

# 1. Introduction and context

Abandoned, lost or otherwise discarded fishing gear (ALDFG) is a problem that is increasingly of concern. There is no overall figure for the proportion of ALDFG in marine litter. A number of estimates suggest that fishing activity makes very different contributions to total marine litter based on locality. Close to or on the shore, the majority of litter originates from land-based sources. The few attempts at broad-scale quantification of the source of marine litter to date enable a crude approximation that indicates ALDFG contributes less than 10 percent of global marine litter by volume, with land-based sources being the predominate cause of marine debris in coastal areas. Merchant shipping is the key sea-based source of litter.

ALDFG has numerous negative impacts as discussed in detail later in this document. These impacts include navigational hazards and associated safety issues, the ability of ALDFG to continue to fish (often referred to as ghost fishing), with detrimental impacts on fish stocks, with no generation of economic benefits and with potential impacts on vulnerable or threatened species and on benthic and inter-tidal environments.

Information on ALDFG in river and lake environments is extremely sparse. While it is clear that the majority of fishing (and thus the potential for ALDFG to occur) takes place in marine environments, freshwater environments host major capture fisheries in some countries. Many of these, such as lake and dam fisheries, may be particularly prone to the impacts of ALDFG, as many are low-energy environments in which the impacts of ALDFG persist over long periods. The current lack of information and data has inevitably led to this report, which focuses on ALDFG in the marine environment. But many of the measures and recommendations would be applicable to freshwater fisheries.

Fishing gear has been abandoned, lost or otherwise discarded ever since fishing began. The extent and impacts of the problem are thought to have increased significantly over the last 50 years with increasing levels of fishing capacity and activity in the world's oceans. This increased activity has extended to previously untouched offshore and deep-sea environments, which can be more sensitive to the impacts of fishing gear.

The impact of fishing gear in the environment has been exacerbated by the introduction of non-biodegradable fishing gear, primarily plastics, which are generally more persistent in the environment than natural materials. Therefore, without measures to address ALDFG the amount of fishing gear remaining in the marine environment will continue to accumulate, especially in gyre areas, as will their associated impacts.

## INTERNATIONAL RECOGNITION OF THE ALDFG PROBLEM

The transboundary nature of the problem means that regional and international cooperation to prevent ALDFG is vital. International recognition of this is demonstrated through the large number of international organizations and agreements that now focus specifically on ALDFG<sup>1</sup>, in addition to numerous national and local-level initiatives that are being implemented around the world.

A number of United Nations General Assembly (UNGA) Resolutions<sup>2</sup> pertain to ALDFG (see Appendix A for details):

- Resolution A/RES/59/25 (United Nations General Assembly, 2004) calls upon States, the Food and Agriculture Organization of the United Nations (FAO), the International Maritime Organization (IMO), the United Nations Environment

<sup>1</sup> Note also that provisions of the United Nations Convention on the Law of the Sea require nations to combat marine debris more generally, e.g. Articles 1, 192, 194, 197, 207, 211 and 216–218.

<sup>2</sup> See [www.un.org/Depts/los/general\\_assembly/general\\_assembly\\_resolutions.htm](http://www.un.org/Depts/los/general_assembly/general_assembly_resolutions.htm).

Programme (UNEP), in particular its Regional Seas Programme (RSP), regional and subregional fisheries management organizations and arrangements and other appropriate intergovernmental organizations that have not yet done so to take action to address the issue of lost or abandoned fishing gear and related marine debris through the collection of data on gear loss, economic costs to fisheries and other sectors, and the impact on marine ecosystems.

