6. Conclusions and recommendations

The final chapter of this report draws some conclusions and makes some recommendations based on the previous chapters regarding measures to reduce ALDFG.

CROSS-CUTTING RECOMMENDATIONS

The magnitude, impacts and causes of ALDFG are not well known or documented in many fisheries. Thus it is probably unwise, as well as being practically very difficult, to attempt any universal statements about the magnitude, impacts, or causes of ALDFG at the global level, without recognizing the importance of local specificities. However, a precautionary approach would suggest that a lack of complete information is not a reason for inaction. There are numerous examples where the level and impact of ALDFG is sufficiently high to cause concern and warrant action. There are likely to be many additional situations where the problem of ALDFG is present or emerging but is not yet widely reported.

Recommendation 1: Action should be taken immediately to reduce ALDFG, even though better information is still required on various aspects of ALDFG.

Measures to tackle the problem of ALDFG can be preventative, mitigating or curative, but as curative measures generally only remove ALDFG after it has been in the marine environment for some time, preventative measures are likely to be more effective in reducing ALDFG and its impacts. However, to successfully reduce the problem of ALDFG, and its contribution to marine debris more generally, it is likely that actions and solutions will need to address all three types of measures, i.e. preventative, mitigating and curative. (See also recommendation 8).

Recommendation 2: To successfully reduce the problem of ALDFG, and its contribution to marine debris more generally, it is likely that actions and solutions will need to address a wide range of preventative, mitigating, *and* curative measures. However, while all forms of measures to reduce ALDFG may be useful, efforts should focus on preventative measures, except where these are ineffective or where threatened and/or where vulnerable species are at risk.

A number of potential preventative measures such as spatial management and effort reduction are associated with wider fisheries management issues, but can also have positive results in terms of reducing ALDFG. Where such measures already exist, or are being planned, appropriate efforts should be made to specify them so as to integrate specific requirements that may help to reduce ALDFG.

Recommendation 3: Existing fisheries management measures should be reviewed and, where appropriate, adapted to help to address ALDFG.

A large number of research gaps exist in knowledge about ALDFG and the potential solutions. For example, research into the impacts of ALDFG has focused strongly on the potential for ghost fishing of target and non-target species, whereas the contribution of ALDFG to plastics within the environment and the impact of their subsequent incorporation into marine ecosystems have been given less attention. The extent to which FADs contribute to ALDFG is also not well studied, nor are appropriate solutions. And there are many regions of the world for which almost no information is available about the magnitude of ALDFG. However, while further research into the magnitude and impacts of ALDFG are certainly necessary in relation

to many different fisheries, reducing ALDFG is likely to be better served by research that focuses on a) the causes of ALDFG and b) appropriate solutions, including their costs/benefits, relevance to specific species and fisheries, effectiveness, acceptability by stakeholders, and enforceability. National and international research and information needs assessments, if fed into research and information plans, would greatly enhance the ability for research and information to inform policy decisions and effective strategies to reduce ALDFG. National and international research and information plans could form part of IPOAs and NPOAs.

Recommendation 4: More research is needed on all aspects of ALDFG including a quantification of the scale involved and the contribution of different fisheries, but particularly into the causes and cost-effectiveness of potential solutions. A useful starting point would be research and information needs assessments at national and international levels, with such assessments used as the basis for specifying research and information plans and priorities.

Like other environmental problems, ALDFG can be addressed and controlled through an effective collaboration of education and outreach programmes, strong laws and policies, governmental and private enforcement, and adequate support infrastructure. Developing effective policies that will reduce this problem requires a comprehensive understanding of the sources and impacts of ALDFG as well as an understanding of human behaviour and how it is affected by economic policies. Economic incentives/measures (taxes, fees, fines, penalties, liability and compensation schemes, subsidies and tradable permit schemes) have a potentially important role to play in addressing the problem, when used as part of an integrated strategy.

There is a need for further action and an examination of relevant economic measures to determine if these could help meet the challenge. For example, a programme that offers attractive "bounties" for fishers to bring abandoned fishing nets to shore requires that these nets and gear be recycled, incinerated and/or otherwise properly disposed of in port. The port waste reception facilities most often are provided on a fee-for-service (user pays) basis. Such an approach can be a barrier to the use of such facilities – since vessel operators may not wish to pay for such fees and instead may opt to illegally dispose of their garbage at sea at no cost (unless they are caught and fined). In some instances, a "general fee" approach has proved more effective. It requires that all vessels using a port pay a standard environmental fee, regardless of whether or not the vessel uses the waste reception facilities. Economic incentives could also be provided to fishers for reporting lost gear.

