



UK CHAMBER
of SHIPPING



BEST PRACTICE

on combating Single-Use Plastic in Shipping

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INTRODUCTION



About this document

The shipping industry has a proud history of facilitating the flow of trade and over the last few decades has been proactive in improving its environmental performance. Part of this has been achieved by working with the International Maritime Organization (IMO) and developing individual company policies which have proactively combated threats to the environment (marine and terrestrial).

The industry is and must remain vigilant to the significant threat that Marine Plastic Litter (MPL) poses to life in the ocean and on the economic activity of the industry.

The objective of this document is to give an overview of the best initiatives in use by UK shipping companies, implemented onboard and ashore to reduce marine litter. Through these initiatives and case studies, readers can identify a series of best practices from throughout the industry that serve as a starting point for those companies looking to develop a more proactive role against marine litter. Due to the specifics of some sectors, not all of these practices may be suitable for implementation across the industry.

ACKNOWLEDGMENTS



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Special thanks is given to the below companies who contributed cases studies:



ABOUT THE CHAMBER



The UK Chamber of Shipping is the trade association and voice of the UK shipping industry. The Chamber represents over 200 members including shipowners, operators, managers, brokers, classification societies, lawyers, P&I clubs and manufacturers. The Chamber works with the UK Government, parliament and a series of international organisations in an effort to champion and protect the industry on behalf of its members. Learn more at:

<https://www.ukchamberofshipping.com/about-us/>

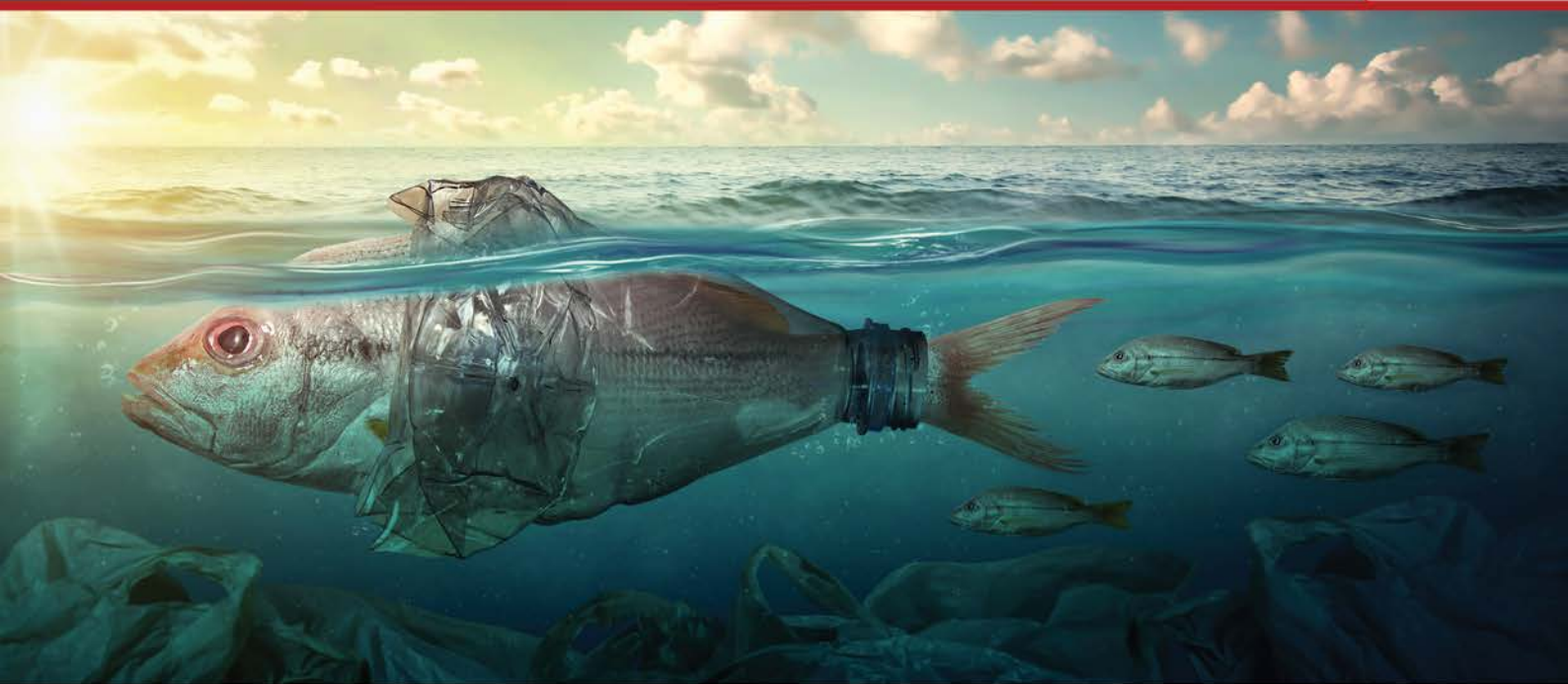
The UK Chamber of Shipping and its members are committed to reducing shipping's footprint on the environment to protect it for present and future generations.

Transport by sea is considered the most carbon efficient mode of carriage. While much has already been done to build on this position and manage critical environmental aspects, the Chamber and its members are committed to a culture of continuous improvement.