- Resolution A/RES/60/30 – Oceans and the Law of the Sea (United Nations General Assembly, 2006a) notes the lack of information on marine debris and encourages further studies, urges States to integrate the issue of marine debris into national strategies dealing with waste management, and invites the IMO in consultation with relevant organizations and bodies, to review Annex V to the International Convention for the Prevention of Pollution from Ships (MARPOL).
- Resolution A/RES/60/31 (United Nations General Assembly, 2006b) focuses strongly on the need for better information and collaboration, and calls upon States and international organizations such as FAO to address the issue of lost or otherwise abandoned fishing gear and related marine debris through the collection of data on gear loss, economic costs to fisheries and other sectors, and the impact on marine ecosystems, and through both preventative and curative measures.
- Resolution A/RES/61/222 (United Nations General Assembly, 2007a) again urges States to integrate the issue of marine debris into national strategies dealing with waste management and welcomes the review of Annex V of MARPOL by IMO.
- Resolution A/RES/61/105 (United Nations General Assembly, 2007b) reaffirms the importance of ALDFG and encourages COFI to consider the issue at its 2007 meeting.

The UNGA Resolutions are now being acted upon in a wide range of ways, as outlined below.

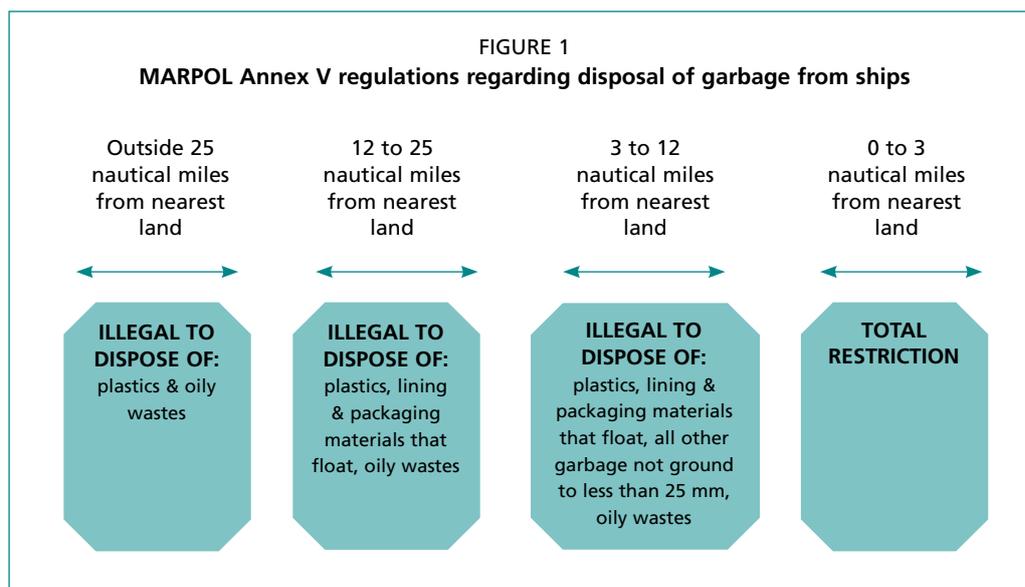
The 6<sup>th</sup> **United Nations Open-ended Informal Consultative Process on Oceans and the Law of the Sea (UNICPOLOS)** was held in New York in June 2005 to discuss, upon the request of the UNGA, and among other issues, marine litter and abandoned fishing gear.

The IMO, a specialized agency of the United Nations that addresses issues pertaining to international shipping, has adopted a wide variety of legally binding and non-legally binding instruments. The objectives of the organization are promotion of maritime safety, protection of the marine environment and enhancement of maritime security.

Annex V of the **International Convention for the Prevention of Pollution from Ships (MARPOL)** (IMO, 1973) deals with the prevention of pollution by garbage from ships and entered into force on 31 December 1988. It has been amended twice since its entry into force.

Annex V completely prohibits certain discharges of ship-generated garbage (e.g. plastics), and for other discharges it specifies the distances from land and the manner in which different types of garbage may be disposed of (see Figure 1). Within certain designated areas, if the general Annex V requirements can be shown to be ineffective, then stricter requirements apply, provided that there are adequate reception facilities available in the area. The prohibition of the discharge of plastics specifically prohibits the discharge of synthetic fishing nets; however, the Annex does not apply to the accidental loss of such nets, provided that all reasonable precautions have been taken to prevent such loss.

