



Municipalities for Sustainable Seas

KIMO International
Annual Report
2018/19

KIMO International Board of Directors

Robert te Beest (President) – Chair

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Jerry Ahlström (Junior Vice-President)

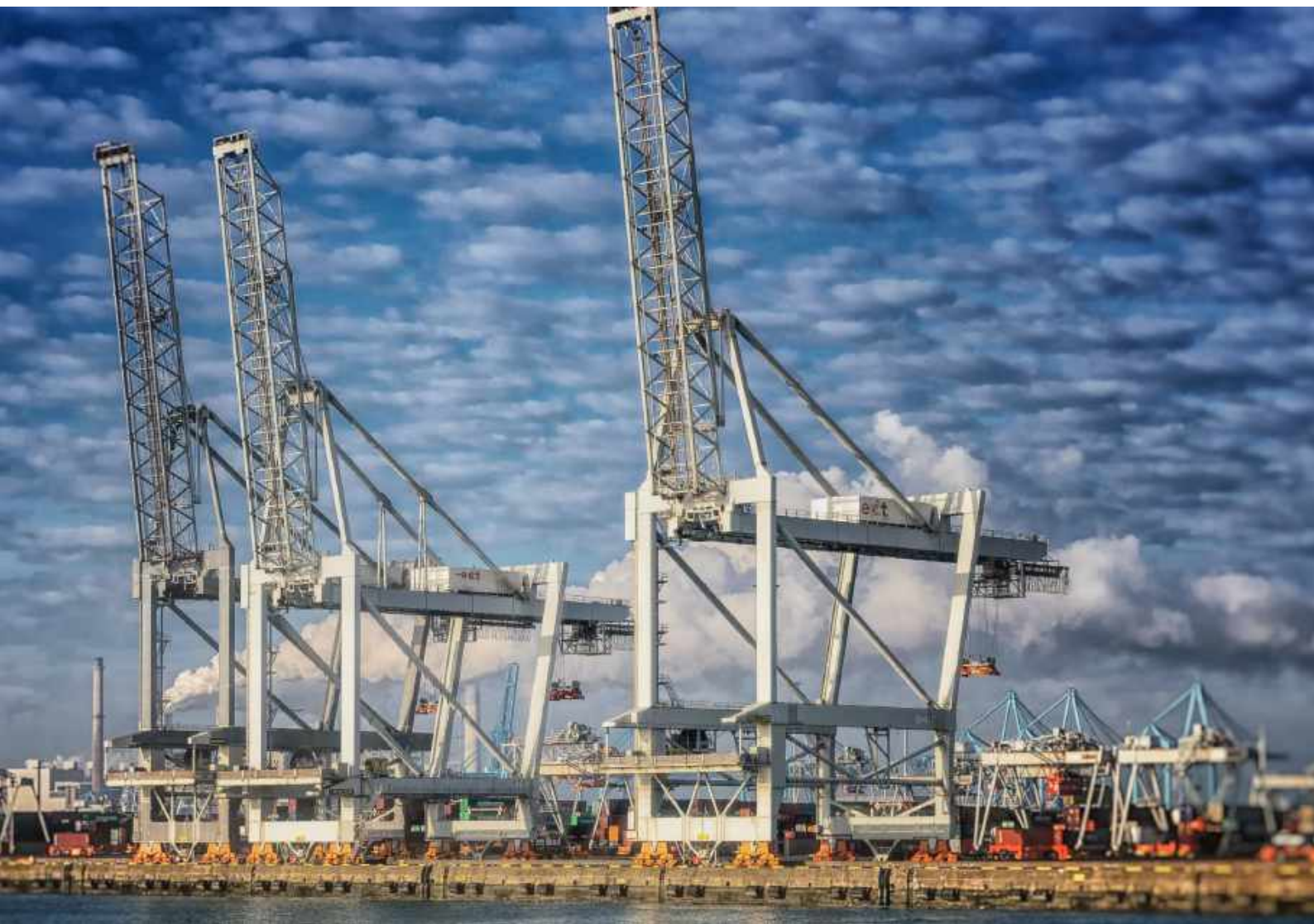
Preben Friis-Hauge – KIMO Denmark

Sebastian Dinjens – KIMO Netherlands and Belgium

Emmyly Bönnfors – KIMO Sweden

William Howatson – KIMO UK

Malcolm Bell – Shetland Islands Council





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Word from the President

My final words as President of KIMO international are words of great pride. I am proud that KIMO International has become a more sustainable organization in 2019, ready for the future. We know there is still a way to go but we count our blessings and we are blessed with a healthy organisation. Last year, we were delighted to welcome Norwegian partners into the KIMO family again. New partners will give our organisation even more influence at both national and international level. Over the last two years, we have gained 10 new members in total and we continue to work to attract new strategic partners into our organisation. In 2018, we signed a Memorandum of Understanding with the CPMR's North Sea Commission, so municipalities and regions will now cooperate and lobby together on our mutual goals.



