.wttc.org>

The International Eco Tourism Society: <http://www.ecotourism.org>

International Hotel and Restaurant Association: <http://www.ih-ra.com>





# THE MARITIME SECTOR

# The Maritime sector

## **Why the maritime community should contribute to addressing the problem of marine litter in the Mediterranean**

Merchant shipping, ferries and cruise liners, fishing vessels and pleasure craft, boats and vessels of all kinds, are potential sources of marine litter. Depending on their size, smaller or larger amounts of garbage are generated on board. When garbage items, either intentionally or accidentally, end-up in the sea they contribute to the problem of marine litter.

Waste management plans are required by international law for larger vessels, while preparations for proper waste management should be made in advance also by those on board smaller vessels and pleasure craft. Unfortunately, not all waste is stored on board and discharged ashore in a proper reception facility or disposed of, in the case of large vessels, using the incinerator. Marine litter produced by the maritime sector along with other types of pollutants such as oil from vessels, tarnish the image of global shipping deterring efforts of the industry to project its "green" credentials. It is a fact that a large segment of the public still associates marine litter primarily with shipping activities. Therefore, it is in the major interest of the maritime community to address the problem of marine litter, not only in accordance with existing international legislative requirements, but going a step further seeking optimal solutions for solid waste management on board.

Recognizing that ships vary considerably in size, mission and capability, this chapter addresses not only the professional and commercial maritime community, but also non-commercial seafarers as they also constitute a significant source of marine litter pollution.

## **How boats and vessels of all types contribute to the problem of marine litter**

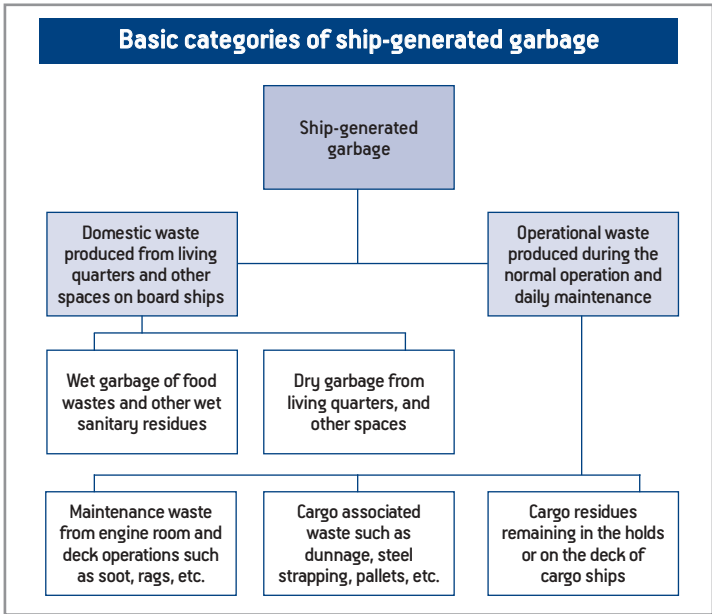
Garbage may be intentionally thrown overboard due to indifference or limited space on board for storage, combined with lack of reception facilities. Garbage items may also accidentally fall or be blown/washed off vessels into the water under adverse weather



conditions. Additionally, fishing nets and lines and other types of equipment may be lost at sea accidentally and become marine litter. Marine litter is defined as any persistent, manufactured or processed solid material disposed of or abandoned in the marine and coastal environment. In this context, for the purpose of this chapter the term “garbage” is used for all kinds of domestic or operational waste generated during the normal operation of the ship, which may potentially end-up as marine litter. In general terms, maritime activities that contribute to the marine litter problem can be categorized as follows:

- **Shipping**

According to MARPOL Annex V, the basic categories of ship-generated garbage are depicted in the diagram below.



From the above, the following categories of solid wastes can be considered as potential marine litter:

**A. Domestic waste (excluding food waste unless mixed with solid wastes)**

Domestic wastes including wet and dry garbage represent all types of solid wastes generated in the living quarters of a ship, such as paper products, textiles, glass, rags, bottles, plastic items, etc. This category also includes all materials contaminated by food wastes generated in the galley and dining rooms and disposed of

as solid materials and also of refuse produced in living spaces of crew and passengers including paper products, textiles, glass, rags, bottles, etc. Domestic waste can also originate from medical spaces including expired medicines, lining and packing material, sweepings, etc.

Usually about 1.5 – 2.5 kg of domestic waste is generated on a daily basis per person on a commercial cargo ship and about twice as much on a passenger ship. On average, 75% per weight and 10% per volume of domestic waste is food waste and the remaining 25% per weight and 90% per volume is refuse.

## B. Operational waste

This category consists of cargo-associated wastes originating from cargo stowage and handling works in general and maintenance wastes collected by the engine department and the deck department while maintaining and operating the vessel.

With regards to **cargo-associated waste**, the largest source of shipboard solid waste in both volume and weight is waste due to break bulk cargo operations. Such waste consists of dunnage, pallets, paper and cardboard material, wire and steel strapping, etc.

A variety of works regularly carried out on board ships, such as cleaning of boilers, tanks, decks and platforms result in the production of **maintenance wastes**. This category includes wastes such as machinery deposits, scraped paint, deck sweeping, wiping wastes, rags, etc., the quantity of which that can be accumulated on a large sea-going ship could exceed 20 kg daily.

### • Fishing vessels

Depending on their size and type of activity, fishing vessels may also generate smaller or larger amounts of garbage. If not managed correctly, both domestic and operational wastes may end up in the sea as marine litter.

Domestic wastes from fishing vessels are much the same as those described previously in the shipping section, but their volume may vary depending on the number of the vessel's crew and time at sea. Regarding the operation of fishing vessels, maintenance wastes can also be much the same as those described in the shipping section, again depending on the vessel's size and type of fishing activity.

However, it is the gear and equipment associated with the fishing

activity that is considered a major problematic area with regards to marine litter. Materials used at sea by fishermen include synthetic materials, such as trawl and fishing nets, net fragments, bait gaskets, floats, synthetic rope, plastic sheeting and packaging, fiberglass and strapping bands.

In addition to the fact that fishing gear and equipment is largely made of synthetic material and is not biodegradable, "ghost fishing" (entrapment of marine life in discharged fishing gear) from lost nets kills thousands of fish and marine mammals that may become entangled in it.