Annex V is applicable to all vessel types including fishing vessels of all sizes. Furthermore, Regulation 9 of the Annex requires ships of 400 GT and over to keep records that include reporting the discharge, escape or accidental loss (of garbage that includes synthetic fishing material) referred to in Regulation 6, and to record the circumstances of and reasons for the loss.



Source: Based on IMO documentation.

The MARPOL Annex V Guidelines call for fisheries managers to utilize fishing gear identification systems that provide information such as vessel name, registration number and nationality, and they encourage governments to consider the development of technology for more effective fishing gear identification.

IMO's Marine Environment Protection Committee (MEPC) at its 56<sup>th</sup> Session established an intersessional correspondence group to develop the framework, method of work and timetable for a comprehensive review of MARPOL Annex V *Regulations for the prevention of pollution by garbage from ships* and the associated *Revised Guidelines for the implementation of MARPOL Annex V*. The review is to take into account resolution 60/30 of the UNGA, which invited IMO to review MARPOL Annex V in consultation with relevant organizations and bodies, and to assess its effectiveness in addressing sea-based sources of marine debris.

In its report to the 57<sup>th</sup> Session of MEPC, 31 March to 4 April 2008, the correspondence group offered the following options with regard to managing loss of fishing gear:

- define "reasonable precautions" to exception in Regulation 9(2);
- amend Annex V to apply record-keeping requirements in Regulation 9(2) and 9(3) to smaller fishing vessels;
- amend Annex V to include gear marking requirements;
- amend the guidelines to emphasize the application of Annex V to commercial fishing vessels;
- amend the guidelines to encourage states to apply the provisions of Annex V voluntarily to smaller fishing vessels; or
- make no change to current provisions, as fisheries rules are administered by Regional Fisheries Management Organizations (RFMOs).

Following the review of the report of the correspondence group, MEPC agreed to extend the target completion date of the work to July 2009.

At the same session, MEPC debated the inadequacy of shoreside reception facilities. It approved an Action Plan to tackle the alleged inadequacy of port reception facilities, seen as a major hurdle to overcome in order to achieve full compliance with MARPOL. The Plan was developed by the IMO Sub-Committee on Flag State Implementation (FSI) and it is hoped that its outcome will contribute to the effective implementation of the MARPOL Convention and promote quality and environmental consciousness among administrations and shipping.

The **IMO Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter** was agreed to in 1972 and entered into force in 1975, with a related protocol entering into force in 2006. The convention and its protocol focus on preventing the dumping of wastes and other materials into the sea, including dumping from vessels. Discharging items from vessels at sea is not considered as dumping if the items concerned are wastes generated during “normal operations”; however, it is considered dumping if the discharged materials were transported for the express purpose of disposal at sea. The protocol prohibits at-sea dumping unless the items have been specifically included on an approved list issued by parties to the protocol. The protocol also requires preventative action to be “taken when there is reason to believe that wastes or other matter introduced into the marine environment are likely to cause harm even when there is no conclusive evidence to prove a causal relation between inputs and their effects” (1996 Protocol to the Convention, Article 3).

The **FAO Code of Conduct for Responsible Fisheries (CCRF)** (FAO, 1995) was introduced to promote, *inter alia*, responsible fishing practices and encourage states to tackle issues associated with fishing’s impact on the marine environment. Article 8 of the CCRF specifically addresses the requirements of MARPOL, while paragraph 7.2.2 (g) considers ALDFG in stating that fisheries management measures should provide *inter alia* that:

*“pollution, waste, discards, catch by lost or abandoned fishing gear, catch of non-target species, both fish and non-fish species and impacts on associated or dependent species be minimized, through measures including, to the extent practicable the development and use of selective, environmentally safe and cost-effective fishing gear and techniques.”*

Paragraph 7.6.9 also states that:

*“States should take appropriate measures to minimize waste, discards, catch by lost or abandoned gear, catch of non-target species, both fish and non-fish species, and negative impacts on associated or dependent species, in particular endangered species...”*