Over the last year, we have pursued many different avenues to lobby for cleaner seas. We attended several important International meetings, including the Our Ocean Conference and the EU's Maritime Day, as well as high-level meetings at OSPAR and HELCOM. We shared our knowledge in the United States, in Canada and in Asia. Our work is recognised not only in Europe, but also globally, where other coastal communities want to learn from our expertise and, in particular, from our Fishing for Litter scheme.

Since its inception, Fishing for Litter has grown from a single pilot project into an international phenomenon with projects currently running in England, Scotland, Northern Ireland, Republic of Ireland, the Netherlands, the Faroe Islands, Spain, Italy, Norway, Belgium, Croatia, Montenegro, Greece, Slovenia and more. The success of the scheme has been widely recognised as supporting the fulfilment of UN Agenda 2030 Sustainable Development Goals, EU Marine Strategy Framework Directive and the EU Port Reception Facilities Directive. Fishing for Litter has shown a year on year growth in the number of vessels and the number of ports participating.

KIMO International plays a key role in promoting and expanding the project both in countries already running the scheme and in new countries and is recognised as a global authority on Fishing for Litter and an expert in the field of fisheries waste.

Although our influence may be global, our focus remains on the North European seas and on our members. Our seas face many threats, not only from plastic pollution, but also from nuclear waste, the oil and gas industry, shipping safety and emissions from maritime industries. The MSC Zoë containership disaster in January this year reminded us that, although we have made much progress, our work is not yet done. Since seas have no boundaries, only international cooperation can address the common problems we face.

I would like to thank every member of KIMO who contributes to the progress we make as an organisation. Last, but not least, I would like to thank the International Secretariat for doing a wonderful job. At the International Board Meeting in May this year, we decided to extend the contract to work with each other for the next 5 years. I am confident this will continue to be a good cooperation between KIMO and Shetland Islands Council.

In 2020, our organization will celebrate its 30th birthday - a joyful occasion upon which we can reflect not only on the successes of our past, but also gather new strength to continue this important work. It is needed, now more than ever.

Robert te Beest
President
KIMO International

Our Vision

Seas and coastal waters around northern Europe that are clean, healthy, safe and free from pollution and are preserved and enhanced for future generations

Sustainable coastal communities that are fully protected from the impacts of marine pollution.



Fishing for Litter Hub

Background

Fishing for Litter is a voluntary scheme started by KIMO in 2004. It has four aims:

- 1) To reduce the amount of litter in our oceans by removing it
- 2) To target fishers' attitudes and behaviour by increasing awareness of marine litter within the fishing industry
- 3) To monitor the marine litter coming shore
- 4) To investigate possibilities to recycle the litter

Since its inception it has since grown from a single pilot project into an international phenomenon with projects currently running in England, Scotland, Northern Ireland, Ireland, the Netherlands, the Faroe Islands, Spain, Italy, Norway, Belgium, Croatia, Montenegro, Greece, Slovenia and more.

The success of the scheme has been widely recognised and implementation/expansion of Fishing for Litter supports the fulfilment of (inter alia) UN Agenda 2030 Sustainable Development Goals, EU Marine Strategy Framework Directive, EU Port Reception Facilities Directive and other EU waste legislation. Implementation of Fishing for Litter is also an OSPAR Recommendation, included in the Regional Action Plan on Marine Litter and endorsed by 15 national governments and the EU.

KIMO has identified three major barriers that prevent optimisation of the initiative:

- a. Fishing for Litter is organised, administered and funded separately in each country. This creates a system of discrete project siloes with no common platform to share knowledge, expertise or best practice. Each Fishing for Litter project is left to re-invent

the wheel, making it unnecessarily time-consuming, costly and challenging to secure project funding.

- b. Fishermen do not only fish within the territorial waters of their own country. A fishing vessel may sign up to Fishing for Litter in the Netherlands and land its next catch in Ireland. How do the fishermen know which ports are operating Fishing for Litter schemes where they can dump their passively fished waste? How do they know where in the port they can collect and deposit their Big Bags?
- c. Projects are currently limited in what they can accomplish individually in terms of recycling as they are unable to collect enough waste to benefit from economies of scale. For example, certain fishing net recycling options are only available to suppliers who are able to supply a guaranteed annual tonnage of fishing nets. If Fishing for Litter projects were able to combine their efforts these thresholds can be met. Additionally, costs for sending the nets to the recyclers could be minimised through coordinated transportation arrangements.