### • **Pleasure craft**

Pleasure craft activities have expanded considerably in the Mediterranean region and are now one of the key sectors of Mediterranean tourism. This has resulted in an additional source of income and in the creation of direct and indirect jobs. Thus, these activities play an important economic and social role.

However, the development of marinas and the increasing density of boats and yachts in some parts of the Mediterranean have led to a serious concern with respect to the potential harm it may cause to the marine environment.

**The generation of garbage on pleasure craft that may end-up as marine litter is considered relatively smaller compared to other types of vessels, mainly due to their limited size. However, considering the large number of pleasure craft in the Mediterranean and their ability to approach unspoiled secluded beaches and islands, these are regarded as a significant contributor to the marine litter problem.**

Domestic and maintenance wastes from pleasure craft are much the same as those described previously in the section on shipping, but their volume may vary depending on factors such as number of crew and passengers, boat size, time at sea, etc.

Paper products, aluminum cans, plastic containers, glass bottles, disposable eating utensils, fishing lines, etc., are just a few of the typical waste products used in pleasure craft that may result as marine litter if discarded overboard.

Two important factors that add to the problem of marine litter from pleasure craft are:

- (i) the often limited space on board pleasure craft for storage of garbage, and
- (ii) the lack of adequate facilities for the reception of garbage at most marinas.



## How to raise awareness amongst maritime stakeholders on the marine litter issue

Although garbage may enter the marine environment accidentally from boats, most of the time it is thrown into the seas and oceans by seafaring people who are not aware of the problems this may cause. Therefore, an essential part of any action plan to address the problem of marine litter is the implementation of awareness raising campaigns by intergovernmental organizations, competent government agencies, the maritime industry itself and other stakeholders.

### • Legislative framework

The International Convention for the Prevention of Pollution from Ships (MARPOL 73/78) sets the international legislative framework for dealing with ship-generated marine pollution. It has been adopted by the International Maritime Organization (IMO), which is the UN's specialized agency responsible for improving maritime safety and preventing pollution from ships. Annex V of the Convention sets the requirements regarding the Prevention of Pollution by Garbage from Ships and designates a number of Special Areas where more stringent requirements exist. Although the Mediterranean Sea has been designated a Special Area for the purpose of MARPOL Annex V, this provision has not yet entered into force due to the lack of adequate reception facilities.

There are two basic principles regarding the disposal of garbage at sea within special areas:

- Plastics are prohibited from disposal into the sea.
- No other garbage may be discharged, except for food waste (under certain conditions) within 12 nautical miles from the nearest land.

Specific garbage disposal requirements for ships within and outside Special Areas are presented in the Table below.



Type of garbage	Garbage Disposal from Ships	
	Outside Special Areas	Within Special Areas
Plastics, including synthetic ropes, fishing nets and plastic garbage bags.	Disposal Prohibited	Disposal Prohibited
Floating dunnage, lining and packing materials.	> 25 miles offshore	Disposal Prohibited
Paper, rags, glass, metal, bottles, crockery and similar refuse.	> 12 miles	Disposal Prohibited
All other garbage including paper, rags, glass, etc. comminuted or ground.	> 3 miles	Disposal Prohibited
Food waste not comminuted or ground.	>12 miles	>12 miles
Food waste comminuted or ground.	> 3 miles	> 12 miles
Mixed refuse types.	**	**

\*\* When garbage is mixed with other harmful substances having different disposal or discharge requirements, the more stringent disposal requirements shall apply.

Annex V of MARPOL 73/78 also requires vessels over 400 tons, or ships certified to carry more than 15 persons, to develop and implement a garbage management plan, which contains procedures for collecting, storing, processing and disposal of garbage. Ships may also be fitted with appropriate garbage handling equipment, such as compactors or incinerators. Such vessels need to enter details of every garbage management operation such as incineration or disposal in a garbage record book. The record book and any receipt for using a waste reception facility in port must be kept for two years and be available for inspection by authorities.

The IMO has recently initiated an on-going process for the review of Annex V to MARPOL 73/78, which is scheduled to be completed by October 2008. For this purpose, it has set up a Correspondence Group of Experts, who will make their recommendations to the Marine Environment Protection Committee (MEPC) of the Organization. Basic issues being discussed include, among other:

- Introducing a general concept to minimise the generation of

garbage, including encouragement of ships to offload all garbage to reception facilities instead of discharging it into the marine environment;

- Assessment of the potentially harmful effects of residues of bulk cargoes, such as pet coke, fertilizers etc., which are currently allowed to be discharged at sea under certain conditions.
- Considering provisions that mitigate the loss of fishing gear, including the recording of accidental loss of fishing nets in the garbage record book and setting a general obligation to attempt to recover such nets;
- Assessment of sea-based sources of marine debris, as existing data is rare.

Regional Strategy for Prevention of and Response to Marine Pollution from Ships, adopted in November 2005 by the Contracting parties to the Barcelona Convention. It includes, among other, requirements regarding provision of port reception facilities for ships, delivery of ship-generated wastes and reduction of pollution from pleasure craft activities. The latter is a specific objective, upon which REMPEC is currently preparing Guidelines for pleasure craft, marinas and relevant facilities.

The Code of Conduct for Responsible Fisheries was adopted in 1995 by the Fishery Department of the UN Food and Agriculture Organization (FAO) with the aim of promoting sustainable development of responsible fisheries and contributing to food security. Regarding garbage, the Management Objectives include that:

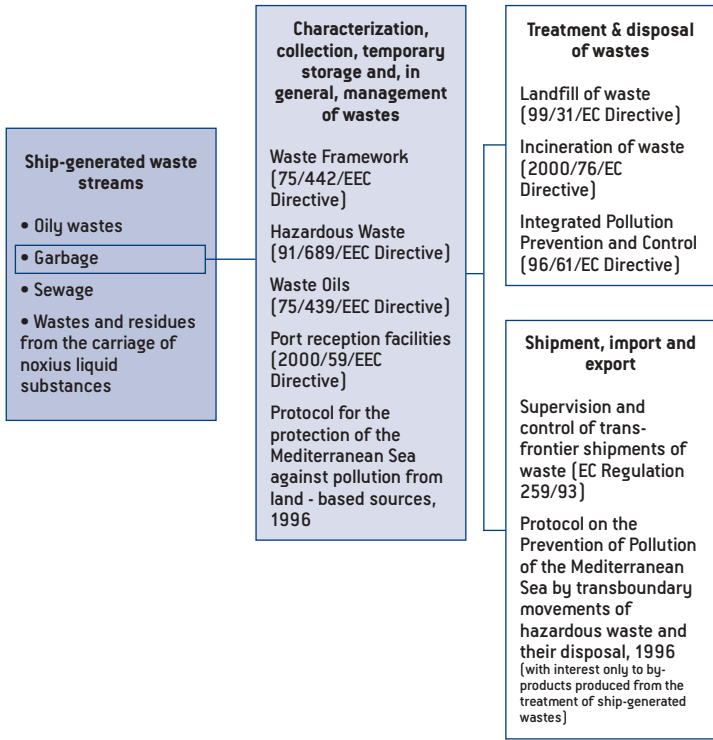
- Appropriate measures are taken to ensure that pollution, waste, discards, catch by lost or abandoned gear etc. are minimised through measures including the development and use of selective, environmentally safe and cost-effective fishing gear and techniques;
- Fishing gear, methods and practices, to the extent practicable, are sufficiently selective so as to minimise waste, discards, loss of fishing equipment, etc.;
- States should take measures to protect the aquatic environment in accordance with the MARPOL 73/78 Convention, and owners, charterers and managers of fishing vessels should (i) consider fitting a shipboard compactor or incinerator to relevant classes of vessels in order to treat garbage and other shipboard wastes generated during the vessel's normal service, and (ii) minimise the taking aboard of potential garbage through proper provisioning practices.

European Commission legislation (applicable to Mediterranean EU Member-States): A number of EU Directives and Regulations are related to prevention of marine litter from ships and vessels of all types. These can be viewed in relation to the requirements of the Barcelona Convention in the diagram below.





**OVERVIEW OF BASIC E.U. AND BARCELONA CONVENTION LEGAL FRAMEWORK RELATED WITH WASTE MANAGEMENT PLANNING**



**Good practice example – Regional initiative**

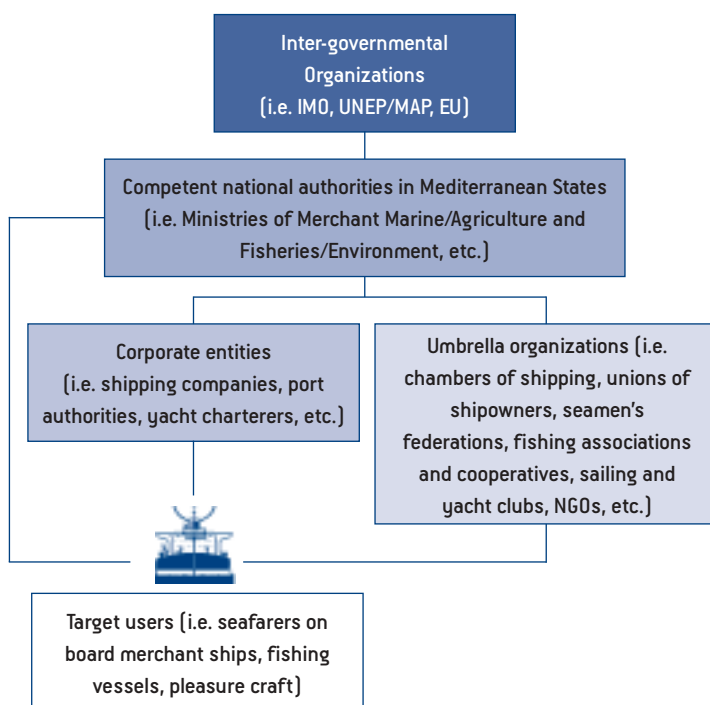
The Save the North Sea Project was established in 2002 as a result of growing concern and awareness that marine litter causes financial and environmental problems. It is collaboration between non-profit organizations, companies, political organizations and government agencies concerned about the rising levels of marine litter in the North Sea.

The project aims at contributing towards a sustainable development in the North Sea region by changing the attitudes to marine litter among the target groups who use the North Sea both commercially and recreationally. Thus, the main target groups are fishermen, seafarers, leisure boat owners, off-shore workers and people who spend time at the beach.

The Save the North Sea project has carried out a wide range of activities to influence these groups and to reduce marine littering in the long run, including fishermen bringing back to shore litter found in their nets and the Individual Blue Flag, a voluntary code of practice designed to encourage private pleasure craft owners to decrease marine litter.

### • Information flow/channels

With regards to the maritime community, the diagram below depicts in general the various levels of actors/stakeholders in the Mediterranean and the information flow.



### • Training, education and awareness raising

Common programmes throughout the Mediterranean in the field of training and education can make a valuable contribution to raising the awareness of seafarers, thus leading to a reduction in the amount of ship-generated garbage.

Audiences should include recreational boaters and fishermen, port and terminal operators, coastal communities, ship supply industries, shipbuilders, waste management industries, plastic

manufacturers and fabricators, trade associations, educators and competent government departments.

The subjects addressed in these programmes are recommended to include the basic principles of sustainable development (economic, social and environmental interrelations); the responsibilities of citizens under national and international law; options for handling garbage at sea and upon return to shore; known sources and types of garbage; impacts of plastic debris on seabirds, fish, marine mammals and sea turtles; impacts on ship operations, coastal tourist trade; current action by governments and private organizations; sources of further information.

The development and implementation of such programmes can prove much more efficient if conducted by umbrella organisations such as chambers, associations, NGOs and other industry stakeholders that possess a clear insight on the industry's workings and practicalities. In the occasion of a lack of such stakeholders in certain Mediterranean countries, government initiative in partnership with relevant regional bodies is even more crucial.

### **Professional seafarers**

Competent government departments, umbrella organisations and other relevant stakeholders should develop and undertake training, education and public information programmes suited for all seafaring communities under their jurisdiction.

Governments should amend their maritime certification examinations and requirements, as appropriate, to include a knowledge of duties imposed by national and international law regarding the control of pollution of the sea by garbage. Moreover, they should request from maritime colleges and technical institutes under their jurisdiction to develop or expand curricula to include both the legal duties and the technical options available to professional seafarers for handling ship-generated garbage. These should also include information on the environmental impacts of garbage and the principles of sustainable development. Suggested topics to be included in the curriculum are the following:

- i) garbage in the marine environment, sources, types and impacts;
- ii) national and international laws relating to shipboard waste management;
- iii) health and sanitation considerations related to the storage, handling and transfer of ship-generated garbage;
- iv) current technology for on-board and shoreside processing of ship-generated garbage;
- v) ships' supply practices, materials and procedures to minimise shipboard generation of garbage.