Paragraph 8.2.4 indirectly relates to the issue when it states that:

*“Fishing gear should be marked in accordance with national legislation in order that the owner of the gear can be identified. Gear marking requirements should take into account uniform and internationally recognizable gear marking systems.”<sup>3</sup>*

Paragraph 8.9.1 (c) directly addresses waste reception facilities where it states that:

*“waste disposal systems should be introduced, including for oil, oily water and fishing gear;”*

Furthermore, the first in the series of Technical Guidelines for Responsible Fishing contains guidance on Procedures for the Development and Management of Harbours and Landing Places for Fishing Vessels (1996), covering management, environmental auditing procedures and environmental assessments.

The **FAO Committee on Fisheries (COFI)** in its 27<sup>th</sup> Session (FAO, 2007) considered marine debris and lost or abandoned fishing gear an important issue in the Ecosystem Approach to Fisheries (EAF), in particular noting that:

*“The issue of marking fishing gear was first raised at FAO in 1987 during the 17<sup>th</sup> Session of COFI. In reviewing the report of the Expert Consultation on the Marking of Fishing Gear, Victoria, British Columbia, 14–19 July 1991, the 20<sup>th</sup> Session of COFI in 1993 recommended that the draft Standard Specification on the Marking of Fishing Gear be reviewed before being incorporated in the CCRF. The matter was further addressed during the Expert Consultation on the Code of Conduct and Fishing Operations, Sidney, 6–11 June 1994, which in relation to Article 8 of the Code identified as possible solutions: the reporting of all lost gear in terms of numbers and location to national management entities, and that industry and governments should consider efforts and means to recover extant ghost fishing gear. The Consultation proposed a regulatory framework to deal with violators, recommending that all fishing gear should be marked, as appropriate, in such a way so as to uniquely identify the ownership of the gear.”*

<sup>3</sup> The first in the series of Technical Guidelines (Fishing Operations) for the application of the Code of Conduct for Responsible Fisheries provides additional information.

A requirement for the marking of fishing vessels and fishing gear is also included in Article 18, Duties of the Flag State of the Agreement for the Implementation of the **Provisions of the United Nations Convention on the Law of the Sea of 10 December 1982**, relating to the Conservation and Management of Straddling Fish Stocks and Highly Migratory Fish Stocks (Fish Stocks Agreement).

Another FAO initiative concerns the development of port state measures to counter illegal, unreported and unregulated (IUU) fishing. An Expert Consultation on this matter was held in the United States of America, on 4–8 September 2007 to draft a binding agreement, and a Technical Consultation was held 23–27 June 2008 to finalize the instrument's text before it was presented at the COFI 28th Session in 2009<sup>4</sup>. The draft includes inspection of the fishing gear by a port state. Furthermore, in general, FAO Regional Fisheries Management Bodies require fishing gear to be marked in order to identify the vessel to which it belongs. Also, while details differ, the International Radio Call Sign is a common requirement.

FAO has also recently concluded a study into the feasibility of developing a comprehensive record of fishing vessels, refrigerated cargo ships and support vessels and their beneficial ownership. Such a record would be a more accurate record of the numbers and types of decked seagoing fishing vessels of 10 GT and over. This, together with other information, would provide a much better indication of geographic distribution of fishing vessels and a unique way to identify an individual vessel throughout its life, even if it changed name, flag or ownership. It would also benefit port state control/measures initiatives and tie in with the marking of fishing gear to enhance traceability.

As long ago as 1987, FAO and IMO agreed to cooperate through the FAO Bay of Bengal Programme (BOBP) to address marine pollution in the Bay of Bengal region. It was further agreed that BOBP would implement pilot projects to reduce pollution in fishery harbours, including reception facilities for the disposal of oil waste and redundant fishing gear. The current FAO Cleaner Fishery Harbours Programme continues in the same vein.