Fishing for Litter Hub

In order to address the factors currently constraining the expansion of the Fishing for Litter project, KIMO launched the Fishing for Litter Hub in 2019.

1. The overall aim of the Fishing for Litter Hub is to provide a single, centralised resource for the Fishing for Litter community.
2. The Hub will facilitate national and transboundary networking between Fishing for Litter projects and provide a platform for joint working and the dissemination of best practice.
3. The Hub will provide a single public entry point for all aspects of the project. Regardless of geographical location, relevant information about all Fishing for Litter projects will be available via the Hub.
4. The Hub will serve as a tool for promoting Fishing for Litter and implementing and expanding the initiative both within existing participating countries and externally.
5. The Hub will act as a facilitator, putting waste collectors and recyclers in touch with each other to ensure waste is treated as a resource (recycle, reuse) and given a value..

As the Hub continues to be developed it will provide added value to the fishing industry, fishers, port authorities, harbour masters, waste and recycling industries/organisations, the EU, Regionals Seas Conventions, National Governments and other marine litter projects. The ultimate goal is a more efficient trans-boundary Fishing for Litter project resulting in cleaner seas and safer fishing.



The 'Pitch IN' Project

Artificial grass sports fields are used widely across Europe. They are also a significant source of microplastic pollution. Each artificial grass surface consists of a mat of synthetic fibres held in place by a layer of sand. An additional layer of microplastic granules is added to improve the suitability of the surface for sports. The granules are loosely held in place by the synthetic grass fibres but can be easily dislodged and transported away from the field by means of wind, rain, maintenance activities and on the shoes and clothes of players.

For an average sized sports field, between 1 and 5 tonnes of microplastic granules are added to the field each year in order to replace the lost granulate indicating that between 1 and 4 per cent of the granules are lost each year.

At the 2018 AGM, KIMO passed a resolution on "Microplastic Pollution from Artificial Grass Sports Fields" to raise awareness of the problem and to

encourage policy makers to include microplastic reduction measures into relevant policy regimes. Since then, we've been working on the 'Pitch IN' project. This project is a collaboration between KIMO and Scottish Environmental NGO, Fidra. The purpose of the project is to reduce harmful microplastic emissions into the environment from artificial grass playing fields and it is a call to all municipalities, sports clubs, sportsmen and sportswomen to reduce their microplastic footprint. The message is clear: keep the microplastics in the pitch and don't let them escape into the soil or into the sea.

The project has four main goals:

- 1) Raise awareness of microplastic pollution from artificial turf
- 2) Get players actively involved in reducing microplastic pollution
- 3) Get pitch owners actively involved in reducing microplastic pollution
- 4) Improve design and procurement procedures for new pitches



The 'Pitch IN' Project

Together with Fidra we have created the following resources:

Best practice guidelines

By making a few minor adjustments to current practices, microplastic pollution can be drastically reduced. Our targeted guidelines provide simple, practical advice to anybody involved with artificial grass sports pitches from players to pitch owners to designers/procurement specialists.

A school activities pack

This pack contains fun activities for children in order to raise awareness of the problem. We hope to encourage them to follow best practice from an early age.

Actions

A set of simple actions for community groups/clubs which will reduce microplastic loss. We

have created letter templates that concerned players can use to contact their pitch owner, municipality or political representatives.

Pitch Planner Game

This is a resource to be used at workshops/conferences/meetings. The game is a fun, interactive way for politicians/planners/procurement teams to learn about the challenges of microplastic pollution from artificial pitches and to explore some basic solutions.

The next step is to spread the news of the project and encourage municipalities, sports clubs, schools and sportspeople across Europe to get involved. If you are interested in participating in the project, please visit the project website:

<http://team-pitch.in>

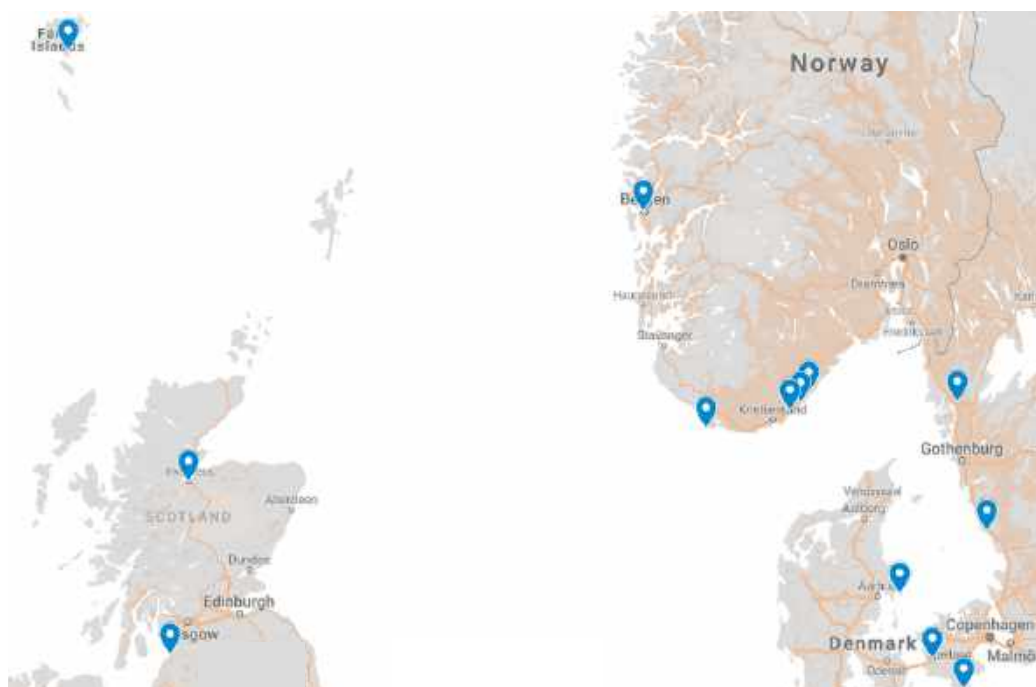


Meet our newest members

At the 2017 AGM in Lomma, the KIMO general assembly set the organisation a goal of recruiting 10 new members by 2020. A determined effort was made by the networks, the presidency team and the international secretariat to achieve this target. After many meetings with potential member municipalities, recruitment at networking events, and with the help of our partner organisations we are pleased to announce that we were able to recruit 13 new members over the last two years.

Besides being the primary source of income for the organisation, extending and strengthening the KIMO network also gives us greater political leverage at national and international level: good news for seas, coastlines and local communities in northern Europe. We would also like to take this opportunity to thank our existing members for their continued support.

On the map below, all the new KIMO members are pinpointed:



Denmark

- Slagelse Kommune
- Syddjurs Kommune
- Vordingborg Kommune

Faroe Islands

- Tórshavnar Kommuna

Norway

- Arendal kommune
- Bergen kommune
- Farsund kommune
- Grimstad kommune
- Lillesand kommune

Sweden

- Falkenbergs kommun
- Uddevalla kommun

UK

- Highland Council
- South Ayrshire Council

We wish all our new members a warm welcome to the KIMO family. We look forward to working with you, learning from you and representing your interests at all levels of governance.

KIMO's work to stop pollution from lost shipping containers

There has been a rapid increase in the worldwide containership fleet. In terms of value, global container trade now accounts for 60% of all seaborne trade. While the quantity of goods being carried by containers has risen from 102 million metric tons in 1980 to 1.83 billion metric tons in 2017, vessels have also increased their capacity. Between 1980 and 2018, the deadweight tonnage of container ships has grown from 11 million metric tons to around 253 million metric tons and the global container ship fleet has the capacity to carry more than 20 million standard containers.

Concern about container loss incidents in European waters is widespread. A number of global carriers have suffered incidents over the years, many of which go unreported. For the period 2008-2016, an average of 1,582 containers were lost each year, 64% of which were from catastrophic events (defined as incidents in which more than 50 containers are lost). Recent incidents include the Mediterranean Shipping Company's ultra-large containership MSC Zoe which lost approximately 345 containers overboard in German waters after being caught in heavy seas between Vlieland, Netherlands and the German Bight in the southeastern North Sea on 1st January 2019. This was the second largest known container ship loss from a ship due to heavy weather (the largest was from the Svendborg Maersk which lost 517 containers off the port of Brest, France, in February 2014).

A significant amount of debris from broken containers including toys, household items and white goods washed up on Dutch and German islands in the Wadden Sea, an area awarded UNESCO World Heritage and Natura 2000 status and recognised by the International Maritime Organisation as a Particularly Sensitive Sea Area

(PSSA) requiring special protection. Volunteers, fishermen and the military were involved in extensive clean-up operations which have cost €260,000 to island municipalities and €777,296 to private companies. It is expected that lost cargo will continue to be washed up on beaches and shores for many months and the extent of the pollution will increase as the debris is carried further by the strong currents.

Containerships and general cargo ships may carry hugely varied cargos anything from plastic pellets, polythene, training shoes, and tobacco to fridges and car parts and there may be many different types of cargo in a single container, making it difficult to reconcile containers that have been lost over the side with the ship's manifest.