Professional associations and societies of ship officers, engineers, naval architects, shipowners, managers and seafarers are encouraged to ensure their members' competency regarding the handling of ship-generated waste.

Ship-managing companies and fishing vessel managers are encouraged to ensure that relevant placards are permanently posted in suitable areas of ships under their management, summarizing the prohibitions and restrictions for the disposal of garbage from ships under MARPOL Annex V and the penalties for failure to comply. These placards should be clearly visible, made of durable material and fixed in a conspicuous place in galley spaces, the mess deck, wardroom, bridge, main deck and other areas of the ship, as appropriate. The information contained should be in the language or languages understood by the crew and passengers.

Vessel and port reception facilities' operators should establish awareness raising and training programmes for personnel operating and maintaining garbage reception or processing equipment. These may include instructions on what constitutes garbage and the applicable regulations for handling and disposing of it. Such training should be revised annually.

### **Non-professional seafarers**

It is crucial that the development of pleasure craft activities in the Mediterranean is accompanied by suitable measures to mitigate the impact these activities have on the marine environment and coastal areas.

Authorities should develop and implement within the framework of a region-wide awareness campaign and jointly with qualified NGOs training programmes, targeting the personnel of their administrations or agencies involved in the management and monitoring of pleasure craft activities and the prevention of marine pollution. These programs should include sound knowledge on applicable international, regional or national regulations, including any sanctions incurred in case of violations. They should also clearly describe the various sources of pollution and environmental impacts that may originate from pleasure craft activities, applicable regulations as well as measures that users should implement in order to comply with the relevant requirements.

Potential means for delivering such information include:

- radio and television broadcasts,
- articles in periodicals and specialized journals,
- voluntary initiatives, such as beach cleanups and adopt-a-beach programmes,
- public statements by high-ranking government officials and famous personalities,

An example of a motivational placard is the one produced by the Hellenic Marine Environment Protection Association (HELMEPA), which is prominently placed on over 500 member-vessels of the Association, reminding crew and passengers on limitations regarding waste disposal.



- posters, brochures, leaflets, etc.
- conferences and symposia,
- educational material for schoolchildren, drawing contests, etc.

### **Good practice example – “Good Mate” clean boating programme**

This is a programme developed by the Washington-based NGO Ocean Conservancy to raise awareness and promote environmentally responsible boating and marina operations. It provides recreational boaters and marina operators with the information they need in order to help them develop environmentally sound practices to reduce pollution, keep fish thriving and make boating pleasant and safe.

Good Mate information and educational materials have been incorporated nationally into the safe boating and environmental training programmes of The U.S. Coast Guard Auxiliary and the U.S. Coast Guard Sea Partners Campaign.

## **Key elements on which awareness raising should focus**

Awareness raising and education campaigns on the management of marine litter within the Mediterranean maritime sector should address ship and fishing vessel operators, masters and crews, non-professional seafarers and all other parties involved towards:

- (i) minimising the taking aboard of potential garbage and on board generation of garbage,
- (ii) safe handling, processing and/or storage of garbage on board ships and boats, and
- (iii) environmentally sound disposal of garbage from ships, fishing vessels and pleasure craft.

### **• Minimising the amount of potential marine litter**

#### **Domestic waste**

Domestic waste may be minimised through proper supply practices. Ship operators and competent government departments should encourage ships’ suppliers and chandlers to consider their products in terms of the garbage they generate. Options available to decrease the amount of domestic waste aboard ships include the following:

- Bulk packaging of consumable items. However, factors such as expiry date once a container is opened must be considered to avoid increasing wastes.
- Reusable packaging and containers. Use of disposable cups, utensils, dishes, towels and rags and other convenience items must be limited and replaced by washable items when possible.
- Where practical options exist, provisions packaged in or made of materials other than disposable plastic should be selected to replenish ship supplies unless a reusable plastic alternative is available.

### **Operational waste**

Operational waste generation is specific to individual ship activities and cargoes. Awareness raising initiatives should encourage manufacturers, ship operators and competent government departments to consider the garbage associated with various categories of cargoes and take all necessary action to minimise its generation. Such actions could include the following:

- Replacing disposable plastic sheeting used for cargo protection with permanent, reusable covering material.
- Use of stowage systems and methods that reuse coverings, dunnage, shoring, lining and packing materials.
- Dunnage, lining and packaging materials generated in port during cargo discharge should preferably be disposed of to the port reception facilities and not retained on board for discharge at sea.

### **Fishing gear**

Awareness raising and education campaigns should encourage fishing vessel operators, their organisations and competent government departments to take all necessary measures to minimise the probability of loss and maximize the probability of recovery of fishing gear from the marine environment. Some techniques to achieve the above are:

- Fishing vessel operators and associations using untended, fixed or drifting gear should be encouraged to develop information exchanges with other ship traffic to minimise accidental encounters between ships and gear. Competent government departments should encourage the development of relevant information systems.
- Fishery managers should consider the probability of encounters between ship traffic and fishing gear when establishing seasons, areas and gear-type regulations.
- Fishery managers, fishing vessel operators and associations should be encouraged to utilise gear identification systems

which provide information such as vessel name, registration number and nationality etc. Such systems may be useful to promote reporting, recovery and return of lost gear.

- Fishing vessel operators should be encouraged to document positions and reasons for loss of their gear. To reduce the potential of entanglement and “ghost fishing”, benthic traps, trawl and gill nets could be designed to have degradable panels or sections made of natural fiber twine, wood or wire.

### **Good practice example – Fishing for Litter**

The Fishing for Litter project 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 project was to clear the North Sea from litter by bringing ashore the litter that is trawled up as part of fishing activities and disposing of it on land. This is achieved by informing stakeholders in the fishing industry and providing large hardwearing bags to the boats so that the waste can be easily collected and deposited on the quayside. The cooperation of the vessels and their crew was on a voluntary basis.