Recommendation 5: The use of economic incentives and measures to encourage fishers to report lost gear, or bring to port their old, damaged or recovered ALDFG should be studied, developed and implemented.

Awareness about the issue of ALDFG is still not widespread. While care should be taken not to tarnish the fisheries sector with a poor reputation without due consideration of a) the fact that fishing sector marine debris represents only a small proportion of overall marine litter and b) ALDFG may be a very small or unavoidable factor in many fisheries, efforts must be made with relevant stakeholders to increase awareness about the issue. Education has the capacity to provoke positive action to address the ALDFG problem in the first instance and then to enhance the effectiveness of measures. The format for raising awareness needs to be dependent upon the target stakeholder, and type of and reasons for ALDFG in the situation under consideration.

Recommendation 6: Awareness-raising of all stakeholders is needed, with ALDFG measures including an educational element and appropriate reporting to increase awareness.

Measures are likely to be more effective if specified in consultation with the various stakeholders involved, and based on voluntary agreements or economic incentives. Such an approach is likely to better tailor solutions to causes, and to reduce enforcement costs. This in turn requires far better coordination and integration of those seeking to combat ALDFG.

Recommendation 7: Measures to reduce ALDFG should be developed and agreed in close consultation with relevant stakeholders, and they require increased coordination and integration of the efforts of those seeking to reduce ALDFG.

Given that the causes of ALDFG in any particular fishery or region may be multi-faceted, it is likely that a range of different measures may be necessary to reduce ALDFG. This may require a fishery- or region-specific action plan detailing different measures and how they should be applied.

Recommendation 8: Suites of measures should be identified and used to appropriately tackle ALDFG and, where appropriate, specified in an ALDFG action plan.

While it is acknowledged that quantifying many of the costs and benefits of ALDFG and different measures is difficult, measures that have been taken and programmes that have been developed to prevent or reduce ALDFG have to date been poorly evaluated for their effectiveness or cost-efficiency. This prevents objective decision-making about which measures should be prioritized. In order to effectively target activities with measures/solutions that are most successful, and to measure trends in ALDFG, long-term monitoring plans at both national and international level are necessary. These monitoring plans should include quantifiable information based on rigorous methodologies on the sources of ALDFG, its magnitude, and its impacts. This information can then be used in advocacy, and as a baseline to monitor progress in reducing ALDFG and assessing the most effective measures. Enforcement and compliance activities could be a useful source of information for such monitoring plans, along with self-reporting, monitoring of onshore collection compared to new gear purchases, collection/retrieval programmes and targeted scientific research.

Recommendation 9: More monitoring and evaluation is needed of the scale of ALDFG, its impacts and the efficiencies of different measures to reduce ALDFG. Such monitoring and evaluation should form part of national and international monitoring programmes (which could also potentially be included in IPOAs or NPOAs).

RECOMMENDATIONS RELATING TO PREVENTATIVE MEASURES

Gear marking to indicate ownership

Marking gear is gaining prominence due to its potential application in addressing IUU fishing. In pot/trap fisheries individual traps could be adequately tagged, but there are a number of practical hurdles to overcome when considering marking gear for ALDFG purposes, i.e. the most frequently lost or otherwise discarded items of gear are unlikely to retain identifying marks. To be most effective, integral identifiers would need to be added, such as distinct colors or markings within multi-strand twines. Further development is needed to incorporate such technology into monofilament nets and lines (Kiessling, 2003). Marking of FADs could also be used to effectively prevent their loss, abandonment or discarding.

Labelling must be practical and should not restrict performance of the gear. The introduction of gear identifiers during manufacture would, however, be likely to result in higher costs to customers, and to lead to added complexity for statutory regulators as there would be a need to establish and maintain a database of gear ownership. Manufacturers do not always sell direct to vessel owners and therefore the reporting of gear ownership must be at the most appropriate level for the fishery. Should chip

technology be further developed and adopted in the future, it should be applied at the appropriate level and managed within a suite of gear reporting measures.
Recommendation 10: For the available technology in gear marking to be most effective, identification should be made an intrinsic feature of gear at the point of manufacture. This must then be recorded at the most appropriate level in the supply chain, such as the level of manufacturer or chandler.