The RSP of the UNEP, initiated in 1974, aims to address the increasing degradation of the world's oceans, coastal and marine areas through sustainable management and use of these environments, by engaging member countries to cooperate in comprehensive and specific actions for the protection of their shared marine environment. Activities of UNEP on marine litter were initiated in 2003 through the work of the RSP and the Global Programme of Action (GPA) for the Protection of the Marine Environment from Land-Based Activities, and since then numerous activities on the regional and global level have been carried out.

In response to the UNGA call, UNEP (GPA and RSP), through its Global Marine Litter Initiative, took an active lead in addressing the challenge of marine litter by assisting 12 Regional Seas around the world in organizing and implementing regional activities on marine litter. Currently each of the 12 participating Regional Seas is publishing regional documents on the State of the Marine Litter and Regional Action Plans on Management of Marine Litter. In addition, UNEP (GPA and RSP) have been developing and implementing a number of activities on the management of marine litter, including:

- publication in 2005 of the document *Marine Litter: An Analytical Overview* (available at [www.unep.org/regionalseas/marinelitter/](http://www.unep.org/regionalseas/marinelitter/));
- publication in 2005 of a leaflet on marine litter entitled *Tightening the noose* (available at [www.unep.org/regionalseas/marinelitter/](http://www.unep.org/regionalseas/marinelitter/));
- expansion of the UNEP/RSP website to include a chapter devoted to information on marine litter ([www.unep.org/regionalseas/marinelitter/](http://www.unep.org/regionalseas/marinelitter/)). This chapter serves

<sup>4</sup> FAO, 2007a.

as an information portal on marine litter, providing information and news on the Global Marine Litter Initiative, activities in the regions, links to partners and additional resources;

- publishing a document entitled *An Overview of the Status of Marine Litter in UNEP-Assisted Regional Seas*, covering the work in the 12 Regional Seas;
- reporting by the UNEP on the problem of the management of marine litter as a part of its contribution to the UN Secretary General's Report on Oceans and Law of the Sea to various sessions of the General Assembly (2005, 2006, and 2007);
- presentations on the problem of the management of marine litter at various international meetings, including UNICPOLOS (June 2005);
- publishing a Practical and operational UNEP/Intergovernmental Oceanographic Commission (IOC) Guidelines on Survey and Monitoring of Marine Litter, including litter that is floating or onshore or on the sea floor (in preparation); and
- preparation of Guidelines on the Use of Market Based Instruments to Address the Problem of Marine Litter, a joint effort by UNEP, the Institute for European Environmental Policy (IEEP) and Sheavly Consultants, Inc.

Most of these activities have been developed by UNEP/RSP in consultation with and, when appropriate, in cooperation with UN Agencies, including IMO, IOC of UNESCO, FAO and the Basel Convention.

#### REGIONAL RECOGNITION OF THE PROBLEM

UNEP is dealing with the issue of ALDFG as part of a broader Global Initiative on Marine Litter, which is being implemented through the UNEP Regional Seas Programme (RSP). The RSP took an active lead on the marine litter issue and in 2005 began organizing and implementing regional activities on marine litter in 12 Regional Seas (the Baltic Sea, the Black Sea, the Caspian, the East Asian Seas, Eastern Africa, the Mediterranean Sea, the Northwest Pacific, OSPAR, the Red Sea and the Gulf of Aden, the South Asian Seas, the Southeast Pacific and the Wider Caribbean). The regional activities were arranged through an agreement concluded between each of 12 Regional Organizations/Regional Coordinating Units and UNEP/RSP on the management of marine litter in the region. Each of the regions has a customized programme and a work plan based on the same concept. The main activities detailed in the agreement were: (a) preparation of the Review of the Status of Marine Litter in the Region; (b) preparation of the Regional Action Plan on the Sustainable Management of Marine Litter in the Region; (c) organization of a regional meeting of national authorities and experts on marine litter; and (d) participation in a Regional Cleanup Day, within the framework of the International Coastal Cleanup campaign.