By taking concrete steps and leading discussions on how to further improve the environmental efficiency of shipping, the Chamber is actively working with regulators to engage respective stakeholders and help to achieve a target of zero plastic pollution from ships to sea, as defined by the International Convention for the Prevention of Pollution from Ships (MARPOL).



WHAT IS MARINE PLASTIC LITTER AND WHY IS IT SUCH A SERIOUS PROBLEM?



The first step in this document is to briefly identify and explain what Marine Plastic Litter (MPL) is, how it enters and subsequently influences the marine environment, and what measures are being taken by international organisations (such as the IMO) to combat it.

MPL, is a term used to represent waste products containing plastics which have entered the marine ecosystem. A more detailed definition, provided by the UN Environment Programme, is "any persistent, manufactured or processed solid material discarded, disposed of or abandoned in the marine and coastal environment".¹

MPL derives from multiple sources of both land and sea origin, with varied reports on the amount that enters annually. The research organisation Eunomia state that up to 12.2 million tonnes of MPL enter the worlds' marine environment every year (see graphic 1). The United Nations Environment Programme claims an estimated 8 million tonnes enters annually. A warning published by the IMO states: "Marine litter presents a huge problem in our oceans, with some scientists warning that, by 2050, the quantity of plastics in the oceans will outweigh fish."²

1 <https://www.unenvironment.org/explore-topics/oceans-seas/what-we-do/working-regional-seas/marine-litter>

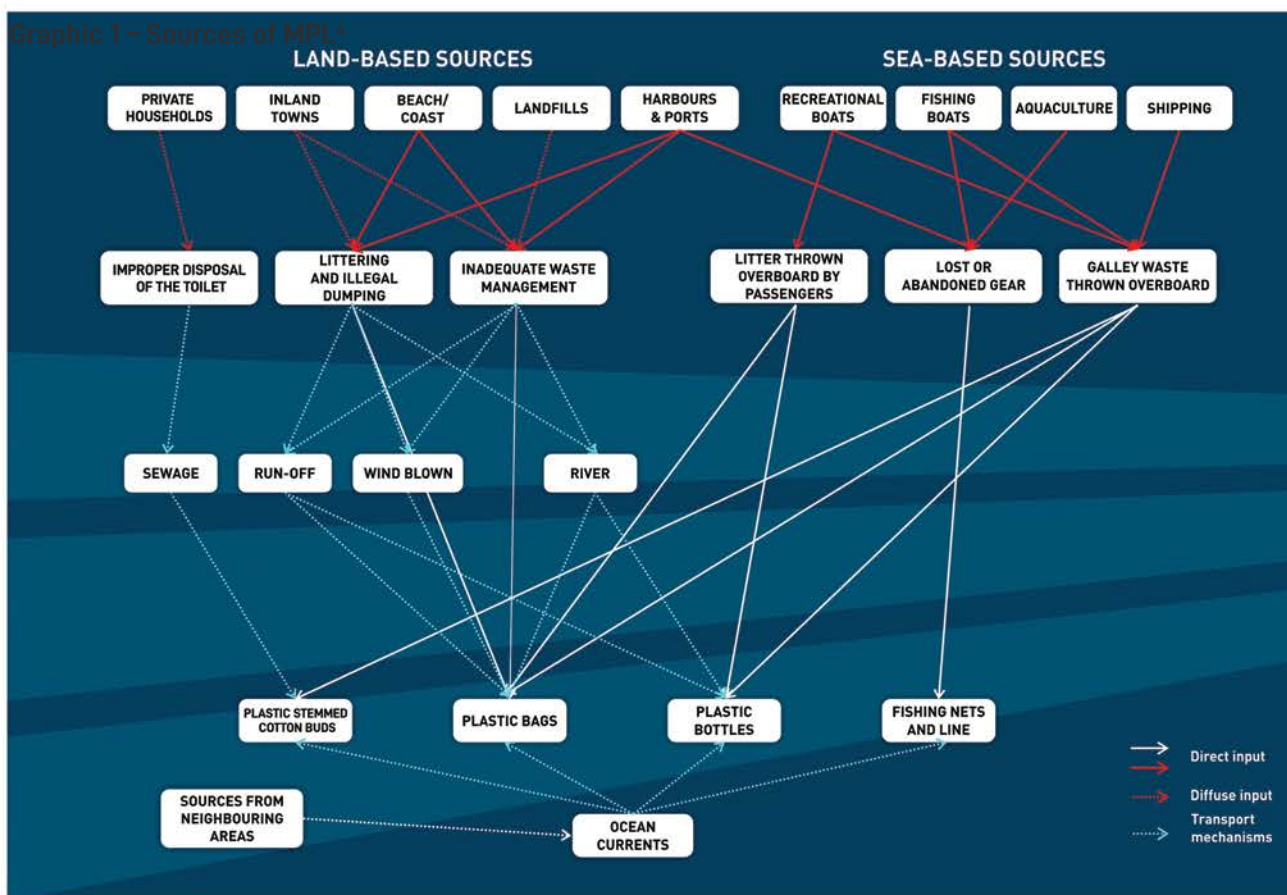
2 <http://www.imo.org/en/MediaCentre/HotTopics/marinelitter/Pages/default.aspx>

Once it has arrived in the marine environment, MPL is extremely hard to remove; in fact, the IMO record that some items can take in excess of 400 years to disappear.