A clear constraint to gear marking is that vessels engaged in IUU fishing would not easily be incorporated into a gear identification system. Abandonment may occur due to the operator being involved in IUU fishing and in this situation it is highly unlikely that gear will have any traceable identifying marks. Removal and retention of unmarked gear by MCS authorities would be a curative action, but for gear marking to be preventative, port inspection of gear to ensure compliance would be required.
Recommendation 11: Gear marking should be supported by a comprehensive vessel and gear registration system and port inspection.

"Traceability"

All states recognize that there will be accidental loss of fishing gear through a variety of causes. Deliberate abandonment would be difficult to prove and act upon unless done so in combination with gear marking (to identify owner) and reporting requirements (to confirm a lack of compliance).
Recommendation 12: The "findability" of fishing gear should be promoted as a preventative measure by enabling fishers to better find gear that is temporarily lost, rather than as a potentially punitive measure post-recovery.

The use of transponders to aid traceability and reduce ALDFG is most likely to be applicable in large-scale fisheries where the use of technology is commonplace. Even in these fisheries, the extension of this technology may still require some mandatory measures to ensure that use extends to fisheries where ALDFG is thought to be a significant issue and the transponders are of a suitable type and in an appropriate position on the gear to aid immediate or rapid gear recovery. Their use on FADs may be particularly appropriate. GPS technology is becoming increasingly affordable, and given its additional use for vessel navigation, could become widely adopted in marking the position of static gear and assisting mobile gear users to avoid agreed zones of static gear use.
Recommendation 13: Further support should be given to developing affordable transponders and supporting equipment to aid the location of drifting gear and FADs. In addition, GPS technology and assistance in its use should be directed at small-scale fishers so that they can identify the position of static gear.

Spatial management

Closure of an area to specific gears such as mobile gears can avoid gear conflict. If this measure is associated with sea-bed hazards, this zoning is more likely to be accepted and adhered to by the industry as fishers are likely to avoid locations where gear is more likely to be lost, unless good financial returns compensate for this. However, even when static gear sectors are clearly identified, mobile gear is often deliberately towed within these areas, indicating that such zoning must be policed.
Recommendation 14: Spatial management can be an important tool in avoiding gear conflict – an important cause of ALDFG. Measures should be developed with significant industry involvement and subsequently policed.

Onshore collection/disposal

Ensuring that adequate reception facilities are readily available and advertised to port users will aid in the prevention of ALDFG through reducing the problem of disposal

and also through raising awareness of the opportunity to dispose of the material safely. The supply of such facilities at a cost deemed to be excessive by users will be a disincentive to dispose of material appropriately. (See also recommendations related to MARPOL Annex V revisions relating to port reception facilities).

Recommendation 15: Nations should ensure that port operators provide adequate, accessible and affordable reception facilities for waste fishing gear. The costs of using these facilities should not deter their use. Where cost recovery is necessary, this might be included in harbour charges rather than as a stand-alone fee.

Projects rewarding or at least facilitating the correct disposal of fishing gear can contribute to changing practices and culture within the fishing sector, provide a mechanism to remove marine litter from the marine environment, and raise awareness among the fishing industry, other sectors and the general public.

Recommendation 16: Disposal equipment should be placed to facilitate easy use.

Reduction of fishing effort through limitations on gear

Many fisheries management regimes contain input restrictions in the form of technical measures, including limiting the quantity of gear that can be used, such as pot or net length limits. The application of gear limits has generally occurred through a need to limit fishing capacity for stock management rather than specifically to reduce ALDFG. But these are likely to have the additional benefit of reducing ALDFG through setting limits at levels where vessels can effectively manage the gear being used.

Management regimes that focus solely on output restrictions such as catch quotas could unwittingly be causing a degree of ALDFG if MCS focus on the catch, as a fisher could be breaking quota limits by recovering all his gear.

Enforcement of a soak time limit would be more difficult than an overall gear limit as circumstances such as poor weather may prevent recovery within a defined timeframe.

Recommendation 17: To reduce gear losses, the amount of gear that can be fished should be limited to that which can be fished effectively. This could be integrated with fishery conservation measures and applied as a condition of licence.

Recommendation 18: Specific effort reduction measures to reduce ALDFG are likely to be most effective when implemented as part of a comprehensive suite of gear measures, including gear marking, recording and monitoring requirements.

