

# REGIONAL SURVEY ON ABANDONED, LOST OR DISCARDED FISHING GEAR & GHOST NETS IN THE MEDITERRANEAN SEA



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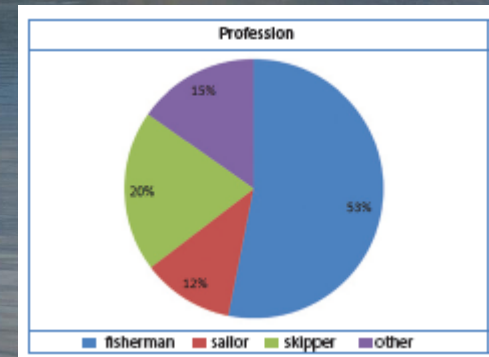
# Survey areas, target groups

Where did the survey take place?

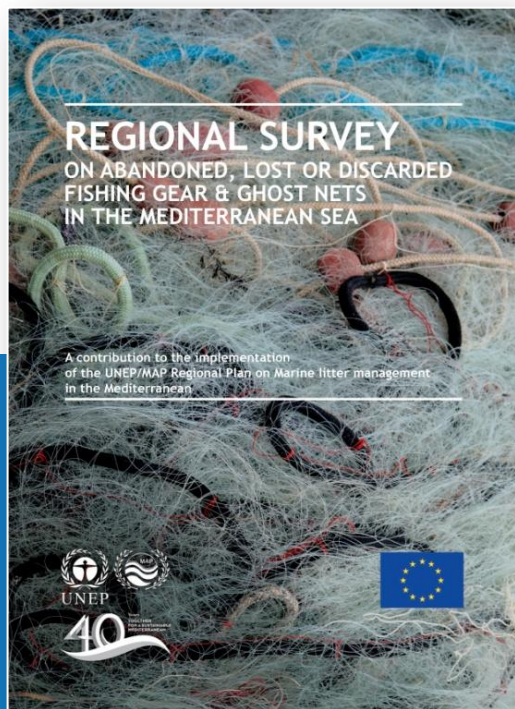
- Albania, Algeria, Croatia, Egypt, Israel, Lebanon, Morocco, Tunisia, Turkey, Syria, Palestine (Gaza)

Who contributed?