According to research by the IMO, 80% of the annual input of MPL comes from land-based sources (littering on beaches or from sewage systems) while 20% comes from marine sources; predominantly from the fishing industry.

Graphic 1 gives a more detailed breakdown of four common items of marine litter from these different sources.

In their JRC Technical Report³, "Identifying Sources of Marine Litter", the European Commission states that there are some easily identifiable items (specific examples include fishing nets and plastic shopping bags) that can be attributed directly to a specific sector and location



3 https://ec.europa.eu/environment/marine/good-environmental-status/descriptor-10/pdf/MSFD_identifying_sources_of_marine_litter.pdf

4 https://www.researchgate.net/figure/Multiple-sea-and-land-based-sources-grey-boxes-of-4-common-items-of-marine-litter-and_fig1_313064467



(land or marine). However, many items of MPL cannot be directly connected to a particular origin (sector or location) as they derive from multiple numbers of potential sources: plastic water bottles, for example, are used on land and on-board vessels. Consequently, the accuracy of reporting, in regard to the percentage of waste, is only indicative and ideally requires the acquisition of more reliable and consistent data. This very fact makes it challenging for measures to be properly implemented to combat MPL from the source.

MPL is a serious threat causing significant damage to the marine environment.

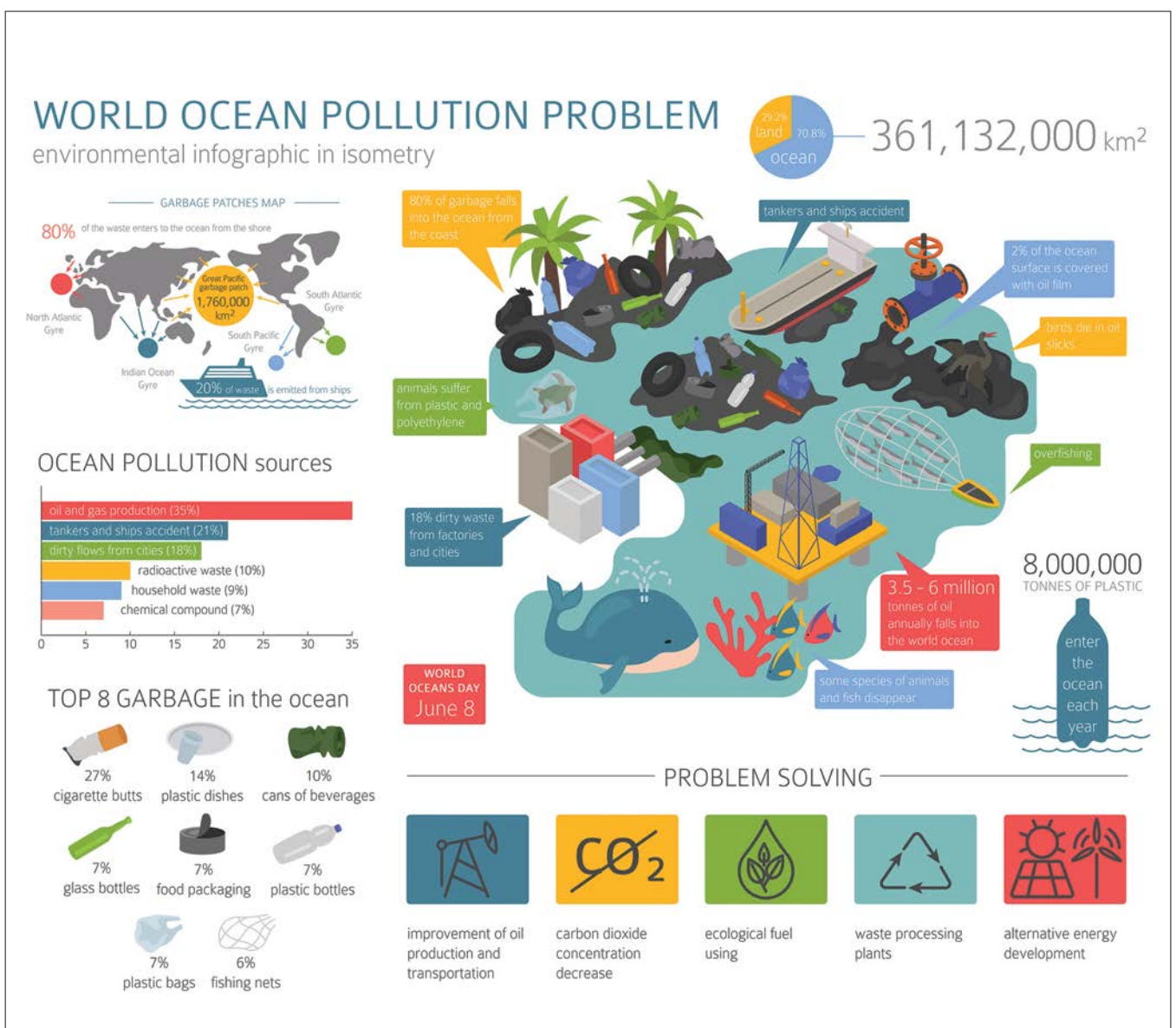
There are scores of images across the internet and other media reflecting this: animals trapped in containers, strangled by nets or ropes (see above images) and even plastics in the intestines of animals that have consumed it, resulting in the the death of marine life and sea birds. Furthermore, MPL can adversely affect ecosystems; covering coral and seabed, preventing it from populating and cutting off oxygen from marine organisms.