RECOMMENDATIONS RELATING TO MITIGATING MEASURES

To date many technical solutions to reduce the impact of lost gear remain in development with few required by legislation. The further development and successful testing of other solutions may lead to the wider adoption of more environmentally benign fishing gear. The greater availability of R&D funding and the introduction of more industry-science partnerships would be positive steps towards more innovative solutions in this area.

For ALDFG purposes, measures targeting reduced bycatch would be beneficial if they remain effective when gear is in a detached or damaged state. For example, twine with improved acoustic reflection could be effective at reducing ghost fishing. Developing measures that are built into the gear, such as biodegradable fastenings to enable escape, is useful for addressing ghost fishing of ALDFG.

The increased costs of many such developments are a barrier to wider adoption, and adopted measures will require enforcement to overcome any real or perceived reduction in operational efficiency and ensure industry compliance. Close cooperation

among the fishing industry, scientists and other stakeholders is therefore necessary in the process of developing and introducing environmentally friendly fishing technology (Valdemarsen and Suuronen, 2001).

Recommendation 19: Support should be given to ensure that ALDFG is a consideration in gear innovation.

Recommendation 20: Where innovations have been tested and found to be practical, industry implementation should be encouraged though grants and ecolabelling/ certification schemes.

RECOMMENDATIONS RELATING TO CURATIVE MEASURES

Locating lost gear

The ability to locate ALDFG is critical to the overall effectiveness of any gear recovery programme; the alternative is undetected gear, and expensive hours at sea can be wasted in chancing upon and recovering lost gear. In many surveys a combination of location methods are used to suit the resources and information available, including VMS track logging data.

Recommendation 21: All available information sources should be used, ranging from fisher information (often initially to identify a search area) to detailed sea-bed imaging and diver surveys.

Diver surveys are known to be more accurate in identifying ALDFG in sea-bed habitat compared to remote operated vehicles (ROVs) and are therefore likely to be superior in identifying ALDFG, but the distance covered by ROV can be far greater and the risk to divers in water where ALDFG is known to be present may be excessive.

Recommendation 22: All divers involved with gear recovery should be properly trained and possess the necessary up-to-date qualifications to undertake such work. Additional guidelines and procedures to further ensure safety in gear recovery operations should be applied (as per California SeaDoc Society).

Reporting lost gear

The early and accurate reporting of lost gear improves the likelihood and effectiveness of recovery. It is therefore important to involve the industry in any such initiatives. A balance should be struck between the benefits of industry reporting lost gear and the administrative burden this may place on vessel operators. Reporting of gear loss could be integrated with catch reporting to additionally provide information on type, extent, position and depth. Therefore, an amendment to MARPOL should require that administrations endeavour to develop strategies to identify the location, source and types of fishing gear lost.

Recommendation 23: Existing reporting requirements such as catch reporting systems (e.g. logbooks) and observer programmes should be extended to include the reporting of ALDFG, possibly as a mandatory requirement. A "no-blame" approach should be incorporated into any such requirements, with respect to liability for losses and their impacts and any related recovery costs.

Recovering lost gear

Gear recovery programmes do not necessarily require high-tech support or significant resources. Where coastal fishing areas are impacted, small-scale fishers may themselves choose to coordinate gear recovery.

Individual actions to recover gear found should also be encouraged as a matter of course through good practice (i.e. retaining on board any marine debris collected while at sea, including ALD gear), but group coordination of gear recovery such as through the local fishers' association or cooperative has the benefit of:

- encouraging an efficient targeted approach;
- ensuring all are contributing to the cost of recovery (lost fishing time and fuel);
- contributing to safer recovery operations with more than one vessel involved; and
- being able to coordinate at the most appropriate time of year, i.e. closed seasons or suitable weather conditions.

Recommendation 24: Co-management or other fisher groups should be encouraged to conduct targeted gear recovery activities. Risk assessment methodologies can be used to prioritize high risk/sensitive areas for ALDFG recovery.

Recycling gear

Where possible, retrieved gear should be reused or recycled. In some instances recycling will not always be practical, as the synthetic material is likely to be mixed with organic debris including the remains of animals entangled, which may raise health issues and odor problems and limit the recycling possibilities to the extent that safe disposal would be more appropriate. Additionally the energy and resources required to collect and transport material to a recycling facility may exceed the benefit derived from recycling it.

Recommendation 25: Simple guidance for the cost-effective, safe and environmentally responsible local-level recycling of ALDFG is required. Where necessary, local-level disposal solutions need to be developed for different gear types and material.