KIMO International, a local authorities’ international environmental organization, extended the scheme to other ports around the North Sea in Sweden and the UK, as part of the EU co-funded Save the North Sea project. By the end of the three-year project in 2004 54 boats were involved in 4 countries and 450 tons of litter had been collected.

### **• Shipboard garbage handling and storage procedures**

Compliance with the provisions of Annex V requires careful planning by the ship operator and proper implementation of procedures by crew members and other seafarers. The most appropriate procedures for handling and storing garbage on board ships varies depending on factors such as type and size of the ship, distance from nearest land, shipboard garbage processing equipment and storage space, crew size, duration of voyage and existing regulations and reception facilities at ports of call. Taking into consideration the costs associated with the different ultimate disposal techniques, it may also be economically beneficial to keep garbage requiring special handling separate from other garbage. Proper handling and storage will minimize shipboard storage space requirements and enable efficient transfer of retained garbage to port reception facilities.

Garbage management plans should identify crew responsibilities (including an environmental control officer) and procedures

encompassing all aspects of handling and storing garbage aboard the ship.

Besides legislative requirements, awareness raising and education campaigns should also encourage operators and seafarers on board smaller vessels and pleasure craft to make in advance all necessary preparations for proper waste management.

### **Collection**

Garbage must be continuously collected where it is generated, separated accordingly and stored at suitable places until handed over to shore facilities. The implementation of awareness-raising and education campaigns are of vital importance for promoting to crews and passengers the separation of garbage at source, thus reducing the need for its separation after collection and facilitating its transfer to port reception facilities and its subsequent management.

To reduce or avoid the need for sorting after collection, collecting containers of suitable sizes and designs should be provided to receive different types of garbage, such as plastic waste, food waste, paper, wood, glass, metal, oily solid waste, hazardous waste (e.g. batteries, fluorescent lamps) and other garbage, at the places where the garbage is generated.

These separate containers (e.g. cans, litter bins etc) will have clear waste description in English and any other language spoken on board. Additionally, the containers can be color-coded to enable sorting/collection. Containers should be placed in appropriate spaces throughout the ship (e.g. the engine-room, mess deck, wardroom, galley and other living/working areas) and all crew members and passengers should be advised on a regular basis on what types of garbage should and should not be discarded in them.

Crew responsibilities should be assigned for collecting and emptying these receptacles at the appropriate processing or storage location. Such a system will facilitate subsequent shipboard processing and minimize the amount of garbage to be stored on board for return to the port.

Regarding the collection of recyclable items, such as glass, metal, plastics, paper etc., proper depositing of such items by crew members may also be encouraged by using funds from their return towards the crews' recreation.

Synthetic fishing net and line scraps generated by the repair or operation of fishing gear may not be discarded at sea and should be collected in a manner that avoids its loss overboard. Such material may be incinerated, compacted, stored along with other plastic waste or preferably kept separate, as it has great volume and strong odor.





Specific awareness raising campaigns should target seafarers to recover derelict fishing gear and other persistent garbage from the marine environment during their routine operations and retain it for disposal ashore.

If lost pots or traps are recovered and there is no space available on board for storage, fishermen and other seafarers should be encouraged to remove and transport any line and webbing to port for disposal and return the bare frames to the water, or alternatively to cut open the traps so they don't pose a threat to marine life.

### **Processing**

Depending on factors such as type of ship, area of operation, crew size etc., ships may be equipped with treatment equipment, such as compactors, incinerators and other devices to reduce the volume and handling of solid waste. Users of such equipment should be made aware and regularly reminded that waste must not be treated or changed in such a manner that it will be impossible or economically not feasible to recycle by shore facilities.

### **Storage**

Ship-generated garbage should be delivered to designated processing or storage locations. While stored on board the ship, it may require long-term storage depending on the length of the voyage or arrangements for off-loading (e.g. transferring garbage to an offshore vessel for incineration or subsequent transfer ashore). In all cases, garbage must be stored in a manner that avoids health and safety hazards.

Awareness raising and education campaigns should inform ship and fishing vessel operators, masters and crews, passengers and recreational boaters on the fact that a large part of garbage items that end-up in the sea as marine litter is accidentally swept or blown off the ship due to insufficient storage. It is of vital importance that trash cans, litter bins and on-deck storage areas are protected against seawater and the weather as far as possible.

- **Disposal of garbage from ships, fishing vessels and pleasure craft**

Although discharge at sea, except in Special Areas, of a wide range of ship-generated garbage is permitted outside specified distances from the nearest land, awareness raising and education campaigns should strongly encourage all maritime stakeholders to opt for disposal at shore reception facilities.

Such campaigns should also target ships' managing companies and fishing vessel operators highlighting the following issues with regards to the proper disposal of garbage that otherwise may end-up as marine litter:

- Most cargo-associated waste may be generated during the loading and unloading process, usually at dock side. It is recommended that every effort be made to deliver these wastes to the nearest port reception facility system prior to the ship's departure.
- Maintenance wastes are generated more or less steadily during the course of routine ship operations. In some cases, maintenance wastes may be contaminated with substances, such as oil or toxic chemicals, which are controlled under other MARPOL annexes or pollution control laws. In such cases, the more stringent disposal requirements take precedence.
- To ensure timely transfer of large quantities of ship-generated garbage to port reception facilities, it is essential for ships or their agents to make arrangements well in advance for garbage reception. At the same time, disposal needs should be identified in order to make arrangements for garbage requiring special handling or other necessary arrangements.

Besides international regulations and legislation, awareness raising and education campaigns should target all types of vessel operators and seafarers promoting the elimination of solid waste discharge into the marine environment. Garbage should be stored on board and discharged ashore in a proper reception facility. However, this requires the provision of reception facilities in all major ports, commercial and fishing harbors and marinas. It also calls for harmonized regional and global regulations to avoid that harbors/marinas are not adequately equipped to take care of the waste and/or that they cause ships undue delay in port. Also, ships should not be deterred from discharging waste to port reception facilities due to high costs, complicated procedures, unnecessary paperwork, excessive sanitary regulations, customs regulations, etc. Furthermore, coastal municipalities must make sure that the waste left in reception facilities is properly taken care of on land, in a manner that is optimal in terms of caring for the environment and human health.

It is essential that governments, the maritime industry and other stakeholders initiate and continuously implement research studies on reception facilities, treatment and disposal of garbage.