There is also a negative effect on human life as microplastics can enter the food chain. As micro plastics are indigestible and contain harmful chemicals, they can adversely affect sexual development, damage genetic material and even cause cancer if swallowed.⁵

⁵ http://wwf.panda.org/knowledge_hub/where_we_work/baltic/threats/marine_litter/

Aside from the environmental threat, MPL can cause economic damage by disrupting crucial fishing operations. Figures compiled by the EC in 2010 suggested a loss of an estimated 60 million Euros per year plus significant additional costs to coastal communities. Additionally, in 2010 the EC calculated a colossal 630 million Euros was spent on beach cleaning.⁶

Graphic 2 – World Pollution Problem



⁶ https://ec.europa.eu/environment/marine/good-environmental-status/descriptor-10/index_en.htm

Another mounting threat is the accumulation of plastics in the oceanic waters, where more buoyant items are transported over large distances by ocean currents whilst persisting at the ocean surface. This results in a high level of plastics arriving into offshore plastic accumulation zones - colloquially known as a "garbage patch." Once the plastics have entered these patches, its only escape is through a degradation of its integrity into smaller microplastics, possible through heat from the sun, wind and other weather related influences. According to scientists there are five offshore plastic accumulation zones in the world's oceans with an estimated 10 million tonnes of plastic residing in them.⁷ The largest and well known of these is the Great Pacific Garbage Patch, located between Hawaii and California, which reportedly occupies a space of around 1.6 million square kilometres – that's 3 times the size of France.⁸

For shipping, the key threat posed by MPL lies in navigational safety. Plastics can easily become entangled in a vessel's vital technical equipment (e.g. propellers, rudders etc.) which can lead to reduced power and manoeuvrability – even engine failure and/or loss of steering. Disruption to vessels operations or schedules and, crucially, damage to a vessels technical equipment have significant financial implications for its owners, its insurers and its customers; thereon affecting the supply chain.



7 <https://www.independent.co.uk/environment/plastic-pollution-ocean-great-pacific-garbage-patch-siberia-guinea-a8534931.html>

8 <https://theoceancleanup.com/great-pacific-garbage-patch/>

WHAT CORRECTIVE ACTION AND MEASURES ARE BEING TAKEN BY INTERNATIONAL SHIPPING AND REGULATORS?



Despite 80% of MPL entering the ocean from land, shipping is still a significant factor in its existence. The breakdown of the 20% of MPL which enters the ocean from maritime sources is open to much debate, but it is universally acknowledged that fishing gear and nets are major contributors. A problem with these figures is that they come from studies run in the 1990's and do not take into consideration the progress from the adoption of the Annex V of the International Convention for the Prevention of Pollution from Ships (MARPOL) in 1988. It also reflects the knowledge gap on MPL which is expected to be addressed by the IMO in the coming years.

As defined by the IMO, plastic is just one form of garbage which covers all kinds of food, domestic and operational waste, cargo residues, incinerator ashes, cooking oil, fishing equipment and animal carcasses generated during the normal operation of a ship and liable to be disposed of continuously or periodically.⁹

Disposal of any item defined as garbage is prohibited by the IMO under MARPOL Annex V which lays out the offending items. The MARPOL Convention (adopted by the IMO in 1973) is the main international convention covering prevention of pollution of the marine environment by ships from operational or accidental causes. The Convention includes regulations aimed at preventing and minimizing pollution from ships - both accidental pollution and that from routine operations - and it currently includes six technical Annexes.¹⁰

Annex V of MARPOL as described earlier, has the full title of "Annex V Prevention of Pollution by Garbage from Ships." Annex V deals with different types of garbage and specifies the distances from land and the manner in which they may be disposed of; the most important feature of the Annex being the complete ban imposed on the disposal into the sea of all forms of plastics.

9 <http://www.imo.org/en/MediaCentre/HotTopics/marinelitter/Pages/default.aspx>

10 [http://www.imo.org/en/About/Conventions/ListOfConventions/Pages/International-Convention-for-the-Prevention-of-Pollution-from-Ships-\(MARPOL\).aspx](http://www.imo.org/en/About/Conventions/ListOfConventions/Pages/International-Convention-for-the-Prevention-of-Pollution-from-Ships-(MARPOL).aspx)

Enforcement of MARPOL is the responsibility of the Flag State and Port State Control. However, the effectiveness of ships to comply with the discharge requirements laid out by MARPOL depends upon the availability of adequate Port Reception Facilities (PRF). Thus, Annex V also obliges governments to ensure the provision of adequate garbage reception facilities at ports and terminals without causing undue delays, and according to the needs of the ships using them.¹¹

The European Union sought to align EU legislation, as far as possible, with the international legal framework (MARPOL). Thus in 2018 it identified that the existing Directive¹² was not fully consistent with EU waste legislation and sought to rectify this by improving the existing set up regarding waste reception and handling plans.