POTENTIAL INTERNATIONAL ACTIONS

The International Maritime Organization (IMO)

While MARPOL has been effective in tackling many areas of marine pollution, more could be done to specifically address marine debris and ALDFG, including more coastal and port state control with better flag state implementation of the convention.

Recommendation 26: IMO should consider disposal of waste from fishing vessels, including ALD gear more specifically, through an expanded action plan on adequacy of port reception facilities. A resulting action should be an investigation and port state reporting into the adequacy of port reception facilities for fisheries waste, including ALD gear.

The International Convention for the Prevention of Pollution from Ships (MARPOL) Annex V

MARPOL Annex V is recognized as a key mechanism in addressing one important aspect of marine pollution – reducing garbage and litter from shipping. It is therefore an important element in tackling ALDFG. As an international convention to tackle marine pollution from shipping in general, MARPOL Annex V cannot be expected to address all ALDFG issues. However, MARPOL and the IMO as an organization are uniquely placed to help address the international problem of ALDFG.

Although the guidelines for the implementation of Annex V of MARPOL addresses ALDFG, there are a number of areas where amendments could be made to the Annex to support wider international ALDFG measures, namely:

- consider a reduction in the 400 GT limit for vessels under Annex V[20];
- develop an addendum to the Annex V guidelines with more detailed guidance on appropriate measures to address ALDFG, for example on what constitutes reasonable precaution with regard to preventing the loss of fishing gear, and on gear marking requirements; and
- provide qualitative and quantitative standards related to port reception facilities.

[20] Setting a new GT limit and extension to domestic vessels will have significant consequences for port and vessel operators. The most appropriate GT limit will need to be determined: it would have to be sufficient to have an impact, but remain workable.

Imposing stricter port measures and recording requirements inappropriately may in fact increase the incidence of disposal of gear at sea.

Recommendation 27: Amend MARPOL Annex V to include reducing the 400 GT minimum tonnage for garbage management plans, providing better guidance on "reasonable losses" and gear marking, and providing quantitative standards related to port reception facilities.

Recommendation 28: Ensure that MARPOL Annex V amendments are appropriate and that non-compliance is not exacerbated (e.g. by undertaking a regulatory impact assessment of proposals).

Recommendation 29: Review MARPOL Annex V to consider that administrations endeavour to develop strategies to identify the location, source and types of fishing gear lost.

International agencies

It is recognized that IUU fishing is a contributor to ALDFG, but most preventative measures will only be effective in dealing with legitimate operators. International action to tackle IUU fishing is also therefore an important factor in the reduction of ALDFG.

Various international agencies are progressing actions within the fisheries or maritime sectors that have direct or indirect consequences for ALDFG. This includes UNEP's marine litter programme and recent FAO actions on port State measures, IUU fishing and a global vessel register.

Recommendation 30: A coordinated/consistent approach to address ALDFG across agencies is necessary. The holding of an expert consultation could lead to further action at an international level and encourage the production of national plans to tackle ALDFG and provide a route to information on ALDFG for regional or national agencies.

A lack of adequate reception facilities is known to contribute to ALDFG. Port states, particularly the Pacific Island States, have identified this is as key issue. The IMO is recognized as the lead organization in addressing port reception facilities, but FAO has experience of developing practical initiatives for fishery harbours through the Bay of Bengal Programme Cleaner Fishery Harbours. This experience may well prove useful in developing guidelines for small-scale ports and harbours hosting domestic fishing fleets.

Recommendation 31: FAO should continue to collaborate with the IMO (in association with RFMOs) in developing a cleaner harbours programme for small-scale ports and harbours, particularly targeting fishing sector waste, including waste gear. This would complement the proposed IMO investigation of the adequacy of port reception facilities for fishing waste, including ALD gear.

The impetus for reducing marine litter has come from IMO, with ALDFG emerging as an FAO-UNEP priority. In order to provide greater consistency and greater emphasis, it is considered that FAO and UNEP work cooperatively towards developing a global plan of action for ALDFG.

Recommendation 32: Building regional and state awareness of the issues and providing guidance on the potential regulatory and voluntary mechanisms for preventing, mitigating the impact of and recovering ALDFG should be the centrepiece of a global plan of action on ALDFG.

