



LEMA

Recogida y gestión inteligente
de basuras marinas para autoridades locales

NEWS LETTER #5



EDITORIAL



Dear readers,

We are pleased to present the fifth edition of the LifeLEMA newsletter.

It will introduce the different connections LifeLEMA partners have established with other projects and stakeholders. Networking constitutes a substantial part of the job since it enables LifeLEMA partners to be exposed to new influences and ideas and therefore address marine litter with a comprehensive, multifaceted response.

It is also an opportunity to share our experiences and to broaden our audience in the long run by meeting stakeholders from a wide spectrum (NGO sector, big companies, corporate sector, governance entities...).

In fact, the EU Life program also aims at connecting Life projects together for a higher purpose that is the establishment of the EU Action plan for nature in 2020. LifeLEMA partners have been meeting other spokesperson in the field of environment protection during key events such as the EU open days in Brussels, Belgium, the MARLICE forum in Seville, Spain or the EGU General Assembly in Vienna, Austria.

Dedicating a newsletter to the -se networking aspects is important as they represent a significant part of the project.



POST MARLICE FORUM AND THE OUTCOMES



At the beginning of April, LifeLEMA project took part in the MARLICE forum, the 1st International forum on Marine Litter and Circular Economy. As one of the strategic lines in the new horizons set by European and international politics, marine litter represents one of the highest challenges that humanity faces. The Spanish Marine Litter Association(AEBAM) was founded with a view to bring together endeavours of various entities related to the environment. The ultimate goal is to better the different lines of work that promote the management of this issue at national, European and international levels. MARLICE has been a fruitful forum where LifeLEMA had the opportunity to get to know many ongoing projects in the Mediterranean and Atlantic coasts and to share our ideas with interesting counterparts from all around the world.

This forum also addressed many technical aspects of the monitoring of marine litter among which the Marine Strategy Framework Directive.

Indeed, working groups gathered experts from various background to debate on its achievement's possibilities. The MSFD is the first EU legislative instrument related to the protection of marine biodiversity.



It covers the explicit objective that "biodiversity is maintained by 2020", as the cornerstone for achieving GES (Good Environmental Status). Cooperation between the Member States of one marine region and with neighboring countries which share the same marine waters, is crucial and is already due to take place through the Regional Sea Conventions. In order to achieve GES by 2020, each Member State is required to develop a strategy for its marine waters (or Marine Strategy). In this view, the Marlice Forum has enabled many experts to debate on the issue and to progress toward the achievement of common goals for the implementation of a comprehensive strategy.

The debate mainly addressed the monitoring and the modeling of marine litter management.



The last day was dedicated to the participation of citizens, and occurred in the natural parc of Marismas del Odiel. Volunteers subscribed as audience of the Marlice forum and thus could participate in the establishment of a citizen science in the monitoring of marine litter through the use of various protocols: OSPAR, MED POL, EsMarEs, Marine Litter Watch and Marnoba.



19/06

AGENDA #5 THE EASME VISIT

 Event with invitation needed

 San Juan de Luz

 <https://www.google.com/maps/place/>

As LifeLEMA project is getting to its end, EU representatives came to the Bask Country to assess the progress of the project and its final accomplishments. On this day LifeLEMA partners have therefore shown the technological advances and protocols initiated throughout the 3 years and what came out of it. This visit has put at the forefront a large diversity of LifeLEMA aspects within the cross-bordering area and brought together all committed individuals of the project.

LifeLEMA partners gave a preview of their final outcomes. It was time to address the project's replicability in other areas as well as its impact on policies either locally and internationally. Other substantial aspects of LifeLEMA have also been covered especially regarding the future of the project as the After-Life Plan was at the forefront of the discussion. EASME members also went for a boat trip to discover the operational strategy for marine litter collection on our vessels. It has been a great honor to meet EU representatives and to share LIFELEMA technical tools and latest results.

27/06

LIFELEMA CLOSING EVENT



 Open event

 Centro Kursaal

 <https://www.google.com/maps/place/>

The end of summer will also spell the end of the LifeLEMA project in late August. However, before it happens, the LifeLEMA team had planned to bring together all stakeholders and technicians during a free public event. Together with specialists and civil society, they held a debate on marine litter and pollution. The larger aim was to introduce the final detection and monitoring device and its intended influence on current policies and local authorities' sphere of action. LifeLEMA partners highly hope these final outcomes will help administrations better manage floating marine litter in their affected areas.



07/19

AGENDA #5

OSPAR SUMMER CAMPAIGNS



Event with volunteer groups and volunteer schools



Gipuzkoa beaches



<https://www.google.com/maps/place>

They are the last LifeLEMA OSPAR campaigns. LifeLEMA partners will gather with their groups of volunteers to pick up marine litter from beaches, characterize and count the items collected, following the OSPAR protocol. As Life LEMA ends in August, this will be the last collection on beaches contributing to the establishment of a Citizen Science within the project.

INTERVIEW



NICOLAS SUSPERREGUI,
Comité Interdépartemental des Pêches
Maritimes et des Elevages Marins
Pyrénées-Atlantiques Landes

Waste from fishing gears represent about 70% of the large floating plastic debris in the ocean. Is there any other local initiatives to reduce this fishing impact?

Globally speaking, plastic wastes generated by the fishing sector are exclusively due to “accidental” happenings (the loss of a fishing device, the loss of fishing equipment because of a heavy swell...). The CIDPMEM 64-40 establishes a strategy based on three points: resource management, valorization of local fish products, environmental monitoring and innovation. In addition, the CIDPMEM 64-40 contributes to the PECHPROPPE programme driven by the maritime cooperation which aims at prefiguring the settlement of a voluntary management chain for the used fishing gears.

In your opinion, how could fishermen contribute to the improvement of the tools developed under the project?

In a non-formal way, they have already contributed to this tool since they spontaneously transmit the location of floating waste by radio to the Itsas Bellara boat which is in charge of collecting marine litter for the joint association Kosta Garbia. This device could be formalized.

As a member of the Life LEMA council, do you believe that new initiatives for the evolution of practices within the fishing community can emerge from this project?

They estimate that 70% of stored large litter is covering the seabed, 15% of it is floating on the surface and 15% of it is running aground on the coasts (National Observatory of Sea and littoral, 2015). The action of bringing back marine litter to the shore by fishing gears could therefore be complementary to the actions on floating marine litter driven under the Life LEMA programme.

In your mind, could devices developed under the Life LEMA project bring useful information to fishermen?

Beyond professional fishermen, the tracking of floating marine litter over the Basque coast will improve the navigation security of all users of the marine environment. The localization of wooden logs will prevent chocks from happening meanwhile the one of plastic waste will reduce propeller obstructions.