Containerships operate at much higher speeds in order to move cargos around the world quickly and keep delivery times down. Modern containerships are designed to operate at service speeds of up to around 22 knots, much faster than tankers or bulk carriers. This higher speed will result in greater impact in collisions and groundings resulting in more damage to the vessel when compared to lower speeds. Therefore there is a greater risk that containers will be lost overboard if an accident does occur.

The ever-increasing incidents of lost containers that are arriving on coastlines and beaches are now becoming an issue for coastal local authorities. Although most of these incidents involve non-toxic pollution such as consumer goods, an increasing number of incidents are involving toxic material which adds a further burden to local emergency services. As the main providers of cleanup responses Local Authorities have to bear the cost of clean-up.



KIMO's work to stop pollution from lost shipping containers

The current system needs to change

KIMO first raised the issue of pollution from containerships and the related lack of robust compensation regimes with regard to this sector of the shipping industry in 1995 at the 4th North Sea Ministerial Conference in Esbjerg and subsequently at the 5th Ministerial Conference in Bergen 2002 where Ministers agreed to "To make coordinated efforts within IMO to review, strengthen and introduce, if appropriate, further compensation and liability regimes."

Despite these assurances the current position remains that the cargo from spilled containers continues to pollute coastlines and to create an environmental, operational and financial burden on coastal authorities unless the ship owner's insurance has been willing to meet the cost.

KIMO is of the opinion that current compensation and liability regimes for pollution from shipping are inadequate. We continue to lobby European Governments, the European Commission and European Parliament to introduce a Convention on Liability and Compensation for Damage in Connection with the Carriage of Non-Toxic Substances including strict liability on ship owners for pollution from their vessels, compulsory insurance for all vessels and a reserve fund to cover any shortfalls in compensation.

While improved compensation is important, the ultimate goal is to prevent the loss of containers in the first place. To this end, we lobby national governments and the EU to jointly pressure the IMO who alone can mandate the required technical improvements.

What is KIMO asking for?