The Asia-Pacific Economic Cooperation (APEC) Fisheries Working Group held a Seminar on Derelict Fishing Gear and Related Matters in Honolulu, Hawaii, 13–16 January 2004. The seminar requested FAO to reprint and disseminate the 1991 FAO Fisheries Report No. 485 on the *Marking of Fishing Gear* and to consider whether the report and its supplement should be revised based on recent knowledge and technological developments.

It also stated in its report (APEC, 2004) that:

*“Derelict fishing gear and related marine debris is recognized as a critical problem in the marine environment and for living marine resources because it causes economic loss in terms of the long-term sustainability of fish stocks due to ghost fishing and habitat loss, safety of navigation, and a further decline in endangered and other marine species that are killed or maimed from entanglement or ingestion. As such, and taking into account the precautionary approach, the Seminar recognized the need and calls on the APEC Economies to take action at the national, regional, and global levels, and to secure adequate funding to do so. Additionally, the Seminar recognized the need for a standing*

*body of people from concerned APEC Economies to dedicate time to addressing this issue.”*

The more recent **Bali Plan of Action** (The 2nd APEC Ocean-Related Ministerial Meeting, Bali, 16–17 September 2005) also supports efforts “to address derelict fishing gear and derelict vessels, including the implementation of recommendations from research already undertaken in the APEC context”.

Within the **European Community (EC)**, integration of environmental protection requirements into Community policies is an obligation under Article 6 of the Community Treaty. Under the “basic” Common Fisheries Policy Regulation (2371/2002), measures should be taken for resource conservation and management purposes, and the limitation of the environmental impact of fishing (Article 1). As ALDFG contributes to fishing mortality and has impacts on the wider marine environment, there is a clear legal basis for measures to address ALDFG.

The European Commission Communication on Promoting more Environmentally-friendly Fishing Methods (EC, 2004), tabled in June 2004, identifies the need to address ghost fishing as part of the drive to tackle unwanted catches more broadly. It noted that there is a need to take measures to identify ghost fishing gear, to encourage the reporting of lost gear and to recover it from the sea bed. EC Commission Regulation 356/2005 (EC, 2005) also lays down rules for the marking of passive gear and beam trawls in Community waters.

## IDENTIFICATION OF STAKEHOLDERS

There are a wide range of groups that may be considered stakeholders in the issue of ALDFG. The stakeholder may be any person, group or organization that causes, is affected by, or is concerned with ALDFG. Identification of specific groups of people who are stakeholders in the issue of ALDFG is important when considering how to target solutions.

Stakeholder groups may be classified by:

- their relationship to the issue of ALDFG;
- the potential impact of the group on the issue (either positive (+) or negative (–) or both); and
- their influence in affecting and supporting change/action that addresses the issue of ALDFG.

A stakeholder analysis is provided in Table 1.

## STRUCTURE OF THE REPORT

The report is primarily based on a literature review. However, to collect additional information, a small survey was conducted with experts known to be interested in and involved with the issue of ALDFG (see Appendix B). Interviews and communication with a select group of vessel owners/skippers and experts were also undertaken. The results of this survey are embedded in the text of the report and summarized in Appendix C.

The purpose of this document is therefore to address the following questions (each of which is addressed in the specified chapters):

- What is the magnitude and composition of ALDFG? (Chapter 2)
- What are the impacts and costs of ALDFG? (Chapter 3)
- Why is fishing gear abandoned, lost or otherwise discarded? (Chapter 4)
- What is being done to address ALDFG and how successful are these initiatives? (Chapter 5).

The report concludes with recommendations covering a range of possible measures for addressing ALDFG (Chapter 6).