SUMMARY OF RECOMMENDATIONS AND POTENTIAL ACTIONS

Measures to reduce ALDFG may be appropriately taken at the international, regional, national or local level. It is also likely that some measures will need to be legislated and made mandatory, while others need only be voluntary, and indeed may be more effective for being so. For example, while locally specific legislation may be appropriate in some cases, in fisheries where there is potential for local-level arrangements to result in a degree of consensus and agreement between/by participants, measures could be applied voluntarily and/or through the adoption of codes of practice, where improved communication between different fisher groups and preventative measures could be adopted and agreed.

Conversely, due to the transboundary nature of many of the causes and impacts of ALDFG, and the fact that some causes are likely to be universal in nature and require universally applicable measures, regional and international collaboration may be especially appropriate to address some aspects. These may be voluntary or legislated, but their application, support and enforcement may often be necessary at a national/local level, even if based on international conventions or the requirements of a regional fisheries body.

Table 10 provides a summary of the recommendations associated with ALDFG in general, of specific measures, and of the authors' views as to what international agencies could do to help reduce ALDFG. The table also includes a suggestion as to the level at which the recommendations should be addressed, and the extent to which they should be legislated for or made voluntary.

TABLE 10
Suggested route for addressing recommendations

Recommendation	Level and responsibility	Legal status
1–9 Cross-cutting recommendations (see Chapter 6.1)	Can be effective at all levels, and relevant to all stakeholders	Voluntary
Preventative (avoiding the loss of gear) measures (see "Recommendations relating to preventive measures", page 81)		
10. Make gear Identification intrinsic to gear structure	Fishery-specific and therefore could be applied through RFB or national regulations	Mandatory
11. Require port-based marking inspections to reduce IUU-related ALDFG	Fishery-specific and therefore could be applied through RFB or port state regulations	Mandatory
12. Promote lost gear recovery	Fishery-specific and therefore could be applied through RFB or national or local regulations	Voluntary
13. Develop affordable GPS and transponder use	Adoption of technology could be encouraged by initiatives at any level or by certification schemes	Voluntary
14. Promote spatial management	Area-specific and therefore likely to be local	Mandatory & voluntary
15. Facilitate onshore reception and disposal	International action (IMO) to encourage national adoption	Mandatory
16. Facilitate convenient and affordable gear disposal	International action (IMO) to encourage national adoption	Voluntary
17. Set general limits on gear carried	Fishery-specific and therefore could be applied through RFB or national regulations	Mandatory
18. Integrate ALDFG reduction into wider management methods	Fishery-specific and therefore could be applied through RFB or national regulations	Voluntary
Mitigating measures (reducing the impact if lost) (see "Recommendations relating to mitigating measures", page 83)		
19. Promote better gear design to reduce bycatch by lost gear	Fishery-specific and therefore could be applied through RFB or national regulations or local agreements	Mandatory
20. Encourage use of "ALDFG-friendly gear" through grants/ ecolabelling initiatives	Local government/ecolabelling standard development	Voluntary

Recommendation	Level and responsibility	Legal status
Curative measures (removal and clean-up of lost gear) (see "Recommendations relating to curative measures", page 84)		
21. Combine local knowledge and scientific approaches for gear location	Fishery-specific and therefore could be coordinated through RFB, national agency or local agreements	Voluntary
22. Develop minimum requirements for diver safety plus guidelines and procedures to further ensure safety in retrieval	National, but international collaboration useful	Mandatory
23. Incorporate reporting of lost gear with current reporting systems	Fishery-specific: possibly coordinated through RFB, national agency or local agreements	Mandatory
24. Conduct targeted gear recovery	Fishery-specific: possibly coordinated through RFB, national agency or local agreements	Voluntary
25. Provide guidance for cost-effective, safe and responsible disposal	Local coordination, but may be part of wider national or international initiative	Voluntary
International initiatives (see "Potential international actions", page 85)		
26. Develop an action plan on adequacy of port reception facilities for fisheries waste, including ALD gear	IMO	Voluntary
27. Amend Annex V: reduce the 400 GT limit, and provide specific guidance on "reasonable losses", gear marking and port reception facilities	IMO	Mandatory
28. Undertake regulatory impact assessment to ensure measures are appropriate	IMO	Voluntary
29. Expand Guidelines appendix to advise port states on pollution from fishing, including ALDFG	IMO	Voluntary
30. Promote coordinated/consistent approach to address ALDFG across agencies	IMO/FAO	Voluntary
31. Develop cleaner harbours programmes	FAO	voluntary
32. Formulate a global action plan to address ALDFG	UN Agencies	Voluntary

Source: Poseidon, 2008.