Adequate financial penalties and compensation regimes



Proper transparency on container losses



Container traceability and visibility to boost their recovery

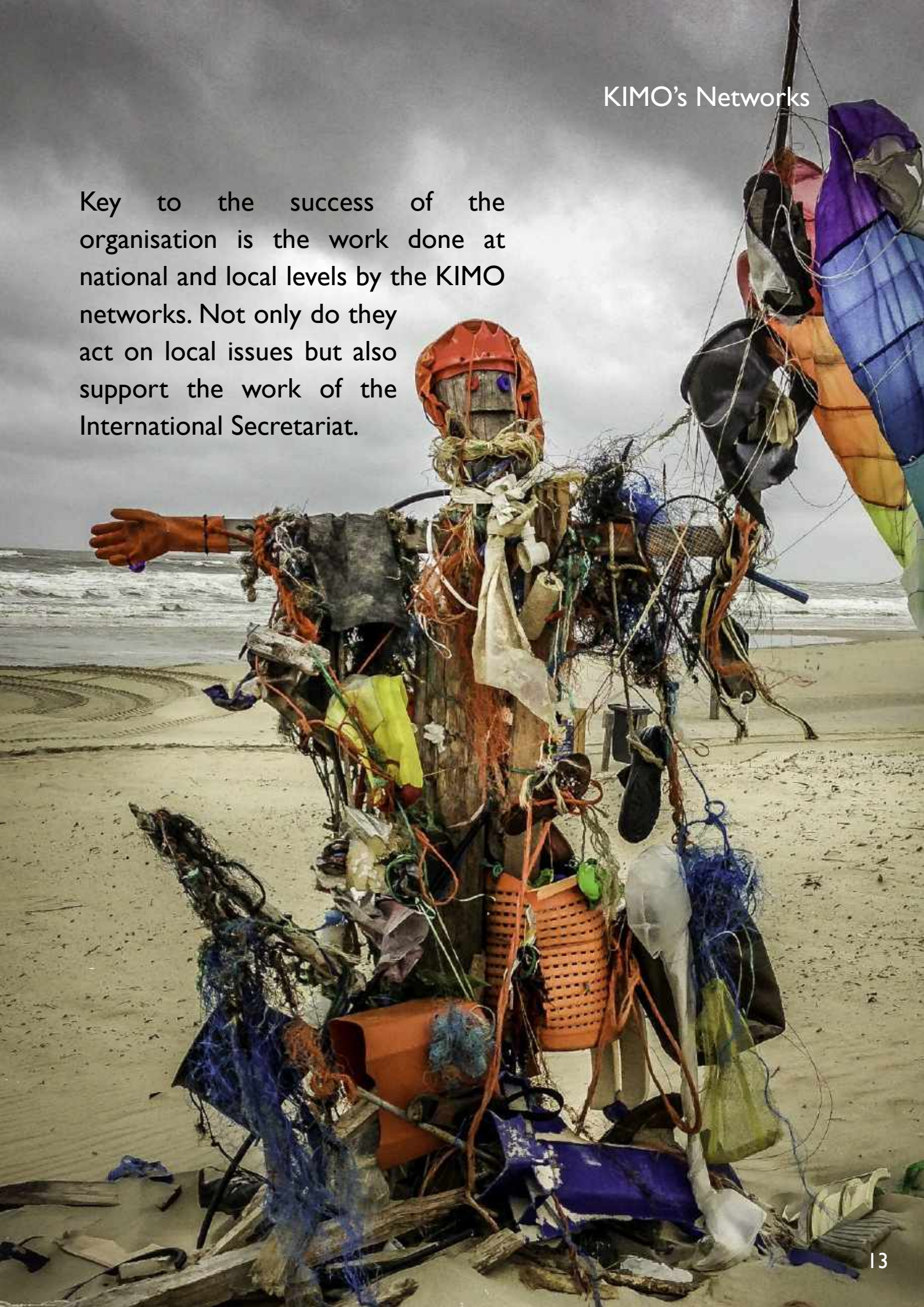


Stronger construction criteria for containers with regard to current stacking heights



Stronger specifications and maintenance regimes for twist locks

Key to the success of the organisation is the work done at national and local levels by the KIMO networks. Not only do they act on local issues but also support the work of the International Secretariat.





Current issues

Some Danish member municipalities have passed resolutions to stop balloon releases and have drafts of plastic management plans in progress.

Paraffin strandings along Danish beaches remain an ongoing concern. We are involved in a partnership with the University of Aalborg focusing on analysis of paraffin washings. The work is aiming at effective identification and tracking pollutants back to the polluters.

Concern about plastic releases from artificial football pitches and how municipalities and users can reduce this impact.

Managing removal and associated costs of stranded ships in the coastal zone. This is based on an actual case from the municipality of Fanø.

Projects

KIMO Denmark monitors 3 reference beaches, 3 times a year for the Danish Ministry of the Environment. This project is a continuation of the previous contract and runs from 2019-2021.

KIMO Denmark collaborated with KIMO International to write the minutes for the OSPAR I

ICG-ML group as well as follow up on the agreed upon actions from the meeting.

KIMO Denmark follows the work of a group that is working on creating a machine that can remove plastic nurdles from beaches. This is project sponsored by the Danish Ocean Plastic Forum coalition.

We participated in the “Race for Oceans” awareness event during the summer and organised beach clean ups. Together we are seeking funding to expand this project for summer 2020.

The Clean Coastline project was completed with a final conference from the 6-8 November 2018 in Hankø, Norway. An Ocean of Possibilities project was also completed in fall of 2018.

KIMO Denmark is coordinating the Danish coastal lottery. This is a project, which originated in Norway and was tested in Denmark in 2018 via the “Clean Coastline” Interreg project.

3 articles were written for the municipal magazine “Teknik og Miljø” for the summer 2019 issue.

Ryan Metcalfe
National Coordinator
KIMO Denmark





Current Issues

There was much work to be done for our network from the very start of 2019 due largely to the loss of hundreds of containers off the northern Dutch coast by the MSC Zoe on the 2nd of January. Discussions about the amounts of additional FFL-waste caused and its related cost are still ongoing.

In July we were invited to share our expertise on the container loss issue in a workshop organized by the European Commission's DG TRANSPORT. The workshop was also attended by DG MOVE and DG MARE. The output from this workshop will inform EU policy.

Projects

We are responsible for the implementation of the Green Deal Fishing for a Clean Sea and the Green

Deal Clean Beaches. Both green deals are running successfully with good stakeholder engagement.

The utility and necessity of the Fishing for Litter program has been brought to public attention due to the pivotal role played by fishermen in the cleanup of the MSC Zoe disaster.

In 2019 we joined a EuropeAid project in Georgia where we are entirely responsible for the stakeholder engagement process and drafting of a national marine environment strategy and action plan based on the EU Marine Strategy Framework Directive. This project is expected to last one and a half years.

Mike Mannaart
National Coordinator
KIMO Netherlands and
Belgium



Current issues

Reducing microplastic emissions from artificial turf continues to be a high priority. We currently have four working groups: communication, plastic, biodiversity and environmental impact. In May we submitted a referral opinion to the Gothenburg Region GR regarding coastal planning. We continue to campaign and raise awareness about pollution from balloon release and confetti which is still a big problem in Sweden.