- ~560 respondents: fishermen, skippers, divers, sailors



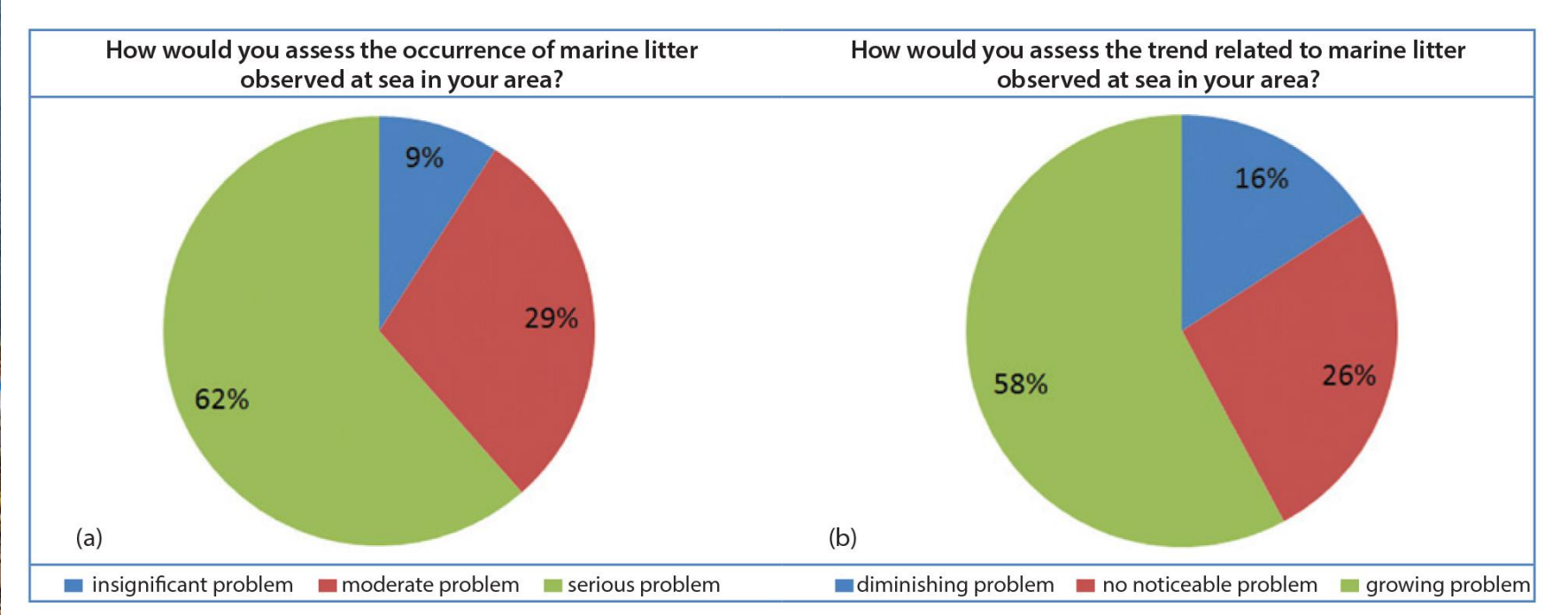
# The contributors



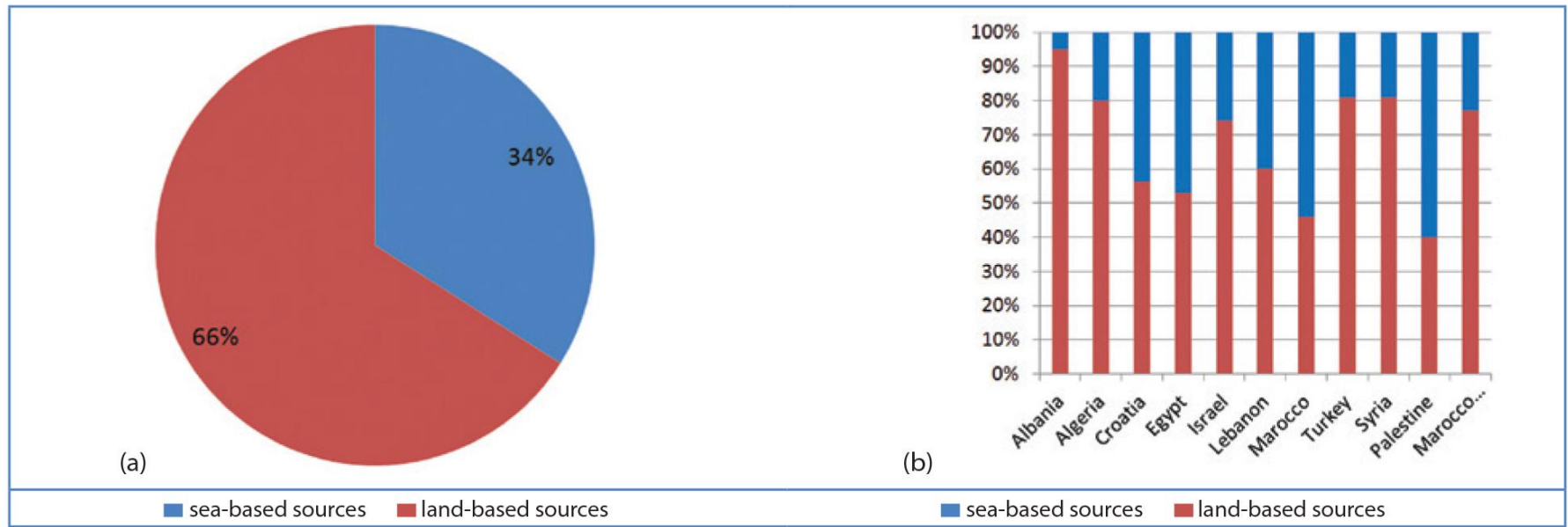
Survey Countries	Survey locations	Partner	Category
Albania	Vlora, Duresi, Saranda, Lushnje-Fier, Shengjin	ECAT	NGO
Algeria	Zemmouri, Djinet, Dellys Taza National Park	Association Ecologique de Boumerdès (AEB) MedPAN South Project (WWF MEDPO)	NGO NGO
Croatia	Komiža, Umag, Zadar, Poreč, Split, Hvar island, Banjole, Sali, Vela Luka, Sreser, Lošinj, Novalja, Vinišće, Pula, Kali, Podgora, Lastovo, Tribunj, Biograd na moru, Savudrija, Senj, Bol, Primošten, Rijeka, Zaglav	Sunce	NGO
Egypt	North Sinai (mostly in Areesh, Bear Al Abd - Bardaweel Lake, El Kherba village)	Arab Network for Environment and Development (RAED)	NGO
Israel	Various locations along the 190km long coast of Israel	EcoOcean	NGO
Lebanon	Alsarafand, Manara Rass Beirut, Saïda, Bebnin, Ouzai, Tyre, Alnakora and Tripoli	Operation Big Blue Association (OBBA)	NGO
Morocco	Tangiers, Mehdiya (Atlantic) Alhoceima (Mediterranean)	Moroccan Club for Environment & Development (CMED) AGIR	NGO NGO
Tunisia	Gaza and surrounding area	Mahmoud Ibrahim Alsheikh Eld	Consultant
Turkey	Lattakia and surrounding area	Syrian Coast Society for Environmental Protection (SCSEP)	NGO
Syria	Kelibia	Association de l'Environnement de Kelibia	NGO
Palestine (Gaza)	Marmara Bay, Bodrum, Fethiye, Izmir	Turkish Marine Environment Protection Association (TURMEPA)	NGO