TABLE 1  
Stakeholder analysis

Stakeholder	Relationship to the issue of ALDFG	Potential impact	Potential influence in addressing ALDFG
United Nations General Assembly	Provides a mandate through its Resolutions for the issue to be addressed globally, and for specific international organizations to address the issue	+	High, if Resolutions are acted upon, due to global influence
FAO	Mandated by member countries and the UNGA as the leading international fisheries organization to conduct research, make technical recommendations, support RFBs, and provide an advocacy role	+	High, due to extent to which people look to FAO for leadership on fisheries issues, and due to ability to feed solutions back to member countries through COFI and other structures/activities
IMO	Adopts legally binding and non-legally binding instruments pertinent to international shipping. Oversees MARPOL Annex V, which addresses ship-generated garbage and prohibits the disposal of plastics, including synthetic fishing nets	+	High, especially due to ongoing MARPOL Annex V review
UNEP	Advocate, educator, catalyst and facilitator for sustainable development. Sees ALDFG importance in the context of widespread marine litter and its Regional Seas Programme	+	High, due to extent to which people look to UNEP for leadership on environmental issues, and due to ability to feed solutions back to member countries and to regional programmes
Regional Fishery Bodies (RFBs)	May have a management, scientific or advisory role	+	High, as can either legislate for, or encourage preventative/curative measures. Also because RFBs provide for government to act in a coherent manner
Regional Fisheries Management Organizations (RFMOs)	Have the potential to pass resolutions that are binding on signatory parties	+	High, as can directly influence cooperating member fleet activities and practices
Regional Seas Conventions and Action Plans (UNEP and non-UNEP)	Facilitate, assist and provide financial support for activities on marine litter in 12 Regional Seas, as well as several activities at the global level. ALDFG is considered one of the major issues in such work.	+	High, the work of RSP in Regional Seas and at the global level is considered the only systematic work on the marine litter problem at the regional and supra-regional level
Regional Economic Groupings (e.g. APEC)	May choose to pick up the issue of ALDFG as important within working groups established to address the issue	+	Medium, due to potential ability to make recommendations to governments on a regional level, but many such groups will not view ALDFG as a priority issue
National governments	Often bear the costs of clean-up. Important role in legislating for, and supporting voluntary measures to reduce ALDFG. May also support/fund research	+	High
Commercial and recreational fishing sectors	Cause of ALDFG, and those vessels not causing ALDFG are often directly affected by it	+ (in making change) / - (in causing problem)	High, because it is this sector that must be encouraged (voluntarily or through legislation) to adopt change to reduce ALDFG. Given enforcement problems with any legislation, it is therefore very important for the catching sector to "buy in" to proposed solutions.
Processing sector	Ghost catches by ALDFG may reduce available catch being sold to processors, thereby impacting on value-added and socio-economic benefits	+	Low, because of little ability to influence behaviour of catching sector, unless some sort of certification scheme were introduced and processors refused to buy product from vessels not complying with standards designed to reduce ALDFG
Gear manufacturers	May be involved in solutions related to marking of gear or technical solutions to reduce ALDFG. May have an interest in continued ALDFG as a means of increasing sales of new gear	+ (in identifying solutions) / - (if not interested in change)	Medium – high, depending on the extent to which marking of gear or technical solutions are deemed to be important in reducing ALDFG

TABLE 1  
Stakeholder analysis

Stakeholder	Relationship to the issue of ALDFG	Potential impact	Potential influence in addressing ALDFG
Other commercial marine users	May be impacted by the presence of ALDFG with associated costs from entanglement, safety issues due to hazards	+	Low, because of little ability to impact on ensuring that solutions are effective, except in so far as advocacy activities may be supported through forums in which both fishing and other commercial marine users are jointly engaged
Researchers	May be able to assist with the provision of better information on the extent, impact and costs of ALDFG, as well as with the provision of appropriate solutions	+	Medium
Public and civil society	May be impacted by ALDFG in terms of beach litter and other forms of environmental impacts. Note there may be positive uses of ALDFG washed ashore (see Box 3) as well as the negative aspects of visual pollution. Civil society organizations may be involved in advocacy activities to reduce ALDFG	+	Low – medium
Non-governmental organizations (NGOs)	Can be powerful public advocates at both global, regional and national levels. Tend to focus upon the impact on iconic species, e.g. seals, turtles	+	Medium – high. Can leverage public opinion, especially at the national level, which can accelerate legislative action

Source: Poseidon, 2008.