The Directive also addressed the lack of systematic recording of waste delivered in ports. Insufficient exchange of information between Member States establishes an indirect fee system for all ships to incentivise the delivery of waste to PRF's.¹³ The revision of the Directive was achieved in December 2018 and Member States were given two years to adopt national provisions to comply with the Directive.

However, despite these existing regulatory frameworks and other national initiatives such as the UK Government's "Plastic Tax"¹⁴ and its Environmental Protection Regulations 2020¹⁵, discharge into the sea continues to occur.¹⁶ The EU approved in May 2019 a Single-Use Plastics Directive which will build on the EU's existing waste legislation but will go further by setting stricter rules for those types of products and packaging which are among the top ten most frequently found items polluting European beaches. The new rules will ban the use of certain throwaway plastic products for which alternatives exist.¹⁷ These items will include straws, cotton swabs made from plastic, plastic plates and cutlery, plastic coffee stirrers and plastic balloon holders, all of which

11 <http://www.imo.org/en/OurWork/Environment/PollutionPrevention/Garbage/Pages/Default.aspx>

12 Directive 2018/0012(COD) - Proposal for a Directive of the European Parliament and of the Council on port reception facilities for the delivery of waste from ships, repealing Directive 2000/59/EC and amending Directive 2009/16/EC and Directive 2010/65/EU Directive 2000/59/EC and amending Directive 2009/16/EC and Directive 2010/65/EU

13 <https://www.consilium.europa.eu/media/37649/st15183-re01-en18.pdf>

14 <https://www.gov.uk/government/publications/single-use-plastics-budget-2018-brief>

15 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/841896/straws-stirrers-cotton-buds-regulations-191021.pdf

16 <https://worldmaritimenews.com/archives/263635/imo-eyes-tougher-measures-to-reduce-marine-plastic-litter-from-ships/>

17 <https://www.consilium.europa.eu/en/press/press-releases/2019/05/21/council-adopts-ban-on-single-use-plastics/>

represent 86% of all single-use plastic items on beaches, and about half of all plastic marine litter. Additionally, member states will also face a 90% collection target for plastic bottles by 2025, and member states will have to significantly reduce the consumption of plastic food containers and cups used for beverages, according to a timeline of six years after the new rules have been transposed. The Directive has also specified that for tobacco products with filters, wet wipes, balloons and fishing gear, new extended producer responsibility systems will be set up to help fund the clean-up.¹⁸

The IMO, at MEPC 73, developed and approved an action plan to address marine plastic litter from ships. The overall timeframe to complete the agreed measures is by 2025. Further, specific time frames for individual measures would be evaluated during annual reviews.

The priority points for the Action Plan were laid out as:

1. Request the Maritime Safety Committee (MSC 101) to consider the establishment of a compulsory system of formatted declarations of the loss of containers and the means on board to easily identify the exact number of losses; and also, consider establishing an obligation to report through a standardized procedure the loss of containers. It was also to consider which sub-committee(s) could progress this matter further.
2. Continue to encourage Parties to MARPOL Annex V to implement their obligations to provide adequate facilities at ports and terminals for the reception of garbage.
3. Encourage Member States and international organizations that have conducted any scientific research related to marine litter to share the results of such research, including any information on the areas contaminated by marine plastic litter from ships.
4. Invite Member States and international organizations to undertake studies to better understand microplastics from ships.
5. Continue to work with other United Nations bodies and agencies, as well as with international fora, active in the matters of marine plastic litter from shipping, including through the Global Partnership on Marine Litter (GPML).

The work on any future issues highlighted by the review would be covered in future sessions.

¹⁸ https://ec.europa.eu/environment/efe/news/european-parliament-votes-single-use-plastics-ban-2019-01-18_en

MAIN INITIATIVES

There is strong support globally for initiatives to combat MPL. The IMO continue to work on a robust international structure to enforce good practice and combat MPL through improvements to MARPOL and the action plan to combat Marine Plastic Litter. However, this is an issue companies have led the way on and the purpose of this document is to highlight the initiatives undertaken by UK companies and show the multitude of different strategies deployed to effectively help combat MPL.

The UK Chamber has contributed on this subject by assisting the domestic and IMO discussions as well as working closely with all the relevant branches of government and NGO's such as the RYA and the Marine Conservation Society to help tackle MPL. Please find below a list of the main initiatives put forward by UK Chamber members which either are prevention based, focus on redesign/reuse, cover recycling, collection and clean up or help raise awareness and training:

PREVENTIVE MEASURES

Cigarette butts

As Graphic 3 (Ocean Conservancy) demonstrates, cigarette butts are the top item collected from the ocean. The core of most cigarette filters, the part that looks like white cotton, is in fact a form of plastic called cellulose acetate. By itself, cellulose acetate is very slow to degrade in the environment. Depending on the conditions of the area in which the cigarette butt is discarded, it can take between 18 months and 10 years for a cigarette filter to decompose.

Subsequently, throwing of cigarettes butts overboard is illegal under MARPOL Annex V.

A key initiative that shipowners could consider is raising awareness of this ban and the impact that they have to the marine environment through posters and training material.