Projects

We wanted to address the problems we see with balloon release and confetti. Before the schools closed for summer and student celebrations started, we sent a letter to high schools and submitted a press release to the media. We informed students of the problems inherent in these materials and encouraged them to choose other options such as

petals or soap bubbles. We received press coverage in a number of newspapers and our coordinator was interviewed three times on radio. Uddevalla municipality made a short film to draw attention to the environmental problems caused by these materials.

Much good work is being done in our member municipalities. For example, Gothenburg continues to work on environmental quality standards for water. In Sotenäs, the Sotenäs Symbiosis Centre is a facility where plastic that is cleaned up from the sea is repurposed. In Uddevalla the Re:Use! exhibition encourages participants to explore how waste may be better managed in the future. Rather uniquely, the Re:Use exhibition uses 100 % recycled rubbish to 3D-print the components of the exhibition.

Karin Meyer
National Coordinator
KIMO Sweden





Current issues

The issue of adequate Emergency Towing Vessel (ETV) provision for UK waters remains high on our agenda. We have been lobbying ministers of both the UK and Scottish parliaments to press for adequate coverage. The responses we received have been very positive response with several MPs writing to the UK Transport Minister to raise the issue. An ETV working group will be set up in the near future.

Projects

The Fishing for Litter project continues apace with some positive new developments regarding funding. We are currently pursuing the possibility of setting up Fishing for Litter in Norfolk.

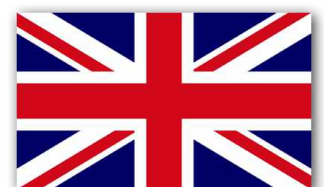
We continue to promote the 'Pick up Three Pieces' campaign during presentations to schools.

The Pitch In project, developed jointly with Fidra, aims to reduce microplastic pollution from artificial grass sports pitches. A community toolkit has been developed which includes posters, leaflets and a collection of educational activities for school children. We are exploring opportunities to disseminate the toolkit to schools and sports clubs in Scotland.

KIMO UK won the Scottish Rural Award for Conservation and the Environment 2019.

We were invited to deliver the keynote address and present a workshop at the Scotland Excel conference in Edinburgh. This annual event brings together procurement specialists from local authorities across Scotland and presented a good opportunity to promote the work of KIMO.

Faron McLellan
National Coordinator
KIMO UK



Current issues

We are lobbying for an integrated German coast guard administered under the auspices of a centralised responsible organisation

We are working towards the establishment of navigation rules for sailing boats in the Wadden Sea.

Further development of the National Park House of the SDN in Varel-Dangast is being undertaken.

Projects

Insel- und Halligkonferenz:

The “Expedition Uthlande” project is going to be finished hopefully in this year. We are creating a brochure outlining sustainable walking tours around

the islands stopping at points of interests on special themes such as nature, history and culture.

Schutzgemeinschaft Deutsche Nordseeküste:

We are processing the work of the Havariekommando in connection with the unavoidable stranding of the freighter "Glory Amsterdam" off Langeoog in 2017.

We are lobbying for the mandatory use of locating devices on all containers transported by sea.

Natalie Eckelt
Coordinator
KIMO Germany



Faroe Islands

KIMO's activities in the Faroe Islands this year have been overshadowed by the sad passing of our colleague, Sveiney Sverrisdóttir.

Sveiney was one of the longest serving KIMO coordinators and has been an indispensable part of the KIMO family since the 1990s.

After a battle with cancer, Sveiney passed away in June 2019. She will be sorely missed and fondly remembered.



Financial Statement

Membership

In 2018 KIMO International received income from 72 member local authorities and 3 group members