# Marine Litter | a real problem

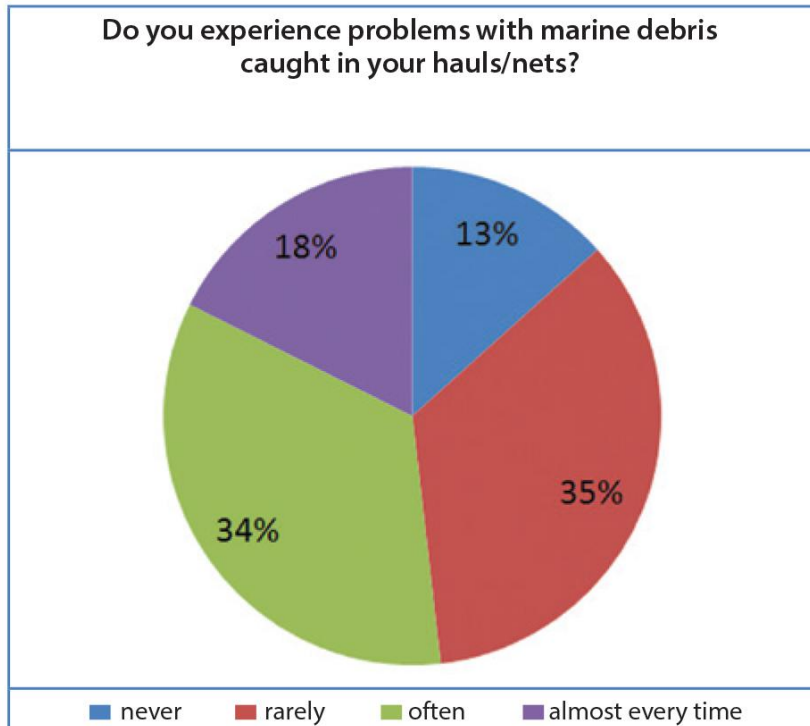


# Marine litter sources: land-based vs sea-based



The relative importance of sea-based sources of marine litter was considered to be higher and roughly estimated to be around 34%, which strengthens the view that sea-based sources of marine litter in the region might have been underestimated and don't necessarily correspond to the commonly referenced 20% (sea-based sources)-80% (land-based sources) ratio.