Graphic 3. Overall breakdown of the top 10 items collected from the ocean¹⁹



Combat Microplastics in the laundry system

Microplastics are a particular threat to the ocean environment and one of the main ways they enter the ocean is through dirty washing water. Thus, to combat micro plastics, some companies have added a fine filtering mesh to ships washing machines outlets to prevent fibres reaching the ocean. These filters are able to be cleaned and the residue stored on board for disposal at a shore facility. Also, some companies have identified uniform items which release microplastics into the laundry system and removed them from their inventory.

REDESIGN/ REUSE MEASURES

Push the manufacturer/supplier to change their packaging

To achieve a measurable result, the overall supply chain needs to be targeted and lobbied to make changes to packaging; encouraging them to reduce use of plastic in favour of alternative materials, where feasible.

Shipping companies should work to inform suppliers of their plastic reduction strategies and encourage reduction to packaging material and look to reuse and recycle. Where possible, there may be scope to ask suppliers to remove packaging from the ship once ship's stores have been delivered.

¹⁹ <https://oceanconservancy.org/news/top-ten-items/>

A change in procurement policies can be considered to source and procure items with alternative compostable or recyclable packaging material. This increases pressure on manufacturers to think carefully about its packaging and their own plastics policies.

Members are considering raising awareness with suppliers by evaluating waste strategies as part of relevant procurement activities - for e.g. bulk buying, recyclable containers, opting for environmentally friendly alternatives, phasing out single-use plastics (reusable water bottles).

New Ship Designs should consider Plastic free components if feasible

When designing new vessels, some companies have ensured that improved, integrated waste management equipment is fitted onboard to enable safer handling and storage (e.g. waste compactors, shredders, compactors, food waste storage tanks). This is achieved and complemented by implementation of a considered Waste Management Strategy during the design and construction of new vessels. Identifying the waste streams and quantities the ship will produce in varying locations onboard ensures an efficient design for the safe handling, segregation, storage and disposal requirements of those waste streams.

Change serving methods on board the vessel

An effective way to target MPL is to focus on relevant areas of use: the galley and bathrooms being key. Members have commented on how some have changed serving methods by replacing single servings of yoghurt (in plastic pots) with decanted supplies, presented in large containers and replacing individual bathroom products in cabins with fixed dispensers.






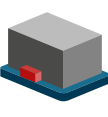



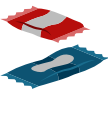
RECYCLING MEASURES

Elimination of plastic by targeting disposable and single use items and substituting plastic items to others

Single-use plastic items are the biggest single group of waste found on seashores. They are disposable plastic which are used only once before they are thrown away or recycled. These items are things like plastic bags, straws, coffee stirrers, soda and water bottles and most food packaging.

Therefore, members have targeted numerous items (e.g. cups, cutlery, straws, carry-bags) and have actively worked to locate alternative products with which to produce these items whilst maintaining cost efficiency and practicality. A sample of some items identified, and their replacements are listed below (graphic 4):

Graphic 4 – Table of items which can be substituted

<p>Straws: Paper, bamboo or stainless steel;</p>		<p>Pens: Wooden Pencils;</p>	
<p>Cutlery: Wooden or reusable metal;</p>		<p>Water Bottles: Installation of extra water filtration units and water fountains enabling the provision of self-distributable re-useable water bottles (for passengers and crew);</p>	
<p>Cups: Reusable material, crockery, glass;</p>		<p>Butter Containers: Eliminate individual butter in plastic containers by use of a butter dish;</p>	
<p>Juice Cartons: Investigating alternatives to Tetra Pak packaging replacing with glass bottles</p>		<p>Yoghurt cartons: Remove individual cartons in favour of larger catering packs which can then be decanted into ceramic containers for service;</p>	
<p>Carry bags: Recycled paper or bioplastic (sugar cane);</p>		<p>Sauce sachets: Introduce fixed condiment sauce Dispensers.</p>	

However, members whilst replacing single use plastics should do with a holistic view in mind. There is a danger that the challenge faced by this complex issue is simplified to a simple belief that as single use plastics is bad everything else must be good. Thus, whilst seeking solutions to single use plastics members must bear in mind that there may be unintended consequences which could be avoided. An example of this being using biodegradable materials such as starch for bags which are good for the ocean/environment but only if they are disposed of properly and in the correct conditions. To break down biodegradable material properly they need to be sent to an industrial composting facility or anaerobic digester. If biodegradable materials end up in landfill, they will biodegrade anaerobically and release methane, a climate-changing greenhouse gas far more damaging than carbon dioxide, and if they end up in recycling, they will contaminate other plastics and lower the overall quality of the recycled material. Most importantly if Biodegradable materials end up in oceans, conditions are not suitable for degradation, making no difference to the marine litter it's supposed to be tackling. The International Marine Contractors Association (IMCA) on its website holds further information on biodegradable products and the marine environment. This information can be accessed here: <https://www.imca-int.com/briefing/briefingseries/sustainability/>

Additionally, for alternatives the extraction, resource use and manufacturing processes which may have greater environmental impacts must also be considered.²⁰

Graphic 5 – Plastic in the ecosystem



Discourage the incineration of plastics

It has been identified as more effective and environmentally friendly to implement sorting and storing of materials for recycling on land. Currently, some ships incinerate their plastics onboard.