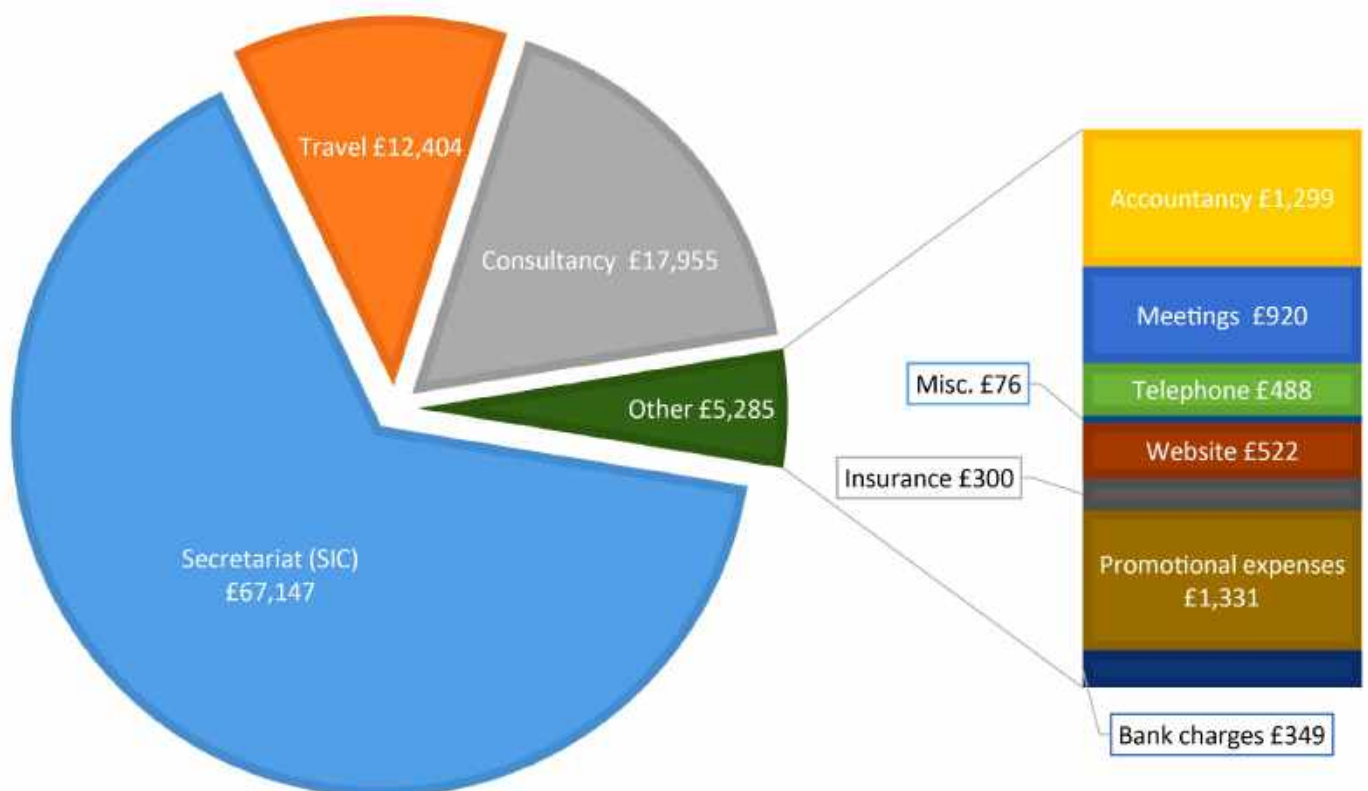
Financial Summary

The 2018 accounts show a surplus of £12,903. Full income and expenditure for the year is summarised here in chart form.

Expenditure



Income



KIMO encourages national representatives to represent the organisation at local meetings

October 2018

North Sea Commission Marine Resources Group meeting in Aberdeenshire, UK

KIMO International Board Meeting, Conference and AGM, Aalborg, DK

Baltic Solutions for Plastic Pollution workshop, Riga (CCB/IUCN), LV

HELCOM Regional Action Plan Marine Litter workshop, Riga, LV

HELCOM Pressure 9, Riga, LV

KIMO Information Meeting, Lillesand, NO

Global Ghost Gear Initiative AGM, Bali, ID

Our Ocean Conference 2018, Bali, ID

November 2018

OSPAR Intercessional Group on Marine Litter (ICG-ML), Edinburgh, UK

UNESCO World Heritage Organisation marine litter workshop, Norderney, DE

Prevention of and Sanctions on Illegal Waste Disposal from Ships at Sea - Berlin, DE

February 2019

Presentation to French Environment Ministry on Fishing for Litter [location?]

Chaired session and launched FfL Hub, Scottish International Marine Conference 2019, Glasgow, UK

British Irish Council Ministerial Symposium on Marine Litter, Glasgow, UK

March 2019

Meetings with Europeche, West Norway Office, DG MARE, Brussels, BE

Presentation at Public Policy Exchange meeting, Brussels, BE

Meeting with DG MOVE on workshop for container spills compensation, Brussels, BE

April 2019

Fishing for Litter presentation, MARLICE 2019 - Seville, ES

May 2019

Workshop on fisheries waste - opportunities for blue growth, European Maritime Day 2019, Lisbon, PT

National Coordinators' meeting, Shetland, UK

International Board meeting, Shetland UK

Meeting with SEAQUAL, Lisbon, PT

June 2019

Presentations at OSPAR Intercessional Group on Marine Litter (ICG-ML), Reykjavik, IS

Lauch of joint NSC/KIMO riverine litter clean up, NSC Conference in Marstrand, SE

ETV risk assessment workshop, Edinburgh, UK

July 2019

DG MARE Container spills compensation workshop, Brussels, BE



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