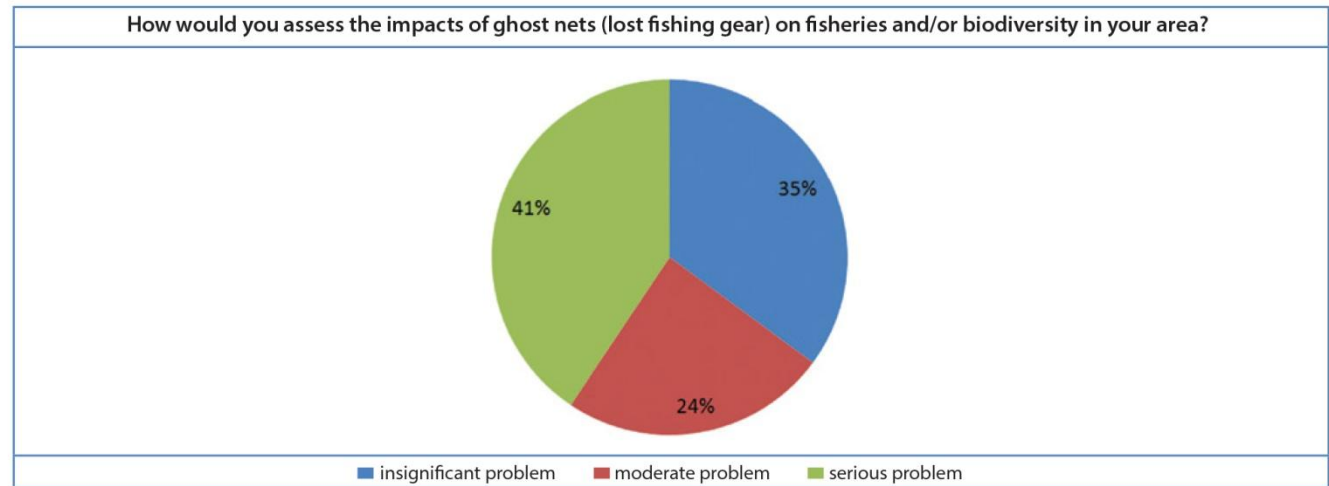
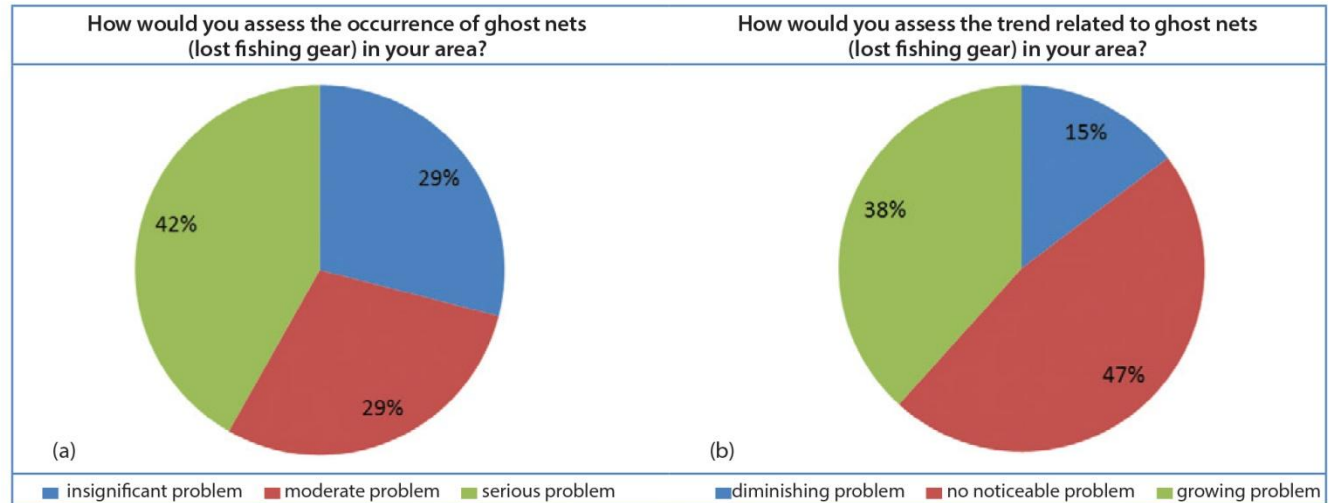
# Marine litter caught in hauls and nets



Some **52%** reported that they experience often or almost every time problems with marine litter caught in their nets, which highlights also the socio-economic implications of marine litter to the fisheries sector.