Targeting the loss of plastic ropes/shedding of plastic and the disposal of mooring lines

It can be argued that the only 'out of the ordinary' source of plastic from ships that is quite different from land has been identified as the shedding/loss of plastic ropes and mooring lines used for equipment, fishing and manoeuvres. Ropes/lines should be retained and disposed of correctly ashore, under no circumstances should they be dumped at sea..

²⁰ <https://www.bioregional.com/news-and-opinion/why-going-plastic-free-could-have-environmental-side-effects-and-four-ways-we-can-prevent-this>

CASE STUDY - DFDS



When it comes to choosing foodservice packaging, DFDS is striving for best practice, and that means understanding the merits of different product material types in line with its current waste streams. DFDS understands that for any foodservice packaging to be sustainable it needs a viable end-of-life solution.

Compostable products (often made from Polylactic Acid) must be sent to a commercial composting facility in order to breakdown into viable compost. Recycled and recyclable products, like rPET (recycled polyethylene terephthalate), when placed into mixed recyclable bins can be recycled back into food grade materials – like new disposable salad bowls or tumblers.

rPET is the most widely recycled material in Europe and has a lower carbon footprint than virgin PET. It is also lightweight compared to other packaging, for example it is up to 85% lighter than glass. This helps cut transportation costs, in-turn lowering CO2 emissions. Both food safe and shatterproof, rPET provides hygiene and safety in the supply chain, and most importantly the foodservice environment.

DFDS has opted to use a consolidated range of rPET products for its foodservice products, which is currently the most practical and sustainable option for the business. Choosing one product type, rather than a mix of recyclable and compostable products, ensures DFDS has a clean waste stream for optimum waste management.

More information about DFDS's work can be found here:

<https://www.dfdsseaways.co.uk/about-us/environment>

CASE STUDY - STENA LINE



Stena Line established a Sustainability Department in early 2016 to focus on five areas such as life below water and responsible consumption, which are linked into the UN Sustainability Goals (UNSG's). One item that came up yearly on the agenda was the reduction of the amount of plastics on-board. As a starting point, the Sustainability Department together with the Procurement Department made an inventory of all the single use plastic articles used within the Stena Line fleet to get an understanding of where the work needed to be prioritized. About 50 items were targeted for replacement. The priority was to replace disposable items with reusable items for example steel and porcelain, however for some items there was difficulty to find replacements so single use items had to be kept, for instance, plastic coffee cups. About one million plastic cups produced from fossil fuels has since been replaced with paper cups made from biomaterial every year. In other instances, other solutions had to be found, for instance reducing plastic glasses at deck bars, where using "real" glass was ruled out due to safety issues, instead multiuse bioplastic cups are being introduced.

The phase out of single use plastic is still ongoing and next step is small food packaging for example marmalade, butter and ketchup. Collaboration with suppliers is crucial to success and the companies work hard to find more sustainable alternatives to single use plastic made from fossil fuels.

Stena Line estimate they can replace 90% of plastic articles found onboard. For those items remaining the preference is to use bio-plastic or recycled plastic – both possible to recycle again through normal waste collection methods. Stena Line have also stressed that importance of

changing behaviours and attitudes from both crew and customers towards plastics in achieving their aims of combating marine plastic litter.

All 38 ships in the fleet shall have recycling bins in public areas for at least three fractions; general waste, paper and plastic. In many of the ports Stena Line traffic, the company has control of the waste management and recycling companies are contracted which facilitates recycling of plastic.

All of the work Stena Line has done in combating MPL and working towards a sustainable future can be found here:

<https://www.stenaline.com/our-sustainable-journey>



CASE STUDY - SUBSEA 7

subsea 7



Subsea 7 has introduced a new sustainability value, reflecting the importance of environmental and social responsibility at Subsea 7. The company is also a signatory of the United Nations (UN) Global Compact. As part of this Subsea 7 has committed to implementing universal sustainability principles and to taking steps to support the UN's goals.

A key focus area for vessels is reducing single use plastics. One of the largest sources of single use plastic on the vessels was the use of plastic water bottles. Drinking fountains have been installed, which are either supplied by fresh water produced on the vessels or larger re-fillable cylinders. Crews have been issued with stainless steel water bottles that they can attach to their coveralls. Plastic cups have been removed and replaced with porcelain cups in galley areas and silicon cups for wider use across the vessels. On one vessel, the installation of water fountains has eliminated the use of approximately 16,000 water bottles a month for a crew of around 80. Plastic cutlery has been replaced with stainless steel or wooden cutlery. Cleaning chemicals are bought in bulk and distributed across the vessels in re-fillable bottles. For wider operations, Subsea 7 has started to replace plastic barrier tapes with re-useable barrier tapes and is investigating alternatives to plastic shoe covers.

Subsea 7 has a wide range of different vessels working across the globe. While many solutions to reduce or eliminate single use plastic can be relatively easily implemented across the fleet it must be recognised that this is not possible in all regions due to health and safety concerns. In such cases, individual solutions must be found. Subsea 7 has also made a commitment to avoid biodegradable plastic as far as possible due to its negative impact on the marine environment. Working closely with the supply chain and the crews on-board, the elimination of single use plastic is ongoing, however we recognise that it will require commitment, education and awareness raising.