### **Benefits from the proactive involvement of the maritime community**

Whether for work or for pleasure, a huge number of ships and

boats of all types use the Mediterranean Sea for their activities. Maritime traffic in the Mediterranean is characterized by a large number of ports (over 300) and by a significant volume of traffic, which transits the Mediterranean without ships entering any of these ports.

With regards to merchant shipping, the volume of traffic in the Mediterranean, which geographically represents less than 1% of the global ocean surface, is particularly high. It is estimated that about 30% of the international seaborne trade volume originates or is directed to the Mediterranean ports or passes through the Mediterranean. According to estimates provided by REMPEC, 200,000 merchant vessels of over 100 GRT cross the Mediterranean annually, while 2,000 such vessels are at sea at any moment.

Regarding fishing fleets in the Mediterranean, it is more difficult to acquire accurate data. However, the fact that there are over 40,000 fishing vessels in EU Mediterranean States, 33,000 of which are under 12 metres, indicates the huge number of fishing boats in the Mediterranean and portrays their small-scale artisanal characteristics.

Economic and tourism development over the past two decades have resulted in the development of marinas and the increasing density of pleasure boats and yachts in parts of the Mediterranean. There are no accurate numbers for this rapidly expanding fleet, but it is estimated that the volume of pleasure craft activity is considerably more intense in the North-West Mediterranean.

With regards to merchant shipping and the larger fishing vessels and pleasure craft, existing legislative requirements have provided the framework to address the problem and have set the basis for cooperation with shoreside waste reception facilities. However, this relationship still remains problematic due to the lack of port reception facilities in Mediterranean ports. This problem is even greater in the case of smaller fishing harbors and marinas.

As garbage management practices become second nature on board, it is necessary to harmonise vessel management practices with that of port reception facilities. The industry and competent authorities should cooperate on the implementation of specific pilot projects regarding the segregation of waste delivered ashore, so that ships and waste collectors in ports are clear on what needs to be segregated and how. This will facilitate the disposal of the waste from the ship and increase the potential to recycle the waste once on shore.

Information, education, outreach and public awareness are essential components of a medium-term regional strategy to prevent and reduce marine litter from all types of vessels and

Exchange of visits and joint beach cleanups by children-members of CYMEPA in Cyprus, HELMEPA Junior in Greece and TURMEPA in Turkey.



boats. These can contribute significantly to the efforts aiming at bringing a change in the behavior of all users.

The development and implementation of such programmes can prove much more efficient if conducted by umbrella organisations such as chambers, associations, cooperatives, NGOs and other industry stakeholders that possess a clear insight on the industry's workings and practicalities. In the occasion of a lack of such stakeholders, government initiative is even more crucial.

Stakeholders at each level have their own role and responsibilities in the implementation of a regional public awareness and education campaign for the management of marine litter in the Mediterranean. Intergovernmental organisations can provide the framework for and the vision of such a campaign providing it with the necessary trans-national dimension. The competent departments of national governments in the Mediterranean can act either individually or in cooperation with other Mediterranean governments and maritime stakeholders, such as associations, chambers, federations, NGOs, etc. in adapting to national specificities the content of the campaign and streamlining it to reach the end users i.e. seafarers of all kinds.

**It is in the major interest of the maritime community to address the problem of marine litter beyond legislative requirements, seeking the minimisation of solid waste management on board through the application of Best Available Techniques. This way, the maritime and seafaring community may take the lead in this field constituting a prime example to land-based industries and communities and emphasizing its commitment to the principles of sustainable development.**



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- REMPEC (2002): *Protecting the Mediterranean against Maritime Accidents and Illegal Discharges from Ships*.
- UNEP (2005): Marine Litter, an analytical overview.
- UNEP/MAP (2005): *Regional Strategy for Prevention of and Response to Marine Pollution from Ships*.

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### Useful websites

- Coasts & Clean Seas Program: <http://www.nht.gov.au/nht1/programs/ccs/index/html>
- Fishing for Litter: <http://www.kimointernational.org/Fishing-for-Litter.asp>
- Global Marine Litter Information Gateway: <http://marine-litter.gpa.unep.org>
- Good Mate Program: [www.oceanconservancy.org](http://www.oceanconservancy.org)
- International Maritime Organization (I.M.O.): [www.imo.org](http://www.imo.org)
- RAMOGE Agreement: [www.ramoge.org](http://www.ramoge.org)
- Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC): [www.rempec.org](http://www.rempec.org)
- Save the North Sea Project: <http://www.savethenorthsea.com>
- The US Coast Guard Sea Partners Campaign: [www.uscg.mil/hg/g-m/nmc/seaport/htm](http://www.uscg.mil/hg/g-m/nmc/seaport/htm)
- European Environment Agency (EEA): [www.eea.europa.eu](http://www.eea.europa.eu)
- Hellenic Marine Environment Protection Association (HELMEPA): [www.helmepa.gr](http://www.helmepa.gr)
- HELMEPA Junior environmental education program: [www.helmepajunior.gr](http://www.helmepajunior.gr)



THE ROLE OF  
REGIONAL  
NATIONAL  
AND LOCAL  
AUTHORITIES

# The role of regional, national and local authorities

The following reasons, *linked to information, awareness and stakeholder involvement*, can be identified as mostly responsible for the extent to which marine litter is a problem in the Mediterranean today and which have not been adequately addressed by the regional, national and local administrations of the region (see pp 10-12 for main institutional, technical, legislative and financial reasons):

- Quantitative data on quantities, qualities and flows of marine litter in the Mediterranean are lacking and inconsistent. This is a major problem which complicates setting priorities, goals (at regional and national level) and priorities for action both at the decision-making level and in implementation.
- Polluters (from individuals to economic sectors) lack incentives to change their behaviour. There is resistance to change, deficiencies in the provided information and a lack of comprehension of the dangers associated with their current practices.
- There is insufficient information on the environmental impacts of marine litter on humans and the ecosystem, which means that there is inadequate knowledge of the impact and challenges for Mediterranean fauna, flora, ecosystems and the human element. Moreover, the mechanical and physicochemical impacts of marine litter are little known and more studies are needed.
- The economic impact of marine litter is not well assessed or understood, which means that there is a lack of knowledge of the real costs of marine litter for the community, the Mediterranean countries or the region as a whole.
- Awareness campaigns have been isolated and short-term and have addressed in a non-integrated way the problem of marine litter in the Mediterranean.
- Educational curricula of the Mediterranean do not consistently nor adequately cover the environmental, economic and social





causes and effects of marine litter (or even solid waste management).

## Regional level

At regional level the following must be promoted:

- A regional approach, i.e. a framework strategy on how to raise awareness on and educate about marine litter in the Mediterranean. It should include the identification of possible funding sources for the implementation of the actions and activities as well as performance indicators.
- Development and implementation of regional monitoring and assessment programs. Data on the quantity, composition and distribution of marine litter throughout the region must be collected and assessed, using specific methodologies based on the positive experience from other regions and adapted for the conditions of the Mediterranean. The economic costs of marine litter to shipping, fishing and other industries should also be documented. Such information will be useful for: identifying priorities; facilitating the decision-making process; informing and raising the awareness of all those generating waste; monitoring the associated environmental impacts, etc.
- Implementation of regional cooperation programs with the civil society (private sector, NGOs and academia) through developing partnerships, voluntary agreements and cooperation with the major stakeholders (e.g., shipping industry, tourism industry, fisheries, manufacturers of plastics, waste managers/services, local authorities, NGOs and the media).

### Good Practice

“Clean up the Mediterranean” is an initiative launched by “Clean up the World” in cooperation with UNEP (United Nations Environment Program) and supports clean up activities together with stakeholders and civil society in the Mediterranean for the protection of the Mediterranean Sea. ([www.cuw.org](http://www.cuw.org))

- Development of innovative regional campaigns not only restricted to the cleaning and collecting of solid wastes that pollute coastal and marine areas as has been done in the majority of the campaigns to date, but with emphasis on the socio-economic costs and implications to the sustainable development of the region.
- Preparation and dissemination of communication material in different formats (reports, posters, CD-ROMs, websites, etc.)

- adapted to the various target stakeholders, countries, etc.
- Development of common educational materials on effectively combating the problem of marine litter in the Mediterranean through promoting the protection of the environment and sustainable development. Apart from the Ministries of Education and the Ministries for the Environment existing more flexible regional networks such as **MEdIES** should also be recruited.

**MEdIES** (Mediterranean Education Initiative for Environment & Sustainability with emphasis on water and waste) is a Type II Initiative that aims to facilitate the educational community of the region (educators, students, NGOs, etc.) to contribute in a systematic and concrete way in the implementation of Agenda 21, the MDGs as well as the UN Decade for Education for Sustainable Development (ESD) (2005-2014) through the successful application of innovative educational programmes. It currently facilitates over 1,500 members. Read more at [www.medies.net](http://www.medies.net)

- Demonstrations through regional awareness raising campaigns and educational programmes in selected areas and with selected stakeholders, particularly NGOs.
- Promotion of research and technology that contribute to the solution of the problems and sharing and exchanging such information and technology with other regional initiatives globally in the management of marine litter, through conferences, seminars and regional exhibits.
- Begin action immediately by maximising the use of the limited resources on hand by taking into consideration the opportunities for cooperation with the ongoing international and regional programs and building on synergies where possible, particularly with the private sector and regional bodies with local action (e.g. MEDCITIES).

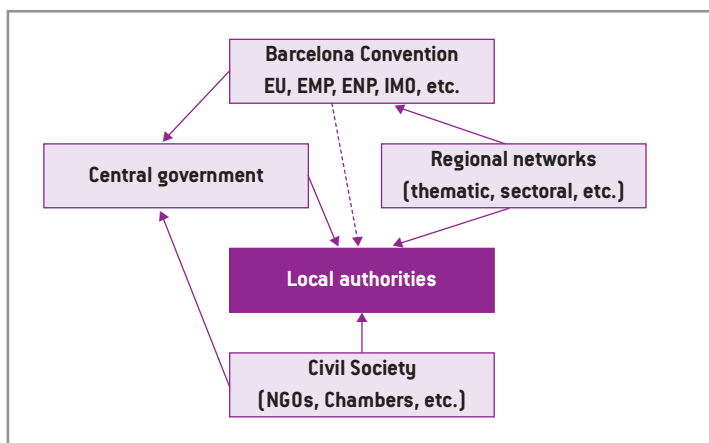
However, these actions need to be complemented by a number of parallel regional initiatives relating to the **proper management of marine litter at Mediterranean level**. These initiatives could be addressed within a regional Action Plan or a Framework Strategy closely linked to a regional scheme for integrated management of coastal solid waste, or they could be integrated in the many already existing action plans in the Mediterranean (SAPs, NAPs, NSSDs, ICM Protocol, Horizon 2020, etc.). Regional legal and administrative instruments must

be enhanced and harmonised, potential funding sources for various components and activities of the regional Action Plan or Framework Strategy need to be identified and approached particularly for high cost initiatives (such as port reception facilities, landfills, fisheries, etc.). Common quantitative and qualitative indicators on marine litter should be developed and used by all the countries of the Mediterranean basin and should be included in the Mediterranean Strategy for Sustainable Development (MSSD).

Countries which have not done so should be encouraged and assisted to sign, ratify and enforce Annex V of the MARPO73/78.

## National and local level

Solid waste management is one of the biggest challenges for governments and local authorities around the world, and is particularly the case for the densely populated, often without planning, expanding cities of the Mediterranean coast.



In order to effectively enhance information, awareness, education and stakeholder involvement in relation to marine litter, national and local authorities of the Mediterranean countries should work in complementarity with each other to:

- Develop national strategies on how to raise awareness on and educate about marine litter in the Mediterranean in line with the regional strategy outlined above. Accordingly, possible funding sources for the implementation of national and local actions and activities as well as performance indicators need to be clearly defined.

- Implement national and local cooperation programs with the civil society (private sector, NGOs and academia) through developing partnerships, voluntary agreements and cooperation with the major stakeholders (e.g., shipping industry, tourism industry, fisheries, manufacturers of plastics, waste managers/services, local authorities, municipalities and communities, NGOs and the media).
- Promote and spread codes of responsible conduct of the users of the marine environment.
- Participate in the regional monitoring and assessment programs on marine litter. Data on the quantity, composition and distribution of marine litter countrywide must be collected and assessed based on the regionally specified consistent methodologies.
- Develop innovative campaigns not only restricted to the cleaning and collecting of solid wastes that pollute coastal and marine areas as has been done in the majority of the campaigns to date.
- Prepare and disseminate communication material in different formats (posters, CD-ROMs, websites, etc.) preferably based on similar materials produced for the region as a whole and in any case making appropriate reference to the ongoing regional framework of the effort.
- Adapt and integrate the regional educational materials on effectively combating the problem of marine litter in the Mediterranean through promoting the protection of the environment and sustainable development.
- Support non-formal education initiatives targeting youth, professionals, clubs, associations, other groups.
- Train administrative and operational staff within related ministries and municipal services and establish the necessary inter-ministerial and inter-departmental links and long-term networking for effective information exchange.
- Provide incentives for marine litter recovery by the various economic sectors (fisheries, tourism, maritime, etc.).

*National or regional authorities responsible for public inland waters (rivers, wadis, etc.) should implement plans and actions to: stop the littering of public water courses; clean public water courses each year before the first seasonal rains so as to avoid the transfer of litter to the sea and facilitate rain flow. This would also minimise flood occurrence and damages due to collected litter blocking waterways.*

*Local authorities should comprehensively design and implement mechanisms, regulations (local) and alternatives to stop littering on "their" sea shore.*

PUBLIC AWARENESS FOR THE MANAGEMENT OF MARINE LITTER IN THE MEDITERRANEAN

- Promote scientific research, technological applications, etc. relating to the sources, impacts and solutions of the problem of marine litter.
- Run demonstration awareness raising campaigns and educational programmes in selected areas and with selected stakeholders, particularly NGOs and the private sector.
- Practice the basic waste management principles in administration buildings and sites (e.g. provide the proper infrastructure and mechanisms to reduce, reuse, recycle waste) and advertise it!

The above should be integrated within the development of national and local strategies for the integrated management of solid waste, including what eventually becomes marine litter, according to the regional (Mediterranean-wide) guidelines (Action Plan or Framework Strategy) for the proper management of coastal and marine litter. Prerequisite for this would be the review and enhancement of related national legal, technical and financial instruments; the development of strategies and approaches for better implementation and enforcement of MARPOL Annex V and for funding high cost initiatives (such as port reception facilities, landfills, fisheries, etc.); the allocation of legal responsibilities and financial resources to local authorities for regular and mandatory beach and river clean-up operations, etc.





# THE ROLE OF CIVIL SOCIETY

# The role of civil society

Civil society and particularly Non-Governmental Organisations (NGOs) are nowadays recognised as legitimate partners essential in achieving sustainable development by contributing analysis, expertise and commitment from the inception and policy dialogue phase to the implementation phase at different operational or administrative levels (regionally, nationally and locally). Specifically in the framework of the proposed medium-term awareness and education campaign on marine litter in the Mediterranean, NGO involvement at regional, national and local level is expected to contribute to:

- higher awareness level of the processes and results of the campaign,
- higher acceptance and ownership of the processes and their products
- strengthened stakeholder participation and partnership building
- increased quality of the outputs
- increased possibilities of the replication of activities and their results

**The regional component and coordination of the campaign is necessary in order to secure a minimum of standards and prerequisites and to introduce a set of appropriate indicators for performance at regional and at national level.**

Some indicative types of actions that NGOs could undertake are:

- Joint development of "responsible citizenship" guidelines for different sectors (tourists, municipal authorities and local communities, shipping companies, ship and smaller vessels crews; commercial and recreation fishing vessels), and target audiences (children, youth, and other identified target groups e.g. women).
- Public awareness campaigns through the preparation and production of thematic publications, brochures, leaflets, etc.
- Networking at regional, national and local levels specifically on marine litter. Important such networks already exist.
- Provide the public with simplified translations of difficult to



- understand policy and legal documents, terminology, etc.
- Inform the public about the progress of implementation of the regional and national strategies on marine litter and integrated solid waste management; role, responsibilities and tasks of authorities and economic sectors, etc. Also exert targeted pressure for better performance.
- Effectively engage the media in adequately addressing the problem of marine litter.
- Development and implementation of campaigns and demonstration actions such as beach clean-ups, recycling programmes, etc.
- Develop and/or implement formal, non-formal and informal education programmes in coherence with the regional initiatives.
- Participate in management bodies of regional, national and local strategies on marine litter and integrated solid waste management and effectively contribute in the outreach of the outcomes.
- Develop scheduled volunteer collaboration groups to reinforce activities implementation.
- Facilitating multi-stakeholder activities and events (round table discussions, engaging the public and private sector, etc.). In some cases an NGO can function as broker/mediator/facilitator among different stakeholders and government agencies
- Conducting/participating in monitoring and evaluation processes (independently or otherwise). Data on the quantity, composition and distribution of marine litter countrywide could be collected by NGOs and assessed based on the regionally specified consistent methodologies.
- Participate in processes defining selection criteria, programming, indicators, etc. of demonstration sites/projects, etc.
- Testing the feasibility and efficiency of innovative technologies and their applications.
- Contributing to the introduction, pilot use and evaluation of innovative financial instruments.
- Demonstrate practical ways of overcoming obstacles and barriers in adopting best practices.
- Participate in technical capacity building programmes relating to marine litter.
- Run, improve and broaden networks and coalitions.
- Formulating and conducting surveys, questionnaires, interviews, etc.
- Disseminating results through their networks and channels.

When designing a regional awareness campaign with national



application, the level of maturity of civil society and NGOs specifically, needs to be considered. There is a wide variety on a country by country basis in the Mediterranean. Some issues that are raised are:

- Are there specialized NGOs (on waste, clean-ups, campaigns, education, etc.)?
- To what degree do they follow regional and international processes on marine litter?
- Are there associations and cooperatives of economic sectors? How are these structured in the country and what is the level of organisation?
- Is there existing previous experience? Do awareness and education efforts have to start from the beginning or from a more advanced stage?

Strong coordination of the awareness and education campaign on Marine litter at regional level is the only way to support the weaknesses, gaps and inadequacies of organized civil society in implementing actions at national level.

### **Clean up the MED Sea Action**

Clean Up the Med is organized on an annual basis by LEGAMBIENTE, the most widespread environmental NGO in Italy, and brings together organizations, schools, universities, municipalities, hotels, etc. in a common action of cleaning up beaches and coastlines in all of the Mediterranean countries.  
[www.legambiente.com](http://www.legambiente.com)