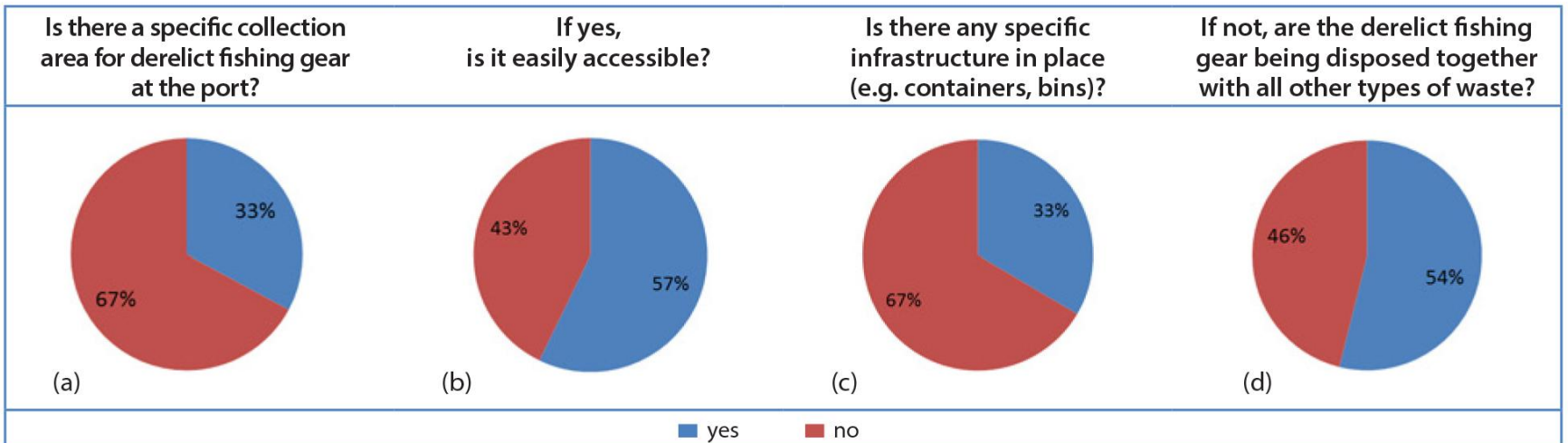
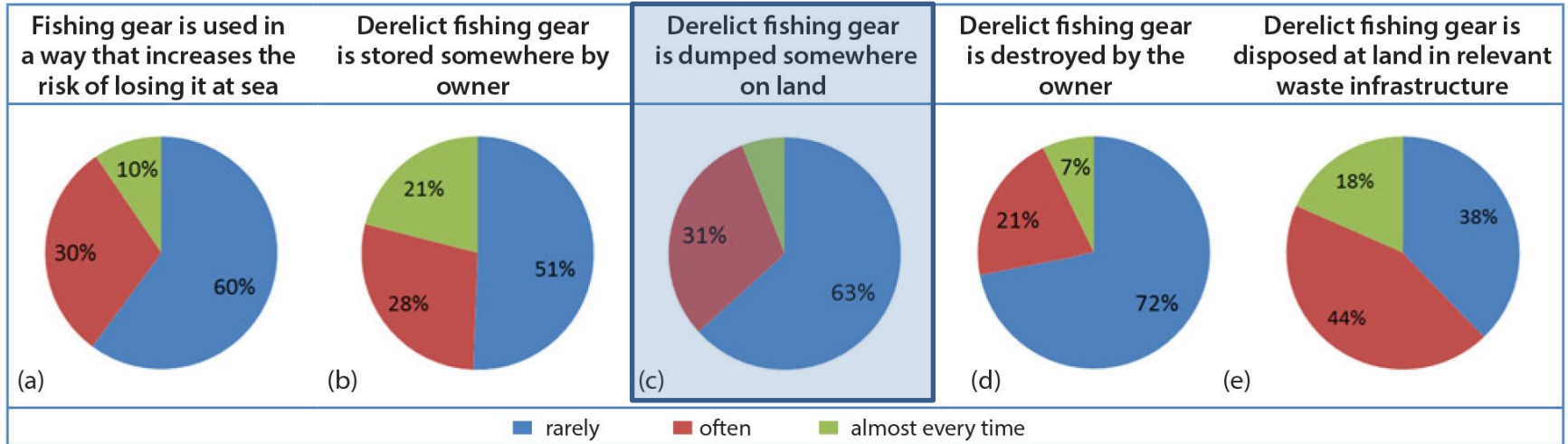