COLLECTION AND CLEAN UP MEASURES

Public Company Clean Up

Multiple members have confirmed that volunteer exercises for employees and customers/passengers have been conducted. This entailed visits to beaches where mass litter picking exercises took place. Apart from the obvious environmental benefits, this helps raise awareness amongst staff and is an effective team building exercise. One member highlighted how this has become a regular exercise for them and extends to the entire workforce from the CEO downwards.



CASE STUDY - NOBLE CALEDONIA



NOBLE CALEDONIA



Noble Caledonia expanded on only inviting crew and staff, by inviting its passengers to join beach cleans. These are sometimes planned but often occur spontaneously during cruises in various locations around the world, ranging from Japan to remote locations like the Pitcairn Islands. This can be further highlighted here:

<https://www.noble-caledonia.co.uk/charitable-trust/beach-clean-ups/>

While not preventing plastic pollution at source, beach cleans are a good way of people experiencing first-hand the impacts of the current throwaway consumer culture and assist in changing people's habits for the better.²¹ These initiatives provide efficient and measurable ways for organisations such as the Marine Conservation Society to gather data on litter washing ashore, the locations and allow enable mapping of litter dispersal. Further information can be found at:

<https://www.scrapbook.org.uk/map/>

²¹ <https://www.citytosea.org.uk/reduce-plastic-pollution-2/>

AWARENESS AND TRAINING MEASURES

Encourage ships to proactively report on inadequate port reception facilities and encourage alternative recycling systems at the port

It is actively encouraged throughout the industry that ships' crew proactively report inadequate PRFs to Flag States and the relevant Port State as well as sharing any outcomes back to shoreside management. Additionally, members are encouraged to report such issues to the UK Chamber of Shipping and to any other industry body to which they are affiliated.

Deposit return schemes are commonly being implemented worldwide as part of the waste solution. In these schemes, the consumer buying a product pays a small amount of money which is then reimbursed when the used containers are returned to a collection point. Establishment of these systems in port and their incorporation in the charging systems of port reception facilities could be efficient tools for reducing the environmental impact of packaging systems and increase their resource efficiency.

Engagement with port agents on waste disposal

Shipowners should engage with port agents and harbour authorities on company requirements and expectations for safe and responsible waste disposal at the relevant ports and yards. The importance of discussion with ports cannot be understated, especially on providing adequate separation of materials from waste streams.



Enhance awareness and quality of reporting around plastic onboard through Plastic audits, KPIs and targets

One-way members enhance the efficiency and awareness of their waste management practices is through setting targets and KPIs around waste which can be used to monitor performance and improvement and provide feedback. Regular waste audits are encouraged to be conducted onboard to identify potential opportunities for improvement in waste prevention, reduction, reuse, and recycling.

Other ways to increase awareness onboard and ashore is via proactive communications: training or running mapping exercises on items used onboard to find ways to eliminate or reduce plastic materials.

Graphic 6 – Waste flow diagram plastic waste



Raise Awareness by working with media partners and focusing on studies on where plastics can be found

The way to tackle MPL is to raise public awareness on the threat it poses to the marine environment, ecosystems and public health. Shipping's response to this issue should be highlighted together with actions being taken by companies across the sectors (tanker, container, cruise and ferry). Beach clean-ups are a good example of this and garner a good level of local/national media attention.

Amongst company employees and encourage to change their environmental interaction

For companies to effectively combat MPL it can only be done if employees of the company are aware of the effects that MPL has and how their actions can influence its spread. Through educational programmes and initiatives on combating MPL, companies can encourage their employees to be aware of the impact MPL had on the environment and how their individual actions can help prevent and combat it.

CASE STUDY - CALMAC FERRIES LIMITED



CALMAC
FERRIES


Operators of Caledonian MacBrayne



CalMac are currently piloting an Environmental Leaders Initiative at their port in Oban. The purpose of the initiative is to capture a cross section of employees who work at various levels and in various departments to champion 'green' initiatives. Environmental Leaders will be instrumental in encouraging colleagues to change the way they interact with the environment and adopt 'greener' habits in the workplace. They will champion resource efficiency campaigns and ensure that procedures are being followed in relation to aspects such as waste segregation.

Environmental Leaders will champion eliminating or replacing avoidable plastics at their location following the Surfers Against Sewage business toolkit to achieve 'plastic-free' status.

CONCLUSION



Marine Plastic Litter is a major threat not only to marine wildlife but to the whole marine environment and ecosystem, with far reaching effects on human health. It can have additional commercial influences for some companies which can lead to vastly increased operating costs and impact supply chains.

Consequently, the Chamber hopes that members will evaluate work done on this subject by others and use as a guideline for practices that can potentially be undertaken for new initiatives.

DISCLAIMER



This guidance has been produced to provide general guidance on initiatives and schemes being implemented by the members of the UK Chamber of Shipping.

This publication has been prepared to deal with the subject of Best Practice on combating Single-Use Plastic in Shipping. This should not, however, be taken to mean that this publication deals comprehensively with all of the issues that will need to be addressed or even, where a particular issue is addressed, that this publication sets out the only definitive view for all situations.

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