# ALDFG & GHOSTS NETS | A PROBLEM IN THE REGION



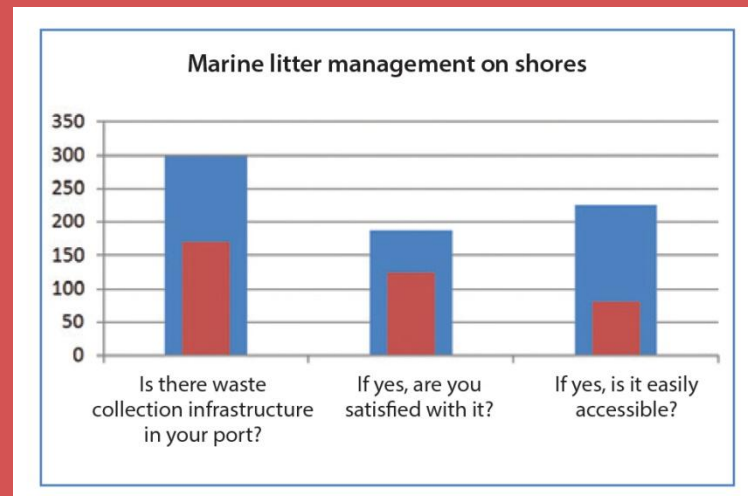
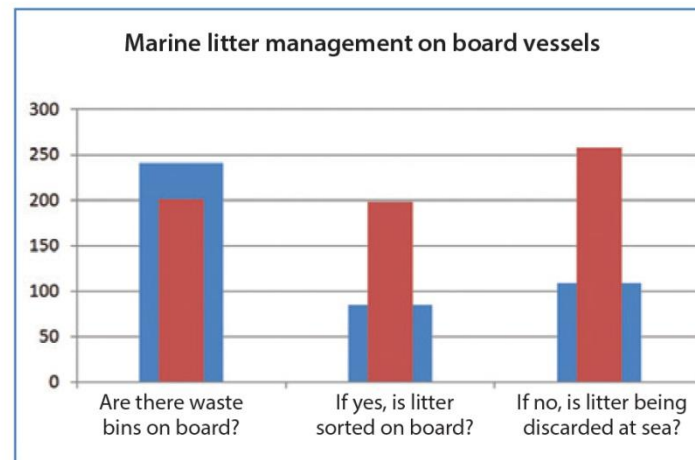
**Further work is needed to make accurate estimates of the extent of the problem...**

# DFG management practices





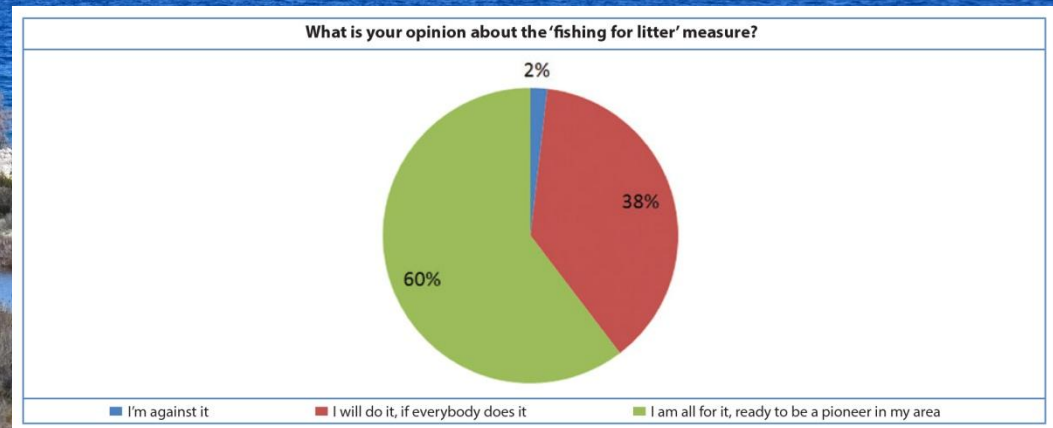
# Marine litter management practices on board & on shore



**Lots of room for improvement!**



The large majority (~98%) of the fishermen expressed their willingness to engage themselves in the “fishing for litter measure”





The background image shows a coastal scene with a large, rugged mountain range in the distance under a blue sky with some clouds. In the foreground, there is a body of water reflecting the sky. Several vertical wooden posts are visible in the water, likely remnants of a pier or fishing structure. A semi-transparent blue rectangle is overlaid on the right side of the image, containing the text.

## Concluding remarks

- ✓ ML is a growing environmental threat, impacting crucial Blue Growth economic sectors, such as fisheries and aquaculture.
- ✓ ALDFG is a significant and very persistent type of marine litter with numerous harmful effects for the marine and coastal environment and human livelihoods.
- ✓ The fisheries sector needs to take its share of responsibility and be part of the solution and is willing to do so.
- ✓ Creating motivational strands and forging community connections within the maritime sector are essential towards triggering change.
- ✓ Even though the amounts of litter collected by fishing for litter initiatives and targeted recovery of ghost nets is on the rise, the real added value of these measures lies in enhancing the awareness of the sector with regards to prevention measures and this is where the maritime industry can and do make a difference.





For more